



Agenda Report

MEETING DATE: Tuesday, June 1, 2021

TO: Planning Commission

FROM: COMMUNITY DEVELOPMENT DIRECTOR MERRIAM
PRINCIPAL PLANNER JUSTIN MEEK, AICP

SUBJECT: PLANNING COMMISSION RECOMMENDATION TO CITY COUNCIL TO
ALLOW THE CONSTRUCTION OF 21 TOWNHOMES ON A 1.57± ACRE
SITE LOCATED AT 547 AIRPORT BOULEVARD (APN 015-321-01)

STATEMENT OF ISSUES

The project proposes to construct 21 row-style, two-story townhouse units on a 1.57± acre site located at 547 Airport Boulevard. Overall development includes installing new onsite circulation and parking lot, landscaping, common space amenities, stormwater facilities, and trash enclosure. Development of the project also involves discontinuing an existing rebar processing operation and demolishing an existing residence along with impervious surfaces, such as building foundations and surface parking areas. Project entitlements consist of a General Plan Map Amendment, Zoning Map Amendment, Planned Development, Major Subdivision (Tentative Map), Special Use Permit/Specific Development Plan with Design Review, and Environmental Review.

RECOMMENDED ACTION

Staff recommends that the Planning Commission:

- (a) adopt a Resolution recommending that the City Council adopt a Mitigated Negative Declaration; and
 - (b) adopt a Resolution recommending that the City Council approve a General Plan Map Amendment, Zoning Map Amendment, Planned Development, Major Subdivision (Tentative Map), and Special Use Permit with Design Review and Specific Development Plan (PP2018-11) to allow the construction of the 21 townhomes on a 1.57± acre site located at 547 Airport Boulevard (APN 015-321-01)
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BASIC PROJECT DATA

Application: PP2018-11

Location: 547 Airport Boulevard (APN: 015-321-01)

Lot Size: 1.57± acre

General Plan: Industrial

Zoning: Industrial Park (IP)

Surrounding: Industrial in the IP Zoning District (west & south), Residential Medium Density in the Multiple Residential Medium Density / Residential Manufactured Home Park (RM-2/R-MH) Zoning District (east), and Transportation, Communication, and Utilities in the Public Facilities (PF) Zoning District (north)

Existing Use: Rebar processing facility and single residence

Proposed: Residential (townhouse units)

Surrounding: Residential (mobile home units), light industrial, airport

Flood Zone: The project site is not within a 100-year floodplain

CEQA Review: An Initial Study/Mitigated Negative Declaration has been prepared for this project, in accordance with the provisions of the California Environmental Quality Act (CEQA).

Applicant/Property Owner: Raoul Ortiz, 547 Airport Boulevard, Watsonville, CA 95076

BACKGROUND

On May 17, 2017, the City provided Raoul Ortiz a pre-application letter (PP2017-72) for the construction of 21 townhome units on 1.57± acre site located at 547 Airport Boulevard.

On December 21, 2018, Raoul Ortiz, applicant and property owner, applied for a General Plan Map Amendment, Zoning Map Amendment, Planned Development, Major Subdivision (Tentative Map), and Special Use Permit/Specific Development Plan with Design Review and Environmental Review (PP2018-11) to allow construction of 21 townhomes at the subject site.

On January 25, 2019, staff provided the applicant an incomplete letter outlining issues that needed to be addressed for moving forward with the project.

On July 11, 2020, the applicant's architect Fred Lattanzio submitted revised plans in response to the incomplete letter.

On January 27, 2020, the applicant entered into a reimbursement agreement with the City of Watsonville for preparation of an Initial Study/Mitigated Negative Declaration for the project. The draft Initial Study and proposed Mitigated Negative Declaration were available for a 30-day review period beginning Monday, August 24, 2020 and ending Tuesday, September 22, 2020.

On February 16, 2021, the applicant's architect Fred Lattanzio submitted revised plans to address incomplete items.

On April 3, 2021, the applicant's engineer Joel Ricca with Bowman & Williams submitted revised plans to address incomplete items identified by Engineering staff.

PROCESS

Amendment to the General Plan Land Use Diagram

The provisions of the General Plan text and the General Plan Land Use Diagram may be amended by the Council by resolution and according to procedures established in Chapter 14-12 of the Watsonville Municipal Code (WMC) whenever the public necessity, the general community welfare, and good zoning practices permit such amendment. [WMC § 14-12.700](#).

Any proposed amendment to the General Plan Land Use Diagram shall be reviewed by the Planning Commission, at a public hearing noticed in accordance with Part 9 of WMC Chapter 14-10 and conducted in accordance with Part 10 of WMC Chapter 14-10, for recommendation to the City Council. At the conclusion of the public hearing, the Commission shall adopt a resolution, recommending approval or denial of the proposed amendment, by the affirmative vote of the majority of the Commission members, subject to findings required by [WMC Section 14-12.708](#).

Upon forwarding the Commission recommendation for approval, modified approval, or denial in any matter by the Planning Commission to the Council, such recommendation shall be accompanied by a complete report of the Commission's action prepared by the Community Development Department, including a summary of the hearing, its findings, and a copy of the Commission resolution, minutes, along with any other pertinent material or information which will assist the Council in making its final determination in the matter. [WMC § 14-12.706](#). Upon receipt of the Commission's recommendation, and before adopting any amendment, the Council shall review the matter at a public hearing noticed in accordance with Part 9 of WMC Chapter 14-10 and conducted in accordance with Part 10 of WMC Chapter 14-10.

At the conclusion of the public hearing, the Council shall adopt a resolution approving or denying the proposed amendment, subject to findings set forth in WMC Section 14-12.708.

Amendment to the Zoning Map

The provisions of Title 14 and the Zoning Map may be amended by the Council by ordinance and according to procedures established in WMC Chapter 14-12 whenever the public necessity, the general community welfare, and good zoning practices permit such amendment. Pursuant to [WMC Sections 14-12.802](#) through [14-12.807](#), the map of the adopted Zoning Code may be amended in the same manner as the General Plan Land Use Diagram.

Planned Development Overlay District and Special Use Permit

The purpose of the Planned Development (PD) Overlay District is to provide a technique to foster development plans for eligible lands which serve public objectives more fully than development plans permitted under conventional zoning regulations; and to establish criteria for identifying

those parcels of land which are eligible for the special procedures available for creative development plans requiring special review and approval procedures.

The PD District is an “overlay” or “combining” district which is placed over or covers an existing base residential, commercial, or industrial districts.¹ The PD Overlay District shall be designated by the use of the letters PD following the underlying zoning designation. The regulations of the underlying district may be superseded, modified or amended upon approval of the planned development as provided in Part 25 of WMC Chapter 14-16. A PD Overlay District may provide for modifications on district regulations, where appropriate, in areas such as building setbacks, building height, lot area, parking, and use. [WMC § 14-16.2503](#).

Pursuant to [WMC Section 14-16.2502](#), the intent of the PD District is so that:

- (a) Planned development zoning will be granted only where the subject parcel is large enough to make innovative and creative site planning possible;
- (b) Applicants shall have the professional capability to produce a creative plan;
- (c) The public interest in achieving goals stated in the General Plan will be served more fully through the planned development process rather than through application of conventional district regulations;
- (d) The advantages to landowners afforded by the planned development process will be balanced by public benefits;
- (e) Natural or man-made features and resources of the site such as topography, trees, watercourses, and the like are preserved; and
- (f) A PD Overlay District shall only be allowed in any existing zoning districts.

The Planning Commission shall review the request for the establishment of a PD Overlay District and make a recommendation to the City Council, which shall review the matter at a public hearing and establish the PD Overlay District by ordinance. After adoption of a PD Overlay District, a Special Use Permit issued by the City Council shall be required for any and all uses in a PD Overlay District. An application for a Special Use Permit in a PD Overlay District shall include and be accompanied by a Specific Development Plan which, if approved by the City Council, shall become a part of the Use Permit. The recommendation by the Planning Commission, adoption by Ordinance of a PD Overlay District by the City Council, and issuance of a Special Use Permit by the City Council after adoption of a PD Overlay District shall in each instance be passed by at least five affirmative votes.

Before recommending or approving any PD Overlay District and related development plan, the Planning Commission and the City Council shall make the findings set forth in [WMC Section 14-16.2508](#).

¹ See American Planning Association “Property Topics and Concepts” website for more information on overlay zoning, <https://www.planning.org/divisions/planningandlaw/propertytopics.htm#Overlay>.

The purpose of the Special Use Permit is to ensure the proper integration of uses which, because of their special nature, may be suitable only in certain locations or zoning districts or only if such uses are arranged or designed in a particular manner. [WMC § 14-12.500](#). This special review shall be for the purpose of determining that the proposed use is, and will continue to be, compatible with surrounding, existing, or planned uses; and for the further purpose of establishing such special conditions as may be necessary to ensure the harmonious integration and compatibility of uses in the neighborhood and with the surrounding area. [WMC § 14-12.501](#).

Tentative Map

The Planning Commission shall review and make a recommendation on the Tentative Map and all staff recommendations pertaining thereto at a public hearing within 50 days after the filing of a tentative map application with the Community Development Department. The 50 days shall commence only after the project is deemed complete and after certification of an environmental impact report, adoption of a negative declaration, or determination that the project is exempt from CEQA.

In recommending approval or conditional approval or denial of the Tentative Map, the Planning Commission shall make all of the findings as applicable listed in [WMC Section 13-4.09\(d\)](#). In the event that one or more of the findings included in WMC Section 13-4.09(d) cannot be made to support approval or conditional approval of the Tentative Map, the Planning Commission shall recommend that the map be denied.

The recommendation to the City Council by the Planning Commission to approve, conditionally approve or to deny a Tentative Map application for a subdivision of five or more lots is not appealable. All such applications shall be forwarded to the City Council regardless of the Planning Commission's recommendation. Upon the receipt of the Planning Commission's report on the Tentative Map, the City Clerk shall set the matter for a public hearing before the City Council. Such hearing shall be set at the next available regular meeting of the City Council following the filing of the Planning Commission's report with the City Council and shall be held within 30 days thereafter.

The City Council shall approve, conditionally approve, or deny the Tentative Map within the 30-day period. The approval of the Tentative Map shall in no way relieve the subdivider of the responsibility to comply with the requirements of WMC Title 13 and to provide the improvements and easements necessary to meet all City standards, whether or not the same are set forth in the approval of the Tentative Map. The City Council may not approve a Tentative Map unless it makes all of the findings set forth in WMC Section 13-4.09(d). In the event that one or more of the findings included in WMC Section 13-4.09(d) cannot be made to support approval or conditional approval of the Tentative Map, the map shall be denied.

Design Review

All new construction, exterior remodeling, additions, or changes in use requiring additional parking, which involve structures used for multi-family residential, commercial, industrial or public purpose are subject to Design Review. [WMC § 14-12.400](#). No Building Permit shall be

issued for a development subject to Design Review until a Design Review Permit has been approved in accordance with WMC Chapter 14-12 and conditions of approval have been met.

When considering applications for Design Review, the Planning Commission shall evaluate the impact of the Design Review on and its compatibility with surrounding properties and neighborhoods to ensure the appropriateness of the development and make the findings set forth in [WMC Section 14-12.403](#). The findings for a Design Review Permit are substantially similar to those required for Special Use Permits, except for the finding set forth in subdivision (e) of WMC Section 14-12.403, which requires that additional design elements to ensure an overall harmonious design and minimize adverse effects of the proposed development on adjacent properties.

Environmental Review

The California Environmental Quality Act requires local and state governments to consider the potential environmental effects of a project before making a decision on it. CEQA's purpose is to disclose the potential impacts of a project and suggest methods to minimize those impacts so that decision-makers will have full information upon which to base their decision. Below is a summary of key provisions for the consideration and adoption of a negative declaration or mitigated negative for a project.

1. **Consideration prior to approval.** Prior to approving a project, the decision-making body shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process.
2. **Standard.** The decision-making body can adopt the negative declaration or mitigated negative declaration only if it finds there is no substantial evidence that the project will have a significant effect on the environment.
3. **The Record.** The lead agency is to specify the location of the documents and materials constituting the record.
4. **Mitigation Monitoring and Reporting.** When adopting a mitigated negative declaration, the lead agency must also adopt a program for reporting or monitoring the changes it has required or made conditional on approval.

STANDARD OF REVIEW & APPEAL PROCESS

Whether a particular decision is adjudicative or legislative determines the requirements to support the decision. Legislative decisions involve the adoption of broad policies applicable to many situations (for example, general plan and zoning amendments). Legislative decisions generally require few, if any, findings.

Adjudicative (or "quasi-judicial") decisions, on the other hand, are not policy decisions. Adjudicative/quasi-judicial decisions apply already adopted policies or standards to individual

cases, such as a variance or conditional use permit application. Adjudicative/quasi-judicial decisions are based on evidence and must always be supported by findings.²

The proposed General Plan Map Amendment, Zoning Map Amendment, and Planned Development are legislative decisions as they involve amending the General Plan Land Use Diagram and Zoning Map with a PD Overlay District for the site. These legislative decision requires certain findings, as set forth in [WMC Section 14-12.708](#) and [WMC Section 14-16.2508](#).

The remaining decisions before the Planning Commission—a Major Subdivision (Tentative Map) and Special Use Permit/Specific Development Plan with Design Review—are adjudicative/quasi-judicial decisions and require findings, either for denial, or as recommended, for approval and be supported by substantial evidence. *Toigo v Town of Ross* (1998) 70 Cal App 4th 309

If the Planning Commission's decision is appealed, the City Council will consider whether the action taken by the Planning Commission was erroneously taken and may sustain, modify or overrule Planning Commission's action. In order for the Planning Commission's decision to be overturned on appeal, the City Council must find that the action taken by the Planning Commission was erroneous and inconsistent with the intent of the Zoning District regulations that regulate the proposed action. [WMC § 14-10.1106](#).

A lawsuit is required to challenge a Council's decision. A reviewing court will consider whether an adjudicative/quasi-judicial decision by the Council was supported by adequate findings. Courts scrutinize adjudicative/quasi-judicial decisions closely. An action may be overturned if the City (1) exceeded its authority, (2) failed to provide a fair hearing, or (3) or made a decision not supported by substantial evidence (also called "a prejudicial abuse of discretion").

Another important difference between legislative and adjudicative/quasi-judicial decisions on appeal is the substantial evidence standard: in weighing evidence of what happened at the Council meeting, courts go beyond whether a decision was "reasonable" (the legislative standard). Courts reviewing adjudicative/quasi-judicial decisions look to make sure the decision is supported by substantial evidence. Denied applicants argue that there is no substantial evidence to support the decision. Cities usually assert there is substantial evidence to support the decision and rely on (1) the written words in the staff findings, (2) the statements and letters presented at the hearing, and (3) the words of the Planning Commission or Council.

DISCUSSION

Existing Site

The 1.57± acre project site is rectangular shaped and flat. Much of the property is undeveloped except for the single-family residence and portions of the site currently used for processing rebar. The residence, which fronts Airport Boulevard, was built in 1968 and is currently occupied. Behind it is a portable office space that serves as the business office for Monterey Bay Rebar. Behind fencing in the northwest corner is an area generally used for storage. Extending towards

² Quasi-judicial decisions require the decision-making body to take evidence and use its judgment to make factual as well as legal determinations about whether a particular property or project meets the standards established by the land use ordinance.

the rear of the site, parallel to the western side of the property is a long, narrow concrete pad that provides a level surface for processing rebar. The site is devoid of vegetation except for one pine tree in the northeastern corner.

The site is located generally in a light industrial area. To the west and south are properties with manufacturing, warehousing and other industrial development. As shown on Figure 1, a mobile home park borders the site's eastern boundary and single-family residences are a short distance to the southeast. Across Airport Boulevard to the north are hangars at the Watsonville Municipal Airport.

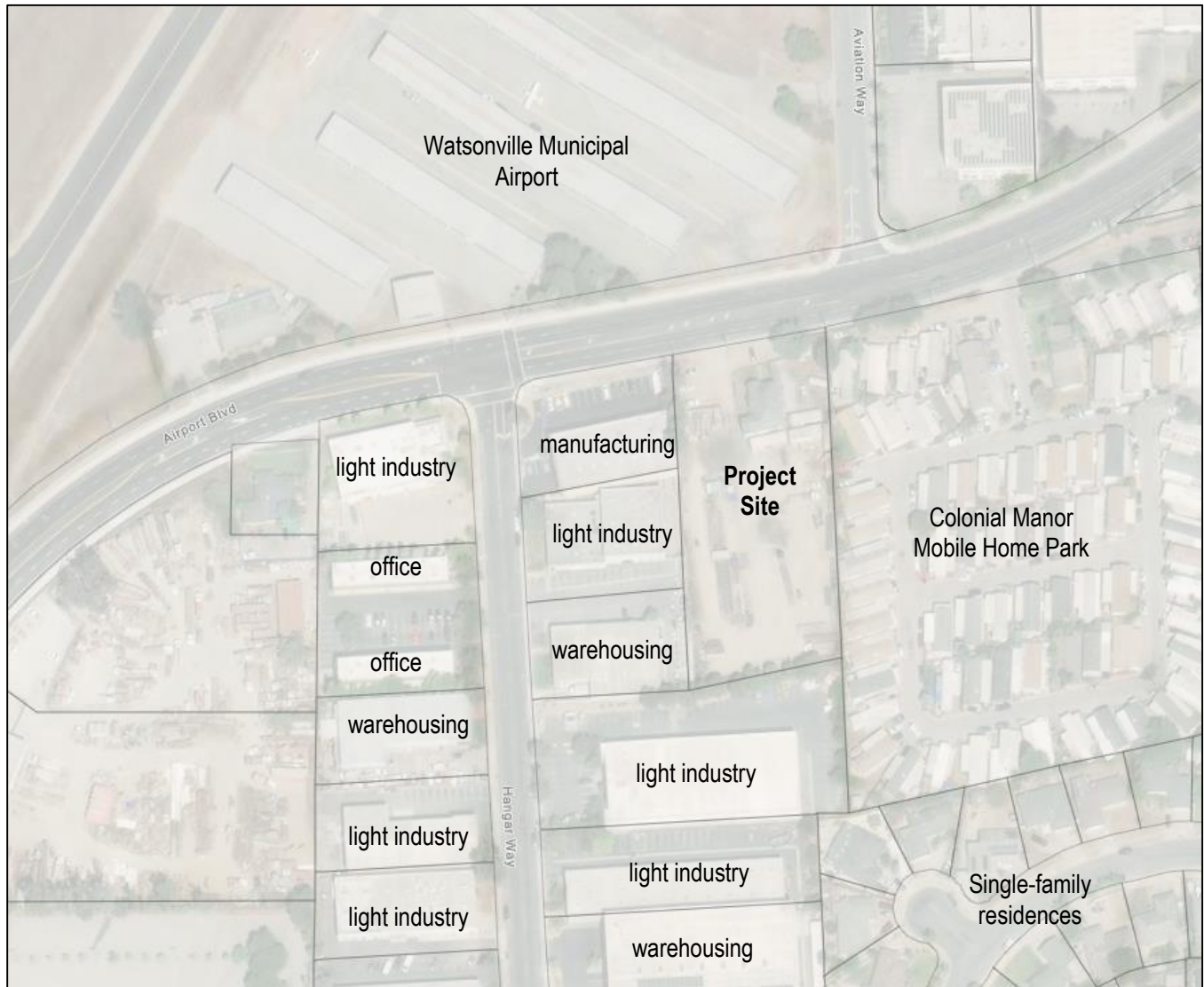


FIGURE 1 Aerial view of the project site and surrounding area

Source: Watsonville GIS Viewer, 2020

Proposed Project

The proposed project involves the construction of 21 row-style, two-story townhouse units. The proposed Floor Plan indicates that each unit would have three bedrooms, two and half

bathrooms, and a one-car garage (Attachment 2, sheets A2-A3). An additional parking space would be provided in the driveway of each unit along with 16 visitor parking spaces distributed throughout the site for a total of 58 spaces (Attachment 2, sheet A1). Vehicle access is proposed from a 20-foot-wide private driveway off Airport Boulevard. A four-foot-wide walkway extends into the site and wraps around the private drive to provide pedestrian access. Entries and front porches face the internal private drive. A private patio and yard area are provided to the rear of each unit. The proposed common area includes:

- a 384 square-foot “tot lot” play area;
- a covered picnic area south of the tot lot, approximately the same size, with BBQ grills, tables and a wood trellis;
- a lawn area of approximately 900 square feet between the tot lot and BBQ area; and
- a large “open space meadow” (approximately 3,300± square-feet) at the northeast corner of the site, bordered by benches, that also serves as a stormwater retention basin.

Other key project components are as follows:

- **Density.** The project would result in a density³ of 16.2 units per net acre.⁴
- **Grading and Drainage.** The project site would be graded, and stormwater retention would be accomplished through a combination of underground infiltration and aboveground retention. The project would create 51,083± square feet of impervious surfaces (Attachment 2, sheet A0, area of first floors, roadway, sidewalks and walkways, guest parking, porches and rear patios). As discussed in more detail in the section on drainage below, the project would comply with stormwater treatment requirements and includes bioretention areas in excess of what is required by regulations. The project is subject to the City’s stormwater management requirements.
- **Utilities and Infrastructure.** The proposed project would connect to existing water, wastewater, storm drainage, electricity, and telecommunication infrastructure. Water service, wastewater treatment, stormwater management, and solid waste collection are provided by the City. Electricity and natural gas are provided by PG&E. The project proposes relocating a stormwater drainage connection. The proposed bioretention area would meter runoff and direct the water into a new proposed storm drain running north/south across Airport Boulevard (Attachment 2, sheet T-4).
- **Removal of Existing Structures.** As part of the project, the existing single-family residence would be demolished and all equipment associated with processing rebar processing would be removed.

³ Density represents the number of dwelling units per net acre of land. Dwelling units include all residential units having sleeping, eating, cooking, and bathroom facilities, including single-family homes, mobile homes, townhouses, condominiums, duplexes (and other “plexes”), and apartment units. Net land area is calculated by taking gross acreage and subtracting undevelopable lands (e.g., wetlands) and the area in rights-of-way for streets and roads.

⁴ Calculation: 21 units ÷ (1.567 gross ac – 0.273 r/w ac) = 21 units ÷ 1.295 developable ac = 16.2 units per net ac

- **Street Improvements.** The street frontage along Airport Boulevard would be improved to City standards for curb, gutter, and sidewalk.
- **Project Construction and Excavation.** Construction is anticipated to begin soon after project entitlements (i.e., June 2021) and be completed in 18 to 24 months.

TABLE 1 Pervious and Impervious Surface Areas

	Area (sf)	Area (acres)	%
Building footprint	18,927	0.43	28
Other impervious (e.g., pavement, pathways)	32,156	0.74	47
Pervious (e.g., landscaping, open space)	17,196	0.39	25
Total Project Site	68,279	1.57	100

Source: Lattanzio, Inc., cover sheet A0 (01.3.2018), Airport Boulevard Townhouse Development

Potential Displacement

The project would not displace a substantial number of existing people or housing. Nevertheless, the project has the potential to displace the occupants of the existing home to be demolished. The new housing development of 21 residential units, however, would have capacity to house those displaced by build-out of the project. Because new dwelling units would provide housing for lower income households, rental prices would most likely not be a deterrent to existing residents who may elect to secure housing in the new development. As such, existing residents could feasibly be accommodated by the project's proposed affordable housing development.

General Plan/Zoning Amendment

The project site is designated Industrial on the General Plan Land Use Diagram and is within the Industrial Park (IP) Zoning District. The intent of this land use designation is to serve the industrial needs of the community and the purpose of the IP Zoning District is to provide a separate and exclusive district for light, non-nuisance industry, business, service, and research work; to promote an industrial business, service, and research area which is not dependent on rail transport and not requiring outdoor storage; to foster and encourage the development of specialized manufacturing, business, service, and research institutions; to promote and protect design and landscape qualities in the district; to minimize traffic congestion through the provision of adequate off-street parking and loading; and to protect the district and surrounding area and any adjacent residential or commercial property from noise, illumination, glare, and unsightliness, including outdoor storage, odors, dust, dirt, litter, smoke, fumes, vibration, heat, fire, and other hazards. [WMC § 14-16.500](#). General categories of allowed uses include wholesale sales, heavy commercial, construction and trade shops, general manufacturing, food processing, and related services, businesses and uses.

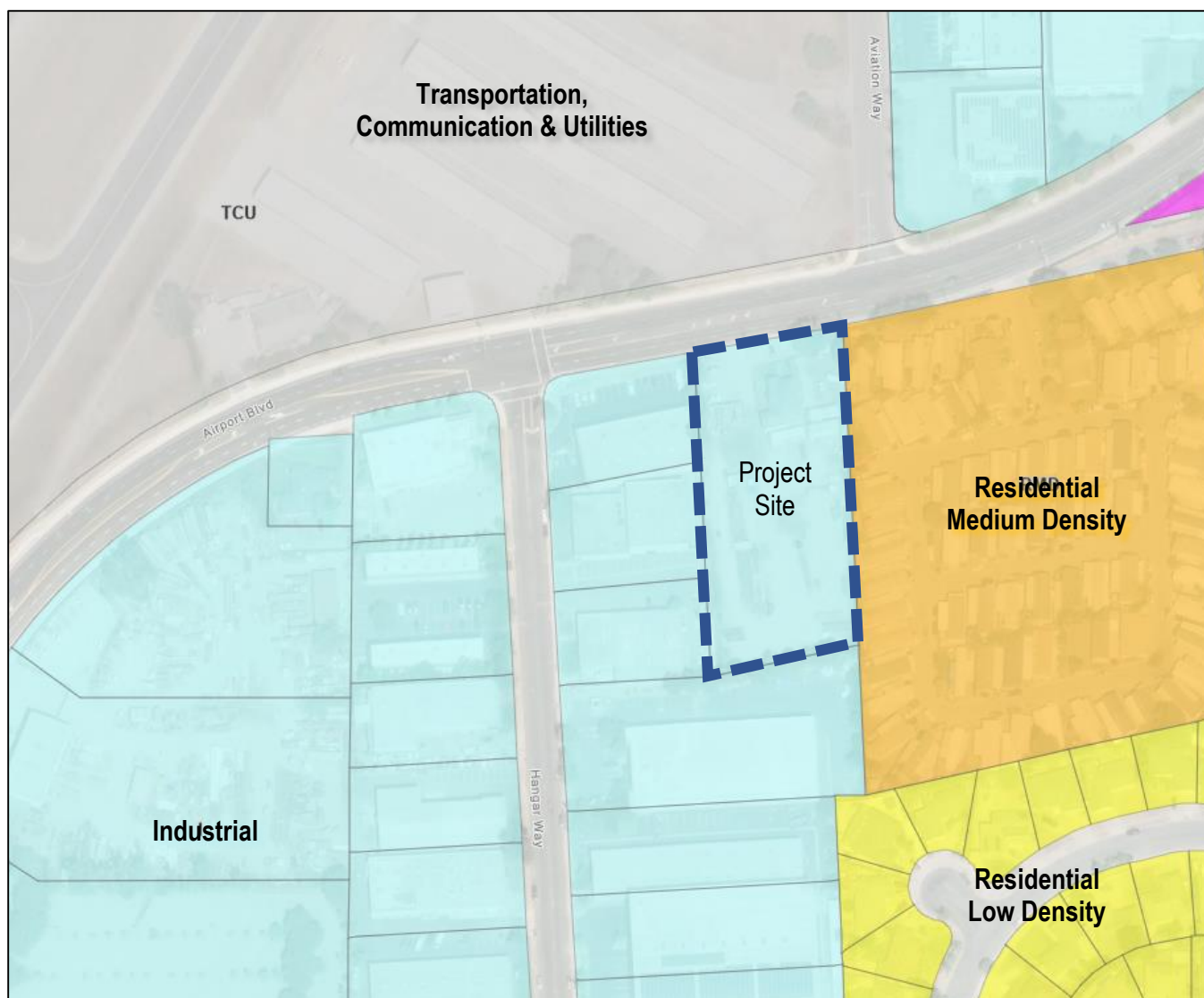


FIGURE 2 General Plan land use designations for the project site and surrounding area

Source: Watsonville GIS View, 2020

Residential development is not allowed on Industrial designated land or within the IP Zoning District. Therefore, the project applicant has requested changing the land use designation and zoning as follows:

- General Plan: Industrial → Residential High Density
- Zoning: IP (Industrial Park) → RM-3/PD (Multiple Residential – High Density/Planned Development)

The purpose of the Residential High Density designation is to provide living environments through various forms of housing developments at densities between 14 and 36.99 dwelling units per net acre. The project involves construction of 21 townhouse units at a density of 16.2 units per net acre. Therefore, the project is consistent with the residential density standards permitted in the Residential High Density designation. Furthermore, townhouses containing 11

or more dwelling units are permitted conditionally in the RM-3 Zoning District with issuance of a Special Use Permit.

Land Use Compatibility

The proposed project is compatible with existing residential neighborhoods on adjacent properties. The proposed amendments to the General Plan Land Use Diagram and Zoning Map would allow infill housing in a manner consistent with other nearby residential neighborhoods. The Colonial Manor manufactured housing to the east of the site includes higher-density housing. The proposed project is near, but not adjacent to, the existing single-family neighborhood southeast of the project site. The properties west and south of the site are predominantly light industrial in one and two-story tilt-up concrete buildings. The airport is north of the project site. None of these uses creates a significant compatibility issue such as noise impacts. In addition, a condition of approval requires the preparation of an acoustical analysis prior to issuance of a building permit to confirm noise levels will not exceed the following thresholds:

- 70 CNEL along northern portion of the site where building facades would be located, per the land use compatibility standards contained in the City's General Plan;
- 45 CNEL in habitable rooms; and
- 50 dBA Leq (1-hour) in other occupied rooms.

General Plan Consistency

The proposed project requires approval from the Planning Commission and City Council for a General Plan Map Amendment and rezoning from the current zoning of Industrial Park (IP) to Multiple Residential-High Density with Planned Development Overlay (RM-3/PD). Assuming adoption of the General Plan amendment, the project would not cause a significant environmental impact due to conflict with any applicable land use plan adopted for the purpose of avoiding or mitigating an environmental effect, including the City's 2005 General Plan and Zoning Ordinance. The project is not located within an adopted specific plan area.

The proposed project is consistent with the following General Plan goals, policies and implementation measures concerning housing, land use compatibility, design, and site improvement.

- **Housing Element Goal 3.0: Housing Production.** Provide housing opportunity for Watsonville's share of the regional housing need for all income groups.
- **Housing Element Goal 4.0: Removal of Government Constraints.** Where appropriate, mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing.
- **Housing Element Policy 3.1** – Encourage the production of housing that meets the needs of all economic segments, including lower, moderate, and above moderate-income households, to achieve a balanced community.

- **Housing Element Policy 3.2** – Provide high quality rental and ownership housing opportunities for current and future residents that are affordable to a diverse range of income levels.
- **Housing Element Policy 3.4** – Continue to implement the Affordable Housing Ordinance, Density Bonus Ordinance, and other programs as a means of integrating affordable units within new residential development.
- **Housing Element Policy 4.2** – Implement and enforce residential design guidelines to ensure that the community’s expectations are met with respect to the quality and style of housing projects.
- **Housing Element Program 17: Planned Development District.** The City will continue to use the PD designation to provide flexibility in developments and facilitate creative housing option as well as explore amendments to the Zoning and Subdivision Ordinances to encourage lot consolidation in districts with substandard lots, fee and development waivers for projects meeting redevelopment criteria and other incentives for developers and property owners in such districts. The City will consider other options to encourage lot consolidation, such as a smaller lot size for PD development.
- **Housing Element Program 18: Design Review Process** – The City will continue to use the Livable Community Residential Design Guidelines in concert with the City’s General Plan, Zoning and Subdivision Ordinance and other area plans. The City will continue to ensure that projects comply with the City’s design review process and the Design Guidelines.
- **Land Use Element Goal 4.7 Land Use Suitability** – Ensure that the orderly development of land for the needs of the existing and projected population within in the City limit and Sphere of Influence is based on the land’s overall suitability, including: the accessibility of existing and proposed public facilities, services, and utilities, physical and financial constraints; and/or growth inducing impacts.
- **Land Use Element Policy 4.G Land Use Suitability** – The City shall encourage the development of urban uses on those lands best suited for urban uses and discourage it on lands unsuited for urban uses.
- **Land Use Element Goal 4.2: Neighborhoods** – Conserve and improve the living environment of existing Watsonville neighborhoods.
- **Land Use Element Policy 4.B: Neighborhood Preservation** –The City shall plan for the protection of existing neighborhood qualities and the provision of adequate neighborhood facilities in developing areas.
- **Land Use Element Implementation Measure 4.B.2: New Neighborhood Facilities** – The City shall utilize land use controls, such as, specific plan, LOS standards, and zoning

development controls, to ensure balanced neighborhood development in a compact pattern, and to avoid premature extension of public facilities and services.

- **Land Use Element Implementation Measure 4.A.2: Land Use Compatibility** – The City shall monitor housing production to ensure compatibility with surrounding land uses.
- **Land Use Element Goal 4.4 Industrial Land Use** – Achieve economic diversification, living wage employment, the preservation of the agricultural economic base of the Pajaro Valley, and maintain a balance among jobs, housing, and other urban land uses.
- **Land Use Element Policy 4.D Industrial Land Use** – The City shall promote modernization of existing industrial plants and the location of new industrial facilities on lands planned for industry in *Watsonville 2005*.
- **Land Use Element Implementation Measure 4.D.4 Industrial Reserve** – The City shall maintain a reserve of industrial land sufficient to meet the long-term job creation goals and to enable the City to maximize economic opportunities consistent with the City's Comprehensive Economic Development Action Plan.
- **Urban Design Element Goal 5.1 Visual Resources** – Preserve and enhance the built and natural visual resources within Watsonville.
- **Urban Design Element Goal 5.2 Community Appearance** – Blend new development and recognized values of community appearance and scenic qualities, and ensure that new development enhances, rather than detracts from its surroundings.
- **Urban Design Element Goal 5.6 Urban Design** – Achieve high standards of street, site and building design that are both efficient, and aesthetically pleasing.
- **Urban Design Element Policy 5.B Design Consistency** – The City shall review new development proposals to encourage high standards of urban design and to ensure that elements of architectural design and site orientation do not degrade or conflict with the appearance of existing structures.
- **Urban Design Element Implementation Measure 5.A.4: Development Standards** – In addition to the Design Review Guidelines, the City shall use the adopted standards for multiple family residential developments to ensure that medium- and high-density development is designed so as to enhance rather than detract from the urban environment.
- **Urban Design Element Implementation Measure 5.B.3: Enhancement** – The City shall utilize the development standards, zoning ordinance regulations for each district, and the design review guidelines to ensure that new development is an asset to the existing neighborhood and community with regard to parking, landscaping, open space, and project design.

The project would provide housing on land suitable for residential development. The project would be required to provide 15 percent (3 units) of the 21 units as affordable, in accordance with City's Affordable Housing Ordinance. One of the units would be affordable at the above-moderate income level, one at the median income level, and one at the low income level. The 21 units would contribute towards achieving the RHNA⁵ figures in the City's 2015-2023 Housing Element for these income categories.

The site abuts existing utilities that can be extended to serve the project. The project is not anticipated to induce population growth other than the residents that would directly inhabit the proposed residential units.

The project is consistent with all development regulations of the RM-3 Zoning District and the City of Watsonville Residential Development Standards for multi-family projects with approval of the requested Planned Development and modifications to certain development regulations.

Additionally, the project is consistent with the City of Watsonville Livable Community Residential Design Guidelines (2001), as discussed in greater detail on pages 23-26.

The 1.57-acre project represents approximately 0.3 percent of the 559.6 acres of land designated as Industrial in the General Plan, and the same percentage of the 550.8 acres zoned either Industrial Park (IP) or General Industrial (IG). The existing industrial operation is small and not a major employer in the City. The site also abuts the Residential Medium Density designation to the east. Therefore, changing the designation will represent a small, marginal adjustment to the overall Land Use Plan with minimal changes to the City's industrial base and the ability to maintain a robust number of jobs in the City. It does not affect the agricultural economic base of the area. The conversion of this small site does not compromise the reserve of industrial land in the city. There will still be a robust industrial base on the roughly 550 acres of industrial land remaining in the city.

The project is consistent with the City's 2015-2023 Housing Element and, as noted previously, is consistent with providing housing (Goal 3.0) that helps meet the needs of all income levels or economic segments (Policy 3.1) and provides high-quality ownership housing opportunities for current and future residents (Policy 3.2). One existing residence on the site will be demolished. However, 21 new dwelling units, including 3 affordable-income units, will be constructed. This will help the City meet the housing needs outlined in the Housing Element while avoiding the inducement of sprawl associated with developing a vacant site elsewhere.

The proposed project includes General Plan Amendment, rezoning and adoption of a PD Overlay District to allow the proposed residential development at higher densities than would be allowed by the underlying zoning district regulations. The proposed PD Overlay District allows the creation of small lots with modifications requested to support the proposed townhomes.

⁵ The Regional Housing Needs Allocation (or "RHNA") is based on State of California projections of population growth and housing unit demand and assigns a share of the region's future housing need to each jurisdiction within the Association of Monterey Bay Area Governments (AMBAG). These housing need numbers serve as the basis for the update of the Housing Element in each California city and county.

In summary, the proposed project, with implementation of conditions of approval, would be generally consistent with policies in the General Plan. Because general plans often contain numerous policies emphasizing differing legislative goals, a development project may be consistent with a general plan, taken as a whole, even if the project appears to be inconsistent with some of its policies. Based on a review of the General Plan's goals and policies, the proposed project is in harmony with the overall intent of the City's General Plan goals and policies, including those pertaining to commercial land uses, land use compatibility, design, and site improvement. It is within the Planning Commission's purview to decide if the proposed project is consistent or inconsistent with any applicable City goals or policies. Based on the analysis presented above, however, the project meets the intent of the City's General Plan goals and policies.

Zoning

The Zoning Ordinance implements the General Plan, regulates the future growth of the City, and promotes orderly community development.⁶ It includes the Zoning Map, which sets forth the designations, locations and boundaries of zoning districts.

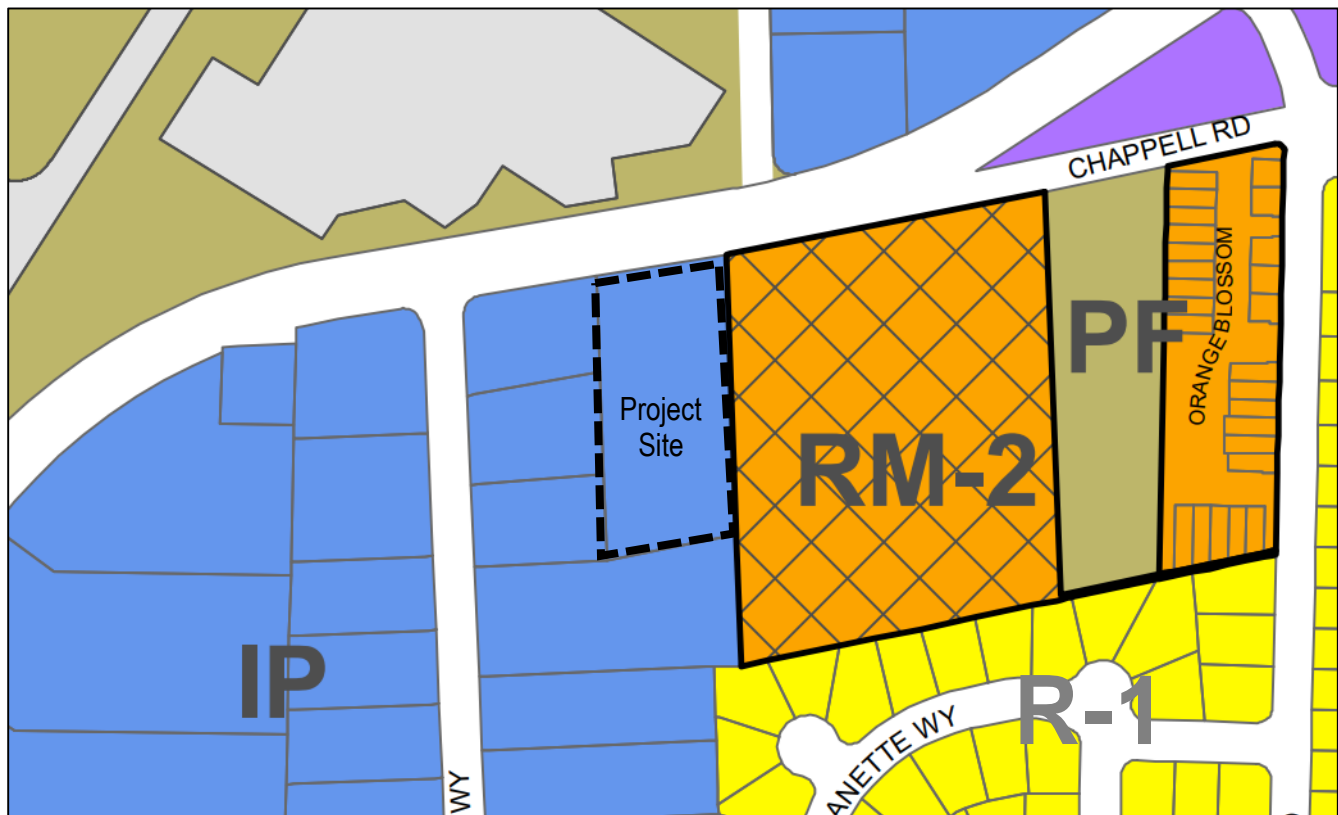


FIGURE 3 Existing Zoning Map

Source: Watsonville GIS View, 2020

⁶ The General Plan and Zoning are not the same. A general plan is a set of long-term goals and policies that a community uses to guide development decisions. Although the plan establishes standards for the location and density of land uses, it does not directly regulate land use. Zoning, on the other hand, is regulatory. Under the zoning ordinance, development must comply with specific, enforceable standards such as minimum lot size, maximum building height, minimum building setback, and a list of allowable uses.

The project site is within the Industrial Park (IP) Zoning District. As mentioned previously, the purpose of the IP Zoning District is to provide a separate and exclusive district for a variety of light industrial and business, service, and research uses.

The project is consistent with the list of allowable uses for and general purpose of the proposed RM-3 Zoning District, in that multi-family dwellings are a permitted use. Multi-family dwellings with 17 or more units are permitted conditionally with issuance of a Special Use Permit. The applicant has requested deviations from various standards in the Municipal Code and Residential Development Standards which may be approved as part of the issuance of a single Special Use Permit as part of the Planned Development application.

Conformity with Zoning District Regulations and Residential Development Standards

The proposed project is consistent with all development regulations for the RM-3 Zoning District and City of Watsonville Residential Development Standards (RDS) for multi-family rental projects with the following modifications:

1. Allow a one-car, rather than two-car, garage for each dwelling unit (RDS Section II.A.2);
2. Allow a 6-foot tall fence within the exterior side yard setback area where a maximum of 3' 6" is permitted ([WMC § 14-32.020](#));
3. Allow less than 4 feet of space between a parking stall and an adjacent building (RDS Section II.B.8);
4. Allow no setback where 5 feet is required between a side yard and a parking space (RDS Section II.B.5); and
5. Allow for no planter where a 5-foot-wide planter is required between parking spaces and adjoining property lines (RDS Section III.C.2.b).

Minimum Building Setbacks and Maximum Building Height. The project plans show the location of the dwelling units and buildings in relation to internal lot lines, property boundaries and public roadways (Attachment 2, Site Plan, sheet A1). Table 2 provides a summary of these buildings in relation to required front, side and rear yard setback and height requirements.

TABLE 2 Consistency of Buildings with District Regulations

Provision	Standard	Proposed
Minimum setbacks (feet)		
Front	15	15±
Side (perimeter PL)	5	10
Interior side	"0" Lot Line	0
Exterior side	10	10
Rear	10	10
Maximum building height (feet)	40	24±

Source: Lattanzio, Inc., Site Plan & Exterior Elevations, sheets A1 & A5 (01.3.2018 and 02.16.21)

Although Building 1 is just over 10 feet from the street right-of-way, it is not oriented to the street. Rather it faces the internal private road system. This building and the others are over 15 feet from the internal road system. It appears most appropriate to regard the distance from Building 1 to the public road as a side setback. As such, the project is consistent with the district regulation for side setback.

Minimum Net Land Area. The minimum net land area requirement for development in the RM-3 Zoning District is intended to limit the density of residential development based on the number of bedrooms per unit. Each of the 21 units in the project is 3-bedrooms. Each unit is required to provide at least 1,950 square feet of net land area. This development regulation results in a minimum required land area of 40,950 square feet. The project has 56,402 square feet of developable land which meets the standard.

Parking. The minimum parking requirement for residential multi-family projects is a two-car garage per dwelling unit, pursuant to Section II.A.2 of the Residential Development Standards and [WMC § 14-17.201\(a\)\(3\)](#). In addition, the minimum guest parking requirement for multi-family projects with up to 75 units is one space per four bedrooms.

As set forth in Table 3, a minimum of 58 spaces would be required. The project provides 21 garage parking spaces and 16 surface parking spaces for a total of 37 spaces. As a modification allowed through the Planned Development process, the applicant proposes to provide a one-car, rather than two-car, garage for each unit and provide an additional 21 parking spaces on each driveway, bringing the total to 58 spaces. A modification is requested to allow the parking space adjacent to Lot 12 to be less than 4 feet from the house on Lot 12. The applicant also requests a modification to allow parking spaces to be less than 5 feet from side property lines. A modification is also requested to allow less than 5 feet of planter width between the driveways of several units. The requested modifications are discussed further in the section *Requested Deviations from Development Standards* on pages 20-21.

TABLE 3 Minimum Parking Requirement

Unit Type	#	Spaces	Total Spaces
3-bedroom	21	2 per unit	42
Guest	--	1 per 4 bedrooms	16
Total			58

Landscaping/Buffer Areas. Pursuant to Section III.C.2 of the Residential Development Standards, 20 percent of the project site must be landscaped. The conceptual Landscape Plan (Attachment 2, sheets L-1.0) shows the location of proposed landscape areas. In accordance with this requirement, all areas of the site that are not utilized for buildings, patios, parking, pedestrian paths, or vehicle access are landscaped or open space, totaling 33 percent of the site. Proposed plantings include 17 new street trees (e.g., London plane and pistache trees), 16 accent trees (e.g., crape myrtle and flowering plum), 30 interior trees (e.g., Eastern Redbud and Brisbane Box), 17 evergreen trees (e.g., Box Leaf Azara, Yew Pine), 3 large native trees (Coast Live Oak), and a mix of shrubs, grasses and groundcovers.

A condition of approval requires the landscaping and irrigation design comply with the California Model Water Efficient Landscape Ordinance, in accordance with WMC Section 6-3.801. The Residential Development Standards requires that a 5-foot-wide planter be located between any parking space and any side property line. Compact, surface parking spaces are located adjacent

to the side property lines of Lots 9, 12 and 13. A discussion of the requested modification is provided in the section *Requested Deviations from Development Standards*.

Street Trees. The City's Urban Greening Plan (2012) establishes a series of zones for planting street trees. Each zone expresses appropriate tree plantings. As shown on the Street Tree Program Framework Diagram, Airport Boulevard is identified as a "parkway."⁷ Therefore, a condition of approval requires the installation of street trees along the frontage of the project site.

Fencing. The proposed Site Plan and Landscape Plan (Attachment 2, sheets A1, L-1.0 and L-2.0) shows the location, height, materials and design for all proposed fencing. A 6-foot-high redwood fence would be located on the west, east and south property lines. The Residential Development Standards requires a 6-foot-tall decorative masonry wall on any property line separating a residential project from industrial development. Since industrial properties are located to the south and west of the project site, as a condition of approval, the plans shall be revised to provide a 6-foot-tall decorative masonry wall on the south and west property lines. A 6-foot-high wrought iron fence is proposed on the northern property line and connects to the 60-foot-tall wood fence on the eastern property line. The wrought iron fence and the northerly 15 feet of the wood fence are within the exterior side yard setback area. WMC § 14-32.020 provides that fences within an exterior side yard setback area shall not exceed a height of 3-feet 6-inches. The requested modification is discussed in the section *Requested Deviations from Development Standards*.

Trash Enclosure. A trash enclosure is required for projects with five or more dwelling units, pursuant to Section III.C.9 of the Residential Development Standards. A trash enclosure is proposed for the southeast corner of the site. Proposed materials will consist of metal gates and concrete block walls. New landscaping would also help screen the enclosure from view and prevent graffiti. Access to the enclosure has been reviewed by the Public Works and Utilities Department. A condition of approval requires the enclosures to be constructed to City standards, including the requirement for a solid roof cover (City of Watsonville Public Improvement Standard No. S-602). A condition of approval requires the applicant to ensure trash areas are routinely cleaned and secured at night.

Requested Deviations from Development Standards

The deviations are requested as part of the Planned Development process. The proposed zone change is from IP to RM-3 with the PD overlay district. The PD overlay is intended "to provide a technique to foster development plans for eligible lands which serve public objectives more fully than development plans permitted under conventional zoning regulations; and to establish criteria for identifying those parcels of land which are eligible for the special procedures available for creative development plans requiring special review and approval procedures." Before a PD District can be approved, the City must make several findings related to the proposed District and development plan. Each is discussed below along with an analysis as to the finding.

⁷ Parkways are defined as arterials or collector streets that have an arboretum-like character which could be enhanced. These corridors generally have significant space within the right-of-way for tree planting.

(a) The District is:

- (1) Consistent with the General Plan and/or the Local Coastal Land Use Plan, and/or adopted area plans when applicable.*

As described previously, the project is consistent with the General Plan as a whole. The project is not subject to a Local Coastal Land Use Plan or any area plan.

- (2) Consistent with the purposes of this chapter and other applicable sections of this title.*

As described below, the project is consistent with the provisions of the RM-3 Zoning District and the Residential Development Standards other than the requested modifications.

(b) The General Development Plan:

- (1) Includes planned variations to underlying district regulations which serve public purposes to an equivalent or higher degree than would underlying district regulations.*

The requested modifications will enable the applicant to build more units and provide more open space than would otherwise be permitted on the property. This will in turn enable the units to be more affordable and help the City meet the 700 units necessary to fulfill the Regional Housing Needs Assessment (RHNA) in the 2015-2013 Housing Element. Each of the requested modifications will be discussed individually below.

- (i) Allow a one-car, rather than two-car, garage for each unit (RDS Section II.A.2).* The requested modification allowing the driveway to serve as a required parking space, and to have one-car garages, will enable the applicant to build more units than would otherwise be permitted. Since the parking spaces are oriented towards the internal street system and not towards the public right-of-way, parking on the driveway will generally not be visible from the public road. In addition, there is some evidence California-wide that car ownership is becoming less popular, which may mean that not every household will own two automobiles. Based on these factors, the requested modification is reasonable to help the City achieve the critical goal of providing more housing.
- (ii) Allow a 6-foot-tall fence within the exterior side yard setback area (WMC § 14-32.020).* The project, rather than being oriented to the public street, orients the units internally toward the private street system. The north side of Building 1 functions as the side yard for the building. As such, it seems reasonable to allow fencing to control access to the yards and open space areas of the *project* and enable the residents to enjoy the use of the yard near the street. To mitigate the appearance of the fence, it will be constructed of wrought iron. This will help preserve a more open appearance. Landscaping will also be planted between the buildings and the fence. The requested modification is reasonable to control access to the site while creating a landscaped buffer behind the fence. As a

condition of approval, the height of the wooden fence along the western property line, near the street, will need to be reduced to preserve sight visibility for vehicles exiting the property.

- (iii) *Allow less than 4 feet of space between a parking stall and an adjacent building (RDS Section II.B.8).* The compact parking space adjacent to the home on Lot 12 appears to be less than 4 feet from the southeast corner of the building. However, anyone parking in this space will be able to easily open a car door as the side is not obstructed by the nearby building. As a condition of approval, wheel stops will be required at the front of all surface parking spaces to prevent vehicles from encroaching on nearby buildings, walkways or landscaping. Allowing this modification would therefore be reasonable.
- (iv) *Allow no setback where 5 feet is required between a side yard and a parking space (RDS Section II.B.5); and (v) Allow for no planter where a 5-foot-wide planter is required between parking spaces and adjoining property lines (RDS Section III.C.2.b).* Both of these requests are related. The project has a compact parking space adjacent to the southern side property line of Lot 9, adjacent to the eastern side property line of Lot 12, and adjacent to the western side property of Lot 13. The spaces are not on the house lots; they are located on the common area of the project. Because the project is a zero-lot-line development, in which the homes share a wall, development regulations applicable to more traditional single-family development are inappropriate. In this case, since the buildings themselves have no setback, it's reasonable to allow parking spaces to also enjoy a zero setback. In addition, only the three compact spaces on the common area are affected by the requirement for a planter separation from an adjoining property line. These spaces are interior to the site and not visible from the public right-of-way (Airport Boulevard). Landscaping flanks both side of the space adjacent to Lot 9; only a short section has a planter less than 5 feet wide. The two compact spaces between Lots 12 and 13 have landscaping on the non-abutting sides. Placing the parking spaces adjacent to each other allows a more efficient use of the land. The area in and around each of the parking spaces will still be landscaped. Allowing these modifications would therefore be reasonable.

- (2) *Can be coordinated with existing and proposed development of surrounding areas.*

The project will provide single-family homes in a multi-family configuration, providing a *reasonable* transition between the mobile-home park east of the site, the single-family homes further to the southeast, and light industrial operations to the west.

- (3) *Overall, provides an amenity level and amount of open space greater than what would have been permitted by the underlying district regulations.*

A total of 33 percent of the site is landscaped where 20 percent is required. The use of a zero-lot-line subdivision allows the developer to merge the open space into a

fairly large area along the east side of the site. The design includes amenities for adults and children and a passive recreation “meadow” that also serves as a stormwater detention basin. The area functions like a park serving the needs of the residents.

- (4) *If applicable, a final subdivision map for the proposed planned development shall be recorded within two years of the expected date of adoption of the General Development Plan for the planned development.*

It is reasonable to anticipate that the final map will be recorded within two years of approval of the Development Plan. This requirement has been included as a condition of approval for the project.

- (5) *Is planned so that the total development in each individual development phase can exist as an independent unit; adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and planned surrounding uses, as shown in the General Plan, but will have a beneficial effect which could not be achieved without being located in a PD District.*

The project is intended to be developed in a single phase. The project is designed to be compatible with the mobile-home development to the east and light industrial to the west and south. The use of the PD Overlay, and approval of the requested modifications, will enable more units to be constructed which furthers various goals and policies of the Housing Element. It will also promote more affordable housing. In addition, the use of the PD Overlay, and the zero-lot-line style of the project, will enable the site to include what is in effect a park for the use of the residents. This would be unlikely to be achieved with more traditional development.

- (6) *Includes streets and thoroughfares, suitable and adequate to carry anticipated traffic, and the proposed densities will not generate traffic in such amounts as to overload the street network outside the development.*

The project includes a private driveway system that meets City regulations and standards. The Initial Study prepared for the project determined that traffic generation would not create significant impacts to the street network.

- (7) *Is designed so that existing or proposed utility services and facilities and other public improvements are adequate for the population densities and land uses proposed.*

Existing utilities serve the site and were determined to be sufficient to meet the needs of the project by the Initial Study.

- (8) *Is designed so that proposed ratios for off-street parking are consistent with parking regulations.*

As mentioned previously, the project includes a request for a deviation from the requirement that parking for each unit be provided in a two-car garage. The applicant is proposing a one-car garage and a second parking space on the driveway for each unit. The project is required to provide 42 enclosed parking spaces; 21 are proposed. A total of 58 parking spaces are required; 58 are proposed with the use of the driveway parking spaces. The proposed deviation is a reasonable way to promote the construction of much needed housing, including three units of affordable housing.

(9) *Will not have a detrimental and unmitigatable financial impact on the City.*

The Initial Study prepared for the project determined that the project would not result in a need for significant new public services such that police, fire, sewer, water, or parks facilities would need to be upgraded to meet the needs of the project. During the plan check process, the City will collect a variety of fees including school fees. Once complete, the project will contribute property tax revenues to the city.

Conformity with Residential Design Guidelines

The City of Watsonville's Livable Community Residential Design Guidelines (2001) is intended to communicate the community's expectation for quality neighborhoods and housing. The Guidelines are used in concert with the City's General Plan, Zoning and Subdivision Ordinance and provides direction for shaping new residential development and infill housing in existing neighborhoods. The Design Guidelines add a qualitative direction for new projects in support of General Plan policies and provide guidance for increasing density with greater attention paid to amenities and creating interconnected and livable neighborhoods. The Design Guidelines also supplement the Zoning Ordinance, which establishes basic quantitative direction for residential development standards (e.g., setbacks, lot coverage, parking), by providing neighborhood and architectural design principles and objectives. For instance, the Design Guidelines provide ways to reduce the visual impact of parking. In addition, the Design Guidelines augment City engineering design standards with additional criteria for streetscapes and a greater variety of street sizes, including narrow alley streets.



FIGURE 4a Proposed building design (west elevation--typ.)

Source: Lattanzio, Inc., Building 1 Exterior Elevation, sheet A5 (01.3.2018)



FIGURE 4b Proposed building design (east elevation—typ.)

Source: Lattanzio, Inc., Building 1 Exterior Elevation, sheet A6 (01.3.2018)



FIGURE 4c Proposed building design (street-facing elevation—typ.)

Source: Lattanzio, Inc., Building 1 Exterior Elevation, sheet A5 (01.3.2018)

The project is designed in accordance with the Design Guidelines. The project provides buildings that are well-composed, balanced, and appropriately articulated on all sides and have facades with materials and architectural details that are aesthetically pleasing and harmonious. The massing of wall and roof planes are broken up by the use of balconies, dormers, trim, offsets in surfaces, and varying roof heights. Building materials are primarily stucco with a smooth troweled finish (painted different colors). Wood fascia is used on canopies that project over the entries on the end units in the street-facing (front) elevation; the fascia wraps around the east and west elevations of the end units. Standing seam metal roofs are used over the entries to other units. Wooden garage doors face the interior road system. Surface parking is located east of building one. Lots in view of the public right-of-way have landscaping and/or fencing to help screen parking spaces from view and minimize their visual impact. The project includes a common open space with amenities such as a tot lot, patio area with picnic table and barbecue, and a turf area for open play activities. The large meadow serves as a flexible play space as well as a stormwater detention basin. The entry driveway will include a texture to define the transition between the public and private realms. As such, the project design adheres to many of the principles and objectives in the Design Guidelines, including the following provisions:

- Section 3.21 Site Planning
 - Buildings should define community and common open spaces.
 - Public, community and private spaces should be clearly distinguishable.

- Units should provide “eyes-on-the-street” security by orienting towards streets and common areas.
- Site entries should distinguish themselves with added texture or use of contrasting materials.
- Entry drives to multifamily housing should be designed to create a positive identity for the project. Landscape and site design should frame and distinguish entry drives.
- Parking shall be screened by landscaping or buildings.
- Parking should be unobtrusive and not disrupt the quality of common spaces and pedestrian environments of multifamily development.
- Visible long and unbroken rows of parked cars or garage doors should not be permitted. Parking should be distributed throughout the site in discrete courts and garages.
- Services for multifamily development should not be visible from public areas. Trash bins, utility meters, transformers, and other service elements should be enclosed or otherwise concealed from view.
- Section 3.22 Common Areas
 - Multifamily development must provide both common and private open space for each unit consistent with residential development standards.
 - Common spaces and amenities should enhance the sense of community in multifamily projects.
- Section 3.23 Architectural Design
 - Multi-family projects should utilize a unifying theme and possess a common vocabulary of forms and architectural elements.
 - Visual interest should be created by articulation of facades, forms and use of color.
 - Building forms should be articulated by varying roof heights and wall planes; long, unbroken volumes and large, unarticulated wall and roof planes shall not be permitted.
 - Facades should have 3-D elements, such as chimneys, balconies, bay windows or dormers, to break up large wall and roof surfaces.
 - Every façade should be well composed, articulated and consistent on each façade.
- Section 3.24 Materials and Colors
 - Architecture should use a palette of materials which convey an image of quality and durability.
 - All facades should employ the same vocabulary of materials.
 - On corner units, architectural materials should be consistent on both exposed elevations.
 - Painted surfaces should use colors that reinforce architectural concepts and are compatible with natural materials, such as brick or stone.
- Section 3.25 Lighting
 - Lighting in projects should be designed for specific tasks (i.e., illuminating common areas, parking, paths, entryways, etc.).
 - Fixtures should incorporate cutoffs to screen the view of light sources from residents.

- Section 3.26 Landscape
 - All site areas not covered by structures, walkways, driveways or parking spaces should be landscaped.
 - Landscaping should support the distinction and transition between private, common and public spaces.
 - Landscape materials should be live plants; gravel, rock, bark and other materials are not a substitute for plant cover.
 - Landscape shall be permanent with automated irrigation; water-intensive plants, such as lawns and flowering exotics, should be used sparingly as accents.
 - Parking lots should be generously landscaped to provide shade, reduce glare and provide visual interest.

Site Access/Circulation

Existing vehicle access to the project site is provided by Airport Boulevard. The Traffic Impact Study prepared for the project indicates that the project would not generate traffic which would conflict with anticipated traffic levels in the neighborhood or require traffic control devices. In order to ensure adequate sight distance, Implementation of Mitigation Measure TRANS-1 would limit the height of landscaping near the driveway.

No sidewalk currently is located along the Airport Boulevard frontage of the property. A condition of approval requires the applicant to install street improvements to City standards, including sidewalks where absent or in need of repair.

Lighting/Visual Impact

Nighttime illumination has the potential to change ambient lighting conditions and create a visual nuisance or hazard. The impact of nighttime lighting depends upon the type of use affected, the proximity to the affected use, the intensity of specific lighting, and the background or ambient level of the combined nighttime lighting. Nighttime ambient light levels may vary considerably depending upon the age, condition, and abundance of point-of-light sources present in a particular view. The use of exterior lighting for security and aesthetic illumination of architectural features may contribute substantially to ambient nighttime lighting conditions.

Spillover of light onto adjacent properties ("light trespass") has the potential to interfere with certain activities including vision, sleep, privacy and general enjoyment of the natural nighttime condition. Light sensitive uses include residential, some commercial and institutional uses and natural areas. Changes in nighttime lighting may significantly impact sensitive land uses if a proposed project increases ambient lighting conditions beyond its property line and project lighting routinely spills over into adjacent light-sensitive land use areas.

The project would provide lighting on the buildings and in the parking lot. Proposed lighting consists of wall-mounted light fixtures (to illuminate the buildings' exterior and adjoining walks) and path lighting. No pole lighting is proposed on the property. Since only low-level lighting is proposed, the lighting levels are anticipated to adequately illuminate the site while being consistent with light levels in a residential neighborhood. Little to no light is expected to spill over onto adjoining residential properties. Therefore, the project is not anticipated to create a glare nuisance.

A new streetlight would also be installed in the public right-of-way along Airport Boulevard at the northwest corner of the site. This is a Public Works requirement to enhance street illumination and improve vehicular safety at night.

Drainage

New development and redevelopment construction projects are subject to the City's post-construction stormwater management requirements (PCRs).⁸ [WMC § 6-3.535](#). The proposed project is a PCR tier 4 type project, as it would create and/or replace more than 22,500 square feet of impervious surfaces to the project site. Attachment 3 provides a summary of PCR tiers 1 through 4 and their associated performance requirements for stormwater management and treatment. The project must comply with post construction requirements including performance requirement No. 2, which requires the project to treat stormwater runoff to reduce pollutant loads and concentrations using physical, biological, and chemical removal. The proposed project would result in an increase of impervious area, totaling approximately 51,634 square feet of impervious surfaces. Currently onsite there is a residence, office trailer and large concrete slab that will be removed. Runoff from all proposed impervious surfaces will be directed to the bioretention facilities where water quality treatment will begin. Runoff treatment is flow-based using a minimum four percent bioretention ratio to new or replaced impervious area. The project's 51,634 square feet of impervious area $\times 0.04 = 2,065$ square feet of required bioretention. The site includes over 3,300 square feet in the rectangular open space near the northeast corner of the site.

The project plans include a preliminary Grading and Drainage Plan (Attachment 2, sheets C3.0 & C4.0) and Stormwater Control Plan (Attachment 4). As shown on these plans, proposed drainage facilities and post-construction features include directing runoff from impervious surfaces (e.g., roof, hardscape, parking areas) to a bioretention basin with a detention capacity of 3,750 cubic feet. These drainage management features are intended to control the flow rate and pollutant load to pre-project levels.

Engineering staff has reviewed the project's proposed drainage plans. A condition of approval requires the project to comply with the City's post-construction stormwater management requirements, pursuant to WMC Section 6-3.535.

Tentative Map

The applicant has proposed a Major Subdivision (Tentative Map) to subdivide the 1.57-acre site into 21 house lots and one common area lot. The house lots range from 1,565± to 2,217± square feet in area (Attachment 2, sheet C1.0). The common area, including the internal street, parking lot, common open space and stormwater detention area, is approximately 33,095± square feet.

⁸ The primary objective of the City's PCRs is to ensure the reduction of pollutant discharges to the maximum extent possible and prevent stormwater runoff from causing or contributing to a violation of water quality standards. The PCRs categorize projects into four primary tiers based mainly on the net increase in impervious surfaces that would result from a project (i.e., the amount of new and replaced impervious surfaces). Each PCR tier is linked to increasingly stringent performance requirements for stormwater management and treatment. Each PCR tier is subject to the performance requirements of that tier, plus the performance requirements of the lower tiers, as applicable.

Environmental Review

An Initial Study has been prepared for the project in accordance with the provisions of CEQA (Attachment 5). The Initial Study addresses the potential physical environmental effects of the project for each of the environmental topics outlined in Appendix G of the CEQA Guidelines. Impacts to biological resources, cultural and tribal resources, geology and soils, hazards and hazardous materials, noise, and transportation were found to be potentially significant but mitigable to less than significant. Impacts to other resource areas and environmental topics were found to be less than significant without mitigation.

The Initial Study was made available for public review and comment from August 24, 2020, to September 22, 2020. Hardcopies of the Initial Study were available for public review at the Community Development Department and Watsonville Public Library.

Table 4 provides a list of the federal, state, regional and/or local agencies along with private organizations and individuals that commented on the Initial Study.

TABLE 4 List of Commenters

Commenter	Agency/Group/Organization
Federal Agencies	
None	
State Agencies	
None	
Regional and Local Agencies	
None	
Private Groups and Organizations	
Lowell Hurst	City Council member

No significant impacts were identified in the comments. Mr. Hurst is a resident of the city; his comment reflects a community concern but does not raise a CEQA issue. The comment does not change the analyses or conclusions of the Initial Study. Responses are included as Attachment 6.

On February 16, 2021, the applicant made a slight revision related to the surface parking area dimensions, and he submitted a revised stormwater analysis to address increased detention requirements. These changes to the project do not result in any new impacts to the environment.

During preparation of this staff report, staff noted that the Initial Study needed to be updated to reflect the revised stormwater analysis. In addition, minor typographic and grammatical errors were corrected. It was determined that these changes did not change the findings of the initial study; therefore, the Initial Study did not need to be recirculated.

A Resolution for consideration by the Planning Commission recommending that the City Council adopt the Mitigated Negative Declaration includes required findings, in accordance with Public Resources Code section 21080(c) and CEQA Guidelines section 15074. The findings adopt

feasible mitigation measures to reduce the identified significant environmental impacts of the project. A Mitigation Monitoring and Reporting Program (MMRP) for the project would be adopted as part of this action (Attachment 7). The purpose of the MMRP is to ensure the mitigation measures adopted in the findings for the project are implemented, in accordance with CEQA requirements. All identified mitigation measures are incorporated as conditions of approval.

CONCLUSION

The proposed General Plan Amendment, Zone Change, Planned Development, Special Use Permit with Design Review, Tentative Tract Map, and Environmental Review (PP2018-11) would allow the construction of the 21 townhomes on a 1.57± acre site located at 547 Airport Boulevard (APN 015-321-01). The project is consistent with the General Plan and Zoning Ordinance with approval of the requested PD Overlay District and the modifications to standards through the Planned Development process. The project would provide much needed housing on an infill site adjacent to existing residential development. It will help accomplish the community's affordable housing goals in the Housing Element. The project design is consistent with the City's Livable Community Residential Design Guidelines. An Initial Study has been prepared for the project in accordance with the provisions of CEQA, which provides substantial evidence that the project would not have a significant effect on the environment. Therefore, staff recommends that the Planning Commission (a) adopt a Resolution recommending that the City Council adopt a Mitigated Negative Declaration and (b) adopt a Resolution recommending that the City Council approve the project entitlements, subject to findings and conditions

STRATEGIC PLAN

The purpose of the City of Watsonville's 2018-2020 Strategic Plan is to help the City prioritize its efforts, allocating both fiscal and human resources to achieve a shared vision and goals. The 2018-20 Strategic Plan identifies six goals, concerning housing, fiscal health, infrastructure and environment, economic development, community engagement and well-being, and public safety.

This action is consistent with Goal 1 of the Strategic Plan to expand quality housing opportunities, in that the project would provide 21 townhouse units and is designed in conformance with the City's objective standards concerning housing developments

FINANCIAL IMPACT

The project applicant would be required to pay development impact fees at either the time of issuance of building permits or certificate of occupancy. These one-time fees paid to the City by developers are used, for instance, to offset the additional cost of extending public services to a site along with partially funding road improvement projects.

ALTERNATIVE ACTION

The Planning Commission may recommend denial of the requested project entitlements, provided that the Commission provides substantial evidence contrary to making required findings.

ATTACHMENTS

1. Site and Vicinity Map
2. Plan Set (2-16-21 and 1-3-18)
3. Post-construction Stormwater Requirements Summary
4. Preliminary Stormwater Control Plan (Roper Engineering, 2019; Bowman and Williams, February, 2021)
5. Initial Study/Mitigated Negative Declaration (prepared August, 2020; updated May 2021)
6. Response to Comments Memorandum (October 26, 2020)
7. Mitigation Monitoring and Reporting Program (October 13, 2020)

RESOLUTION NO. _____ - 21 (PC)

**RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
WATSONVILLE, CALIFORNIA, RECOMMENDING TO THE CITY
COUNCIL ADOPT:**

- 1. A RESOLUTION CERTIFYING A MITIGATED NEGATIVE
DECLARATION FOR THE PROJECT (PP2018-11), IN
COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL
QUALITY ACT (CEQA);**
- 2. A RESOLUTION APPROVING A GENERAL PLAN MAP
AMENDMENT TO CHANGE THE LAND DESIGNATION OF
SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 015-
321-01 FROM INDUSTRIAL TO RESIDENTIAL HIGH DENSITY;**
- 3. AN ORDINANCE TO CHANGE THE ZONING MAP DISTRICT OF
SANTA CRUZ COUNTY ASSESSOR'S PARCEL NUMBER 015-
321-01 FROM IP (INDUSTRIAL PARK) TO RM-3/PD (MULTIPLE
RESIDENTIAL HIGH DENSITY WITH A PLANNED
DEVELOPMENT OVERLAY DISTRICT);**
- 4. A RESOLUTION APPROVING THE TENTATIVE MAP FOR THE
SUBDIVISION OF THE 1.57± ACRE SITE INTO 21 RESIDENTIAL
LOTS AND ONE COMMON AREA PARCEL; AND**
- 5. A RESOLUTION APPROVING A SPECIAL USE PERMIT WITH
DESIGN REVIEW AND SPECIFIC DEVELOPMENT PLAN
(PP2018-11) FOR THE CONSTRUCTION OF 21 DWELLING
UNITS ON INDIVIDUAL PARCELS, CONSISTING OF 21
TOWNHOME UNITS ON A 1.57± ACRE SITE LOCATED AT 547
AIRPORT BOULEVARD, WATSONVILLE, CALIFORNIA**

**Project: AIRPORT BOULEVARD TOWNHOMES
547 AIRPORT BOULEVARD
APN: 015-321-01**

WHEREAS, the project site has served as a facility manufacturing steel
reinforcing bars since 1993; and

WHEREAS, on December 21, 2018, an application for General Plan Map
Amendment, Rezoning, Planned Development, Major Subdivision (Tentative Map), and
Special Use Permit with Design Review and Environmental Review (PP2018-11) to
allow construction of 21 townhomes on individual parcels on a 1.57± acre site located at
547 Airport Boulevard, Watsonville, California, was filed by Raoul Ortiz, applicant and
property owner; and

WHEREAS, the subject property is designated Industrial on the General Plan Land Use Diagram and is within the IP (Industrial Park) Zoning District; and

WHEREAS, the proposed residential development is located on the portion of APN 015-321-01 presently designated Industrial on the General Plan Land Use Diagram and within the IP Zoning District. Residential units are not a permitted use; therefore, to allow residential development on APN 015-321-01, the project requires an amendment of the General Plan Land Use Diagram from Industrial to Residential High Density and Zoning Map from IP to RM-3/PD (Multiple Residential – High Density/Planned Development); and

WHEREAS, a draft Mitigated Negative Declaration (MND) was prepared for the proposed project in accordance with the California Environmental Quality Act (CEQA). The Draft MND addresses the potential physical environmental effects of the proposed project for each of the environmental topics outlined in Appendix G of the *State CEQA Guidelines*. The Draft MND also addresses the cumulative impacts resulting from other past, present and reasonably foreseeable future projects. The project was found to have no significant and unavoidable impacts. Impacts to biological resources, cultural and tribal resources, geology and soils, hazards and hazardous materials, noise, and transportation were found to be potentially significant but mitigable to less than significant. Impacts to other resource areas and environmental topics were found to be less than significant without mitigation; and

WHEREAS, the Draft MND was made available for public review and comment from August 24, 2020, to September 22, 2020. Comments were received on the Draft MND but they did not change the analysis or conclusions or require mitigation measures. In addition, minor revisions were prepared after the public review period but it was determined that these changes do not change the findings of the Draft MND and

were not considered significant new information that would trigger Draft MND recirculation pursuant to section 15073.5 of the *State CEQA Guidelines*. For example, they do not disclose a new or substantially worsened significant environmental impact, or a new feasible mitigation measure or alternative not proposed for adoption. Rather, the revisions correct or clarify information presented; and

WHEREAS, notice of time and place of the hearing to consider the approval of the entitlements and MND for the Airport Boulevard Townhomes project (PP2018-11) was given at the time and in the manner prescribed by the Zoning Ordinance of the City of Watsonville. The matter called for hearing evidence both oral and documentary introduced and received, and the matter submitted for decision; and

WHEREAS, the Planning Commission has considered all written and verbal evidence regarding this application at the public hearing and has made Findings, attached hereto and marked as Exhibit “A,” in support of the entitlements for the Airport Boulevard Townhomes project (PP2018-11) to allow construction of 21 townhome-style dwelling units on individual parcels on a 1.57± acre site located at 547 Airport Boulevard (APN 015-321-01), Watsonville, California.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Watsonville, California, as follows:

Good cause appearing, therefore, the Planning Commission of the City of Watsonville does hereby recommend the City Council grant approval of the entitlements for the Airport Boulevard Townhomes project and certify the MND (PP2018-11), attached hereto and marked as Exhibit “D,” subject to the Conditions attached hereto and marked as Exhibit “B” and “C,” to allow construction of 21 townhome-style dwelling units on individual parcels on a 1.57 acre site located at 547 Airport Boulevard (APN 015-321-01),, Watsonville, California.

I HEREBY CERTIFY that the foregoing Resolution was introduced at a regular meeting of the Planning Commission of the City of Watsonville, California, held on the 1st day of June, 2021, by Commissioner_____, who moved its adoption, which motion being duly seconded by Commissioner_____, was upon roll call, carried and the resolution adopted by the following vote:

Ayes: Commissioners:

Noes: Commissioners:

Absent: Commissioners:

Suzi Merriam, Secretary
Planning Commission

Jenni Veitch-Olson, Chairperson
Planning Commission

Application No: PP2018-11
APNs: 015-321-01
Applicant: Raoul Ortiz
Hearing Date: June 1, 2021

Table of Contents

Findings	1
General Plan/Zoning Map Amendment Findings (WMC § 14-12.708)	1
Planned Development Overlay District Findings (Wmc § 14-16.2508)	6
Tentative Map Findings (WMC § 13-04.09(d))	11
Special Use Permit/Design Review Findings (WMC §§ 14-12.513, 14-12.403)	15
Conditions of Approval	19
Tentative Map Conditions Of Approval	19
Standard Conditions:	19
Improvement Plans shall be submitted before reviewing Final Map and include the following:	20
Prior to recordation of the Final Map, the following requirements must be satisfied:	23
During construction, the following conditions shall be adhered to:	23
Prior to occupancy, the following conditions must be adhered to:	31
Specific Development Plan/Special Use Permit with Design Review Conditions of Approval	33
General Conditions:	33
Project Specific Conditions:	34
Building and Fire-related Conditions:	36
Prior to occupancy, the following condition shall be met:	36
Ongoing Conditions:	36

Findings

GENERAL PLAN/ZONING MAP AMENDMENT FINDINGS (WMC § 14-12.708)

The following findings apply to the portion of the project site in which the General Plan land use designation is changed from Industrial to Residential High Density on the General Plan Land Use Diagram and the Zoning District is changed from IP (Industrial Park) to RM-3/PD (Multiple Residential – High Density with Planned Development Overlay) on the Zoning Map.

1. **That the proposed amendment is consistent with the policies embodied in the General Plan.**

Supportive Evidence

The proposed residential development is located on the portion of APN 015-321-01 presently designated Industrial on the General Plan Land Use Diagram and within the IP Zoning District. Residential units are not a permitted use; therefore, to allow residential development on APN 015-321-01, the project requires an amendment of the General Plan Land Use Diagram from Industrial to Residential High Density and an amendment of the Zoning Map from IP to RM-3/PD.

The purpose of the Residential High Density designation is to provide living environments through multi-story apartment and condominium type housing at densities of between 14 and 36.99 dwelling units per acre. The project includes construction of 21 townhouse-style dwelling units. The proposed density of the project is 16.2 units per acre. Therefore, the project is consistent with the dwelling type and residential density standards permitted in the Residential High Density designation.

In addition, the project is consistent with the following General Plan goals, policies and implementation measures:

- ***Land Use Element Goal 4.7: Land Use Suitability.*** *Ensure that the orderly development of land for the needs of the existing and projected population within in the City limit and Sphere of Influence is based on the land's overall suitability, including: the accessibility of existing and proposed public facilities, services, and utilities, physical and financial constraints; and/or growth inducing impacts.*

The project site has been used as a rebar manufacturing site since 1993. The proposed project would be an infill project converting the site/land use to residential use. The site is within close proximity to existing utilities that can be extended to serve the project. The project would not induce population growth other than the residents that would directly inhabit the proposed residential units.

- ***Land Use Element Policy 4.B: Neighborhood Preservation.*** *The City shall plan for the protection of existing neighborhood qualities and the provision of adequate neighborhood facilities in developing areas.*
- ***Land Use Element Implementation Measure 4.B.2: New Neighborhood Facilities.*** *The City shall utilize land use controls, such as, specific plan, LOS standards, and zoning development controls, to ensure balanced neighborhood development in a compact pattern, and to avoid premature extension of public facilities and services.*
- ***Land Use Element Implementation Measure 4.A.2: Land Use Compatibility.*** *The City shall monitor housing production to ensure compatibility with surrounding land uses.*

Although the proposed project is located adjacent to light industrial uses to the west and south, and the airport to the north, it is also adjacent to the existing Colonial Manor manufactured home residential development to the east. The proposed project will be built to a similar density to the manufactured housing project. The proposed project is consistent with City of Watsonville *Livable Community Residential Design Guidelines* (2001).

The proposed project includes a General Plan Amendment and rezoning to change the land use designation and zoning of the project site to Residential High Density and RM-3, respectively. The rezoning would include adopting a PD Overlay District that would allow smaller lot sizes and more compact patterns of development. With approval of the proposed rezoning, the project would be consistent with applicable land use controls.

- ***Land Use Element Goal 4.4 Industrial Land Use – Achieve economic diversification, living wage employment, the preservation of the agricultural economic base of the Pajaro Valley, and maintain a balance among jobs, housing, and other urban land uses.***
- ***Land Use Element Policy 4.D: Industrial Land Use.*** *The City shall promote modernization of existing industrial plants and the location of new industrial facilities on lands planned for industry in Watsonville 2005 General Plan.*
- ***Land Use Element Implementation Measure 4.D.4: Industrial Reserve.*** *The City shall maintain a reserve of industrial land sufficient to meet the long-term job creation goals and to enable the City to maximize economic opportunities consistent with the city's Comprehensive Economic Development Action Plan.*

The 1.57-acre project represents approximately 0.3 percent of the 559.6 acres of land designated as Industrial in the General Plan, and the same percentage of the 550.8 acres zoned either Industrial Park (IP) or General Industrial (IG). The existing industrial operation is small and not a major employer in the City. The site also abuts the Residential Medium (RM-2) designation to the east. Therefore, changing the designation will represent a small, marginal adjustment to the overall Land Use plan with minimal changes to the City's industrial base and the ability to maintain a robust number of jobs in the City. The conversion of this small site does not compromise the reserve of industrial land in the city. There will still be a robust industrial base on the roughly 550 acres of industrial land remaining in the city.

- ***Urban Design Element Goal 5.1: Visual Resources.*** *Preserve and enhance the built and natural visual resources within Watsonville.*
- ***Urban Design Element Goal 5.2: Community Appearance.*** *Blend new development and recognized values of community appearance and scenic qualities, and ensure that new development enhances, rather than detracts from its surroundings.*

- **Urban Design Element Goal 5.6: Urban Design.** *Achieve high standards of street, site and building design that are both efficient, and aesthetically pleasing.*
- **Urban Design Element Policy 5.B Design Consistency** – *The City shall review new development proposals to encourage high standards of urban design and to ensure that elements of architectural design and site orientation do not degrade or conflict with the appearance of existing structures.*
- **Urban Design Element Implementation Measure 5.A.4: Development Standards** – *In addition to the Design Review Guidelines, the City shall use the adopted standards for multiple family residential developments to ensure that medium- and high-density development is designed so as to enhance rather than detract from the urban environment.*
- **Urban Design Element Implementation Measure 5.B.3: Enhancement** – *The City shall utilize the development standards, zoning ordinance regulations for each district, and the design review guidelines to ensure that new development is an asset to the existing neighborhood and community with regard to parking, landscaping, open space, and project design.*

Residential development would be consistent with the City of Watsonville *Livable Community Residential Design Guidelines* (2001). Specifically, residential units have been designed with facades that are well composed, balanced, and appropriately articulated to reflect the scale and street orientation of Watsonville's traditional neighborhoods. The massing of wall and roof planes would be sufficiently broken up by the use of offsets in surfaces, changes in roof plane, variations in color, materials and trim. The streetscape plan would ensure that both the internal street system and the public frontage are aesthetically pleasing.

- **Housing Element Goal 3.0: Housing Production** – *Provide housing opportunity for Watsonville's share of the regional housing need for all income groups.*
- **Housing Element Policy 3.1** – *Encourage the production of housing that meets the needs of all economic segments, including lower, moderate, and above moderate-income households, to achieve a balanced community.*
- **Housing Element Policy 3.2** – *Provide high quality rental and ownership housing opportunities for current and future residents that are affordable to a diverse range of income levels.*
- **Housing Element Policy 3.4** – *Continue to implement the Affordable Housing Ordinance, Density Bonus Ordinance, and other programs as a means of integrating affordable units within new residential development.*
- **Housing Element Policy 4.2.** *Implement and enforce residential design guidelines to ensure that the community's expectations are met with respect to the quality and style of housing projects.*

- ***Housing Element Program 18: Design Review Process*** – *The City will continue to use the Livable Community Residential Design Guidelines in concert with the City's General Plan, Zoning and Subdivision Ordinance and other area plans. The City will continue to ensure that projects comply with the City's design review process and the Design Guidelines.*

The project will create 21 units of new for-sale housing. The project is required to provide 15 percent (3 units) of the 21 units as affordable, in accordance with the City's Affordable Housing Ordinance, and will help the City meet the production goals of the Housing Element. The project is designed to be architecturally compatible with the existing development in the neighborhood. The site planning provides both private and common open space amenities for the benefit of the residents. The development will be consistent with the City of Watsonville *Livable Community Residential Design Guidelines* (2001). Additionally, fifteen percent of the proposed housing units would be inclusionary affordable housing units, in accordance with the City's Affordable Housing Ordinance. An existing residence on the property will be demolished as part of project development.

- ***Housing Element Goal 4.0: Removal of Government Constraints*** – *Where appropriate, mitigate unnecessary governmental constraints to the maintenance, improvement, and development of housing.*
- ***Housing Element Program 17: Planned Development District*** – *The City will continue to use the PD designation to provide flexibility in developments and facilitate creative housing option as well as explore amendments to the Zoning and Subdivision Ordinances to encourage lot consolidation in districts with substandard lots, fee and development waivers for projects meeting redevelopment criteria and other incentives for developers and property owners in such districts. The City will consider other options to encourage lot consolidation, such as a smaller lot size for PD development.*

The proposed project includes General Plan Amendment, rezoning and adoption of a PD Overlay District to allow the proposed residential development at higher densities than would be allowed by the underlying zoning district regulations. The proposed PD Overlay District allows the creation of small lots with modifications requested to support the proposed townhomes.

2. **That the proposed amendment is compatible to the extent possible with the actual and general planned use of the adjacent properties.**

Supportive Evidence

The proposed amendments to the General Plan Land Use Diagram and Zoning Map would allow infill housing in a manner consistent with existing nearby residential neighborhoods. The Colonial Manor manufactured housing development east of the site is built to a similar density as the project. The project is compatible with the light industrial uses to the west and south as well as the airport to the north. The site is served by existing utilities. The addition of 21 dwellings will help the City provide much needed housing for its residents.

PLANNED DEVELOPMENT OVERLAY DISTRICT FINDINGS (WMC § 14-16.2508)

The following findings apply to the portion of the project site in which a Planned Development (PD) Overlay District shall be combined with the underlying RM-3 Zoning District to allow the development of 21 units on individual parcels, consisting of 21 townhome units on the property located at 547 Airport Boulevard.

- 1. The District is consistent with the General Plan and/or the Local Coastal Land Use Plan, and/or adopted area plans when applicable.**

Supportive Evidence

The project density of approximately 16.2 units per acre is consistent with the General Plan land use designation of Residential High Density, which allows density range of 14 to 36.99 units per acre. The project is, therefore, consistent with the density requirements in the General Plan.

The creation of small lots with townhome-style units requires approval of a modification request from district regulations set forth in WMC Section 14-16.404 for the RM-3 Zoning District. The proposed modifications are necessary to achieve the project density of 16.2 units per acre. As described in the discussion of the General Plan Amendment, the project would be consistent with numerous Goals, Policies and Implementation Measures of the General Plan.

- 2. The District is consistent with the purposes of WMC Chapter 14-16 and other applicable sections of Title 14.**

Supportive Evidence

The PD process can be used to make modifications to subdivision and zoning district development standards for project sites that exceed one acre. The purpose of the PD process is to provide a technique to foster development plans which serve public objectives more fully than development plans permitted under conventional zoning regulations. A PD Overlay District may provide for modifications on district regulations, such as to building setbacks, lot coverage, lot area and street standards.

The proposed project serves public objectives more fully than development plans permitted under conventional zoning regulations, in that proposed site layout, orientation and location of buildings, clustered development away from riparian areas, vehicular access, pedestrian circulation, parking, setbacks, common open space areas and communal amenities, and similar elements have been designed to create an attractive, livable project which addresses the housing needs of the City without having a negative effect on nearby neighborhoods and natural open spaces.

- 3. The General Development Plan includes planned variations to underlying district regulations which serve public purposes to an equivalent or higher degree than would underlying district regulations.**

Supportive Evidence

Variations from conventional development standards are justified as the project is designed in a manner which offers amenities that enhance neighborhood quality, in general, and provides additional open space greater than what would be permitted by the underlying district regulations.

The requested modifications will enable the applicant to build more units and provide more open space than would otherwise be permitted on the property. This will in turn enable the units to be more affordable and help the City meet the 700 units necessary to fulfill the Regional Housing Needs Assessment (RHNA) in the 2015-2013 Housing Element. Each of the requested modifications will be discussed individually below.

i) Allow a one-car, rather than two-car, garage for each unit (RDS Section II.A.2). The requested modification allowing the driveway to serve as a required parking space, and to have one-car garages, will enable the applicant to build more units than would otherwise be permitted. Since the parking spaces are oriented towards the internal street system and not towards the public right-of-way, parking on the driveway will generally not be visible from the public road. In addition, there is some evidence that car ownership is becoming relatively less popular, which may mean that not every household will own two automobiles. Based on these factors, the requested modification is reasonable to help the City achieve the critical goal of providing more housing.

ii) Allow a 6-foot-tall fence within the front setback (WMC § 14-32.020). The project, rather than being oriented to the public street, orients the units internally toward the private street system. The north side of Building 1 functions as the side yard for the building. As such, it seems reasonable to allow fencing to control access to the yards and open space areas of the project and enable the residents to enjoy the use of the yard near the street. To mitigate the appearance of the fence, it will be constructed of wrought iron. This will help preserve a more open appearance. Landscaping will also be planted between the buildings and the fence. The requested modification is reasonable to control access to the site while creating a landscaped buffer behind the fence. As a condition of approval, the height of the wooden fence along the western property line, near the street, will need to be reduced to preserve sight visibility for vehicles exiting the property.

iii) Allow less than 4 feet of space between a parking stall and an adjacent building (RDS Section II.B.8). The compact parking space adjacent to the home on Lot 12 appears to be less than 4 feet from the southeast corner of the building. However, anyone parking in this space will be able to easily open a car door as the side is not obstructed by the nearby building. As a condition of approval, wheel stops will be required at the front of all surface parking spaces to prevent vehicles from encroaching on nearby buildings, walkways or landscaping. It appears that allowing this modification would therefore be reasonable.

iv) Allow no setback where 5 feet is required between a side yard and a parking space (RDS Section II.B.5); and

v) Allow for no planter where a 5-foot-wide planter is required between parking spaces and adjoining property lines (RDS Section III.C.2.b). Both of these

requests are related. The project has a compact parking space adjacent to the southern side property line of Lot 9, adjacent to the eastern side property line of Lot 12, and adjacent to the western side property of Lot 13. The spaces are not on the house lots; they are located on the common area of the project. Because the project is a zero-lot-line development, in which the homes share a wall, development regulations applicable to more traditional single-family development are inappropriate. In this case, since the buildings themselves have no setback, it seems reasonable to all parking spaces to also enjoy a zero setback. In addition, only the 3 compact spaces on the common area are affected by the requirement for a planter separation from an adjoining property line. These spaces are interior to the site, not visible from the public right-of-way. Landscaping flanks both side of the space adjacent to Lot 9; only a short section has a planter less than 5 feet wide. The two compact spaces between Lots 12 and 13 have landscaping on the non-abutting sides. Placing the parking spaces adjacent to each other allows a more efficient use of the land. The area in and around each of the parking spaces will still be landscaped. It appears that allowing these modifications would therefore be reasonable.

The following is a list of project features that are considered a public benefit and, therefore, provide justification for a Planned Development:

- Aggregate open space greater than the minimum requirement;
- A centrally located common areas with amenities meant for all age groups to help foster a sense of community;
- Maximizing the developable land area for more efficient land use and to provide a range of housing types; and
- Increasing the number of housing units in turn increases the number of affordable housing units.

4. The General Development Plan can be coordinated with existing and proposed development of surrounding areas.

Supportive Evidence

The proposed project allows infill housing in a manner consistent with existing and planned nearby residential neighborhoods. The project will provide single-family homes in a multi-family configuration, providing a reasonable transition between the mobile-home park east of the site, the single-family homes further to the southeast, and light industrial operations to the west.

5. The General Development Plan, overall, provides an amenity level and amount of open space greater than what would have been permitted by the underlying district regulations.

Supportive Evidence

A total of 33 percent of the site is landscaped where 20 percent is required. The proposed project provides additional open space greater than what would be permitted by the underlying district regulations. Along with providing an aggregate open space greater than the minimum requirement, the project provides amenities for all age groups, such as a children's area, landscaped park-like open space and family picnic area.

6. **If applicable, a final subdivision map for the proposed planned development shall be recorded within two years of the expected date of adoption of the General Development Plan for the planned development.**

Supportive Evidence

A condition of approval requires the filing of a Final Map within two years of the date of final project approval.

7. **The General Development Plan is planned so that the total development in each individual development phase can exist as an independent unit; adequate assurance will be provided that such objective will be attained; that the uses proposed will not be detrimental to present and planned surrounding uses, as shown in the General Plan, but will have a beneficial effect which could not be achieved without being located in a PD District.**

Supportive Evidence

Project development will be built in one phase. The proposed residential development component of the project is compatible with existing residential neighborhoods on adjacent properties. The Colonial Manor manufactured housing development east of the site is built to a similar density as the project. The project is compatible with the light industrial uses to the west and south as well as the airport to the north.

8. **The General Development Plan includes streets and thoroughfares, suitable and adequate to carry anticipated traffic, and the proposed densities will not generate traffic in such amounts as to overload the street network outside the development.**

Supportive Evidence

The project includes a private driveway system that meets City regulations and standards. The Initial Study prepared for the project determined that traffic generation would not create significant impacts to the street network.

9. **The General Development Plan is designed so that existing or proposed utility services and facilities and other public improvements are adequate for the population densities and land uses proposed.**

Supportive Evidence

Existing utilities serve the site. The Draft MND determined that there would be no significant impacts to public services or utilities. In addition, the applicant is required to pay impact fees, which are a one-time charge paid to the City by developers to offset the additional public service costs of new developments.

10. **The General Development Plan is designed so that proposed ratios for off-street parking are consistent with parking regulations.**

Supportive Evidence

The project includes a request for a deviation from the requirement that parking for each unit be provided in a two-car garage. The applicant is proposing a one-car garage and a second parking space on the driveway for each unit. The project is

required to provide 42 enclosed parking spaces; 21 are proposed. A total of 58 parking spaces are required; 58 are proposed with the use of the driveway parking spaces. The proposed deviation is a reasonable way to promote the construction of much needed housing, including 3 units of affordable housing.

11. The General Development Plan will not have a detrimental and unmitigatable financial impact on the City.

Supportive Evidence

This is a market-rate, for-sale townhome project, consisting of 21 single-family units. The property, including the on-site roadways, will be maintained privately by a homeowner's association. As mentioned previously, the applicant is also required to pay impacts fees to offset the additional public service costs of new developments.

TENTATIVE MAP FINDINGS (WMC § 13-04.09(d))

- 1. The proposed map is consistent with the General Plan or any applicable Specific Plan, the Zoning code, WMC Chapter 4 (Major Subdivisions) of Title 13, the Subdivision Map Act, and other applicable provisions of this code.**

Supportive Evidence

The proposed residential development is located on parcel APN 015-321-01 presently designated Industrial on the General Plan Land Use Diagram and within the IP Zoning District. Residential units are not a permitted use; therefore, to allow residential development on the parcel, the project requires an amendment of the General Plan Land Use Diagram from Industrial to Residential High Density and an amendment of the Zoning Map from IP to RM-3 with a Planned Development Overlay.

The purpose of the Residential High Density designation is to provide living environments through multi-story apartment and condominium type housing at densities of between 14 and 36.99 dwelling units per acre. The project includes construction of 21 townhouse-style dwelling units. The proposed density of the project is 16.2 units per acre. Therefore, the project is consistent with the dwelling type and residential density standards permitted in the Residential High Density designation.

The project consistency with the General Plan goals, policies and implementation measures discussed under Finding No. 1 in support of the proposed General Plan land use designation change and rezoning is incorporated by reference herein.

The Planned Development (PD) process can be used to make modifications to subdivision and zoning district development standards for project sites that exceed one acre. The purpose of the PD process is to provide a technique to foster development plans which serve public objectives more fully than development plans permitted under conventional zoning regulations. A PD Overlay District may provide for modifications on district regulations, such as to building setbacks, lot coverage, lot area and street standards.

The proposed project serves public objectives more fully than development plans permitted under conventional zoning regulations, in that proposed site layout, orientation and location of buildings, clustered development away from riparian areas, vehicular access, pedestrian circulation, parking, setbacks, common open space areas and communal amenities, and similar elements have been designed to create an attractive, livable project which addresses the housing needs of the City without having a negative effect on nearby neighborhoods and natural open spaces. Therefore, the proposed project and modifications to district regulations conform to the general purpose and intent of the RM-3 Zoning District with a PD Overlay.

- 2. The design or improvement of the proposed subdivision is consistent with the General Plan and any applicable Specific Plan.**

Supportive Evidence

The proposed residential development component of the project is consistent with the dwelling type and residential density standards permitted in the General Plan for land designated as Residential High Density. The project design is also compatible with existing residential neighborhoods on adjacent properties. The Colonial Manor manufactured housing to the east of the site includes higher-density housing. The proposed project is near, but not adjacent to, the existing single-family neighborhood southeast of the project site. The properties west and south of the site are predominantly light industrial in one and two-story tilt-up concrete buildings. The airport is north of the project site. None of these uses creates a significant compatibility issue such as noise impacts. A condition of approval requires the preparation of an acoustical analysis prior to issuance of a building permit to confirm noise levels will not exceed specified thresholds in the General Plan.

- 3. The site is physically suitable for the proposed type of development.**

Supportive Evidence

The project site is flat and existing utilities serve the site. No roads need to be extended to serve the property.

- 4. The site is physically suitable for the proposed density of development.**

Supportive Evidence

The proposed project involves an amendment of the General Plan Land Use Diagram from Industrial to Residential High Density. The purpose of the Residential High Density designation is to provide housing at densities of between 14 and 36.99 dwelling units per acre. The proposed density of the project is 16.2 units per acre, which is within the permitted range for land designated Residential High Density.

- 5. The design of the subdivision or the proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.**

Supportive Evidence

A Draft MND was prepared for the proposed project, which includes a biological resources report. Various biological-related impacts were found to be potentially significant but mitigable to less than significant levels. Identified measures that mitigate direct and/or indirect effects to wildlife and their habitat from implementation of the project have been included as conditions of approval.

- 6. The design of the subdivision or the type of improvements is not likely to cause serious public health problems.**

Supportive Evidence

The proposed project design is compatible with existing residential neighborhoods on adjacent properties. The Draft MND determined that the project would not generate any hazards or hazardous materials. Demolition of the existing structures could release hazardous substances but mitigation measures are proposed to

reduce the potentially significant effects to less than significant levels. Therefore, the project will not cause public health problems.

7. **The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.**

Supportive Evidence

A 10-foot drainage easement is located adjacent to the southerly property boundary. Proposed project development would not conflict with said easement.

8. **The waste discharge from the proposed subdivision into a community sewer system will not result in or add to violations of existing requirements prescribed by the Regional Water Quality Control Board.**

Supportive Evidence

The City provides wastewater service to the Watsonville, Pajaro, Freedom and Salsipuedes sanitary districts. The City maintains more than 170 miles of collection pipelines and numerous pump stations to ensure that wastewater flows without interruption to the Watsonville Wastewater Treatment Facility (WWTF), located at 401 Panabaker Lane. While WWTF has the capacity to treat 12.1 million gallons of effluent per day, the facility currently treats an average of 6.7 million gallons per day from residential, commercial and industrial sources.

Section 6.19 of the Draft MND prepared for the proposed project provides an assessment of potential impacts to all public services and utilities, including the City's sewer system. The proposed project is estimated to generate approximately 6,002 gallons of wastewater per day. The existing WWTF has adequate capacity to serve the proposed project and, therefore, expansion or construction of a new treatment facility is not required.

9. **If the land is subject to any of the development restrictions included in Section 66474.4(a) of the Subdivision Map Act (including, but not limited to, Williamson Act contracts, open-space easements, and conservation easements), then the findings required by Section 66474.4 must be made to approve or conditionally approve the tentative map.**

Supportive Evidence

The project site is used to manufacture reinforcing steel (rebar) and is not subject to any of the development restrictions included in GOV section 66474.4(a), including, but not limited to, Williamson Act contracts, open-space easements, and agricultural conservation easements.

10. **If the Tentative Map is subject to the water supply requirements included in Section 66473.7 of the Subdivision Map Act, then the findings required by Section 66473.7 must be made to approve or conditionally approve the tentative map.**

Supportive Evidence

As a full service City, all public services are in place to serve the proposed development. In addition, impact fees will be collected to pay the project's fair share on provided capital facilities, including the potable water treatment and distribution system. The impact fee is also used to retrofit water fixtures such as toilets and showerheads within the City. The water retrofit program results in a savings of 748 gallons of water per month.

Section 6.19 of the Draft MND prepared for the proposed project provides an assessment of potential impacts to all public services and utilities, including the City's water supply system. The City's groundwater wells are capable of providing for both current and projected water demands during normal and drought hydrologic conditions. The existing water supply system has sufficient capacity and infrastructure to provide water to the proposed residential development.

SPECIAL USE PERMIT/DESIGN REVIEW FINDINGS (WMC §§ 14-12.513, 14-12.403)

- 1. The proposed use/development is consistent with the goals and policies embodied in the adopted General Plan and the general purpose and intent of the applicable district regulations**

Supportive Evidence

The proposed residential development is located on the portion of APN 015-321-01 presently designated Industrial on the General Plan Land Use Diagram and within the IP Zoning District. Residential units are not a permitted use; therefore, to allow residential development on the property, the project requires an amendment of the General Plan Land Use Diagram from Industrial to Residential High Density and an amendment of the Zoning Map from IP to RM-3 with the Planned Development Overlay.

The purpose of the Residential High Density designation is to provide living environments through multi-story apartment and condominium type housing at densities of between 14 and 36.99 dwelling units per acre. The project includes construction of 21 townhouse-style dwelling units. The proposed density of the project is 16.2 units per acre. Therefore, the project is consistent with the dwelling type and residential density standards permitted in the Residential High Density designation.

The project consistency with the General Plan goals, policies and implementation measures discussed under Finding No. 1 in support of the proposed General Plan land use designation change and rezoning is incorporated by reference herein.

The Planned Development (PD) process can be used to make modifications to subdivision and zoning district development standards for project sites that exceed one acre. The purpose of the PD process is to provide a technique to foster development plans which serve public objectives more fully than development plans permitted under conventional zoning regulations. A PD Overlay District may provide for modifications on district regulations, such as to building setbacks, lot coverage, lot area and street standards.

The project proposes modifications to several development standards. Each of the requested modifications will be discussed individually below.

i) Allow a one-car, rather than two-car, garage for each unit (RDS Section II.A.2). The requested modification allowing the driveway to serve as a required parking space, and to have one-car garages, will enable the applicant to build more units than would otherwise be permitted. Since the parking spaces are oriented towards the internal street system and not towards the public right-of-way, parking on the driveway will generally not be visible from the public road. In addition, there is some evidence that car ownership is becoming relatively less popular, which may mean that not every household will own two automobiles. Based on these factors, the requested modification is reasonable to help the City achieve the critical goal of providing more housing.

ii) Allow a 6-foot-tall fence within the front setback (WMC § 14-32.020). The project, rather than being oriented to the public street, orients the units internally toward the private street system. The north side of Building 1 functions as the side yard for the building. As such, it seems reasonable to allow fencing to control access to the yards and open space areas of the project and enable the residents to enjoy the use of the yard near the street. To mitigate the appearance of the fence, it will be constructed of wrought iron. This will help preserve a more open appearance. Landscaping will also be planted between the buildings and the fence. The requested modification is reasonable to control access to the site while creating a landscaped buffer behind the fence. As a condition of approval, the height of the wooden fence along the western property line, near the street, will need to be reduced to preserve sight visibility for vehicles exiting the property.

iii) Allow less than 4 feet of space between a parking stall and an adjacent building (RDS Section II.B.8). The compact parking space adjacent to the home on Lot 12 appears to be less than 4 feet from the southeast corner of the building. However, anyone parking in this space will be able to easily open a car door as the side is not obstructed by the nearby building. As a condition of approval, wheel stops will be required at the front of all surface parking spaces to prevent vehicles from encroaching on nearby buildings, walkways or landscaping. It appears that allowing this modification would therefore be reasonable.

iv) Allow no setback where 5 feet is required between a side yard and a parking space (RDS Section II.B.5); and

v) Allow for no planter where a 5-foot-wide planter is required between parking spaces and adjoining property lines (RDS Section III.C.2.b). Both of these requests are related. The project has a compact parking space adjacent to the southern side property line of Lot 9, adjacent to the eastern side property line of Lot 12, and adjacent to the western side property of Lot 13. The spaces are not on the house lots; they are located on the common area of the project. Because the project is a zero-lot-line development, in which the homes share a wall, development regulations applicable to more traditional single-family development are inappropriate. In this case, since the buildings themselves have no setback, it seems reasonable to all parking spaces to also enjoy a zero setback. In addition, only the 3 compact spaces on the common area are affected by the requirement for a planter separation from an adjoining property line. These spaces are interior to the site, not visible from the public right-of-way. Landscaping flanks both side of the space adjacent to Lot 9; only a short section has a planter less than 5 feet wide. The two compact spaces between Lots 12 and 13 have landscaping on the non-abutting sides. Placing the parking spaces adjacent to each other allows a more efficient use of the land. The area in and around each of the parking spaces will still be landscaped. It appears that allowing these modifications would therefore be reasonable.

The proposed project serves public objectives more fully than development plans permitted under conventional zoning regulations, in that proposed site layout,

orientation and location of buildings, vehicular access, pedestrian circulation, parking, setbacks, common open space areas and communal amenities, and similar elements have been designed to create an attractive, livable project which addresses the housing needs of the City without having a negative effect on nearby neighborhoods and natural open spaces. Therefore, the proposed project and modifications to district regulations conform to the general purpose and intent of the RM-3 Zoning District with a PD Overlay.

2. **The proposed use/development is compatible with and preserves the character and integrity of adjacent development and neighborhoods and includes improvements or modifications either on-site or within the public rights-of-way to mitigate development related adverse impacts such as traffic, noise, odors, visual nuisances, or other similar adverse effects to adjacent development and neighborhoods.**

Supportive Evidence

The project would provide infill housing in a manner consistent with existing nearby residential neighborhoods. The Colonial Manor manufactured housing development east of the site is built to a similar density as the project. The project is compatible with the light industrial uses to the west and south as well as the airport to the north. The site is served by existing utilities. The addition of 21 dwellings will help the City provide much needed housing for its residents. The project, with appropriate conditions of approval and environmental mitigation measures, will be designed to ensure that no adverse impacts will be created.

3. **The proposed use/development will not generate pedestrian or vehicular traffic which will be hazardous or conflict with the existing and anticipated traffic in the neighborhood.**

Supportive Evidence

The Draft MND was prepared for the proposed project, which includes a traffic study. Traffic-related impacts were found to be potentially significant but mitigable to less than significant levels. Identified measures have been included as conditions of approval.

4. **The proposed use/development incorporates roadway improvements, traffic control devices or mechanisms, or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets.**

Supportive Evidence

The Draft MND that was prepared for the proposed project includes a traffic study. The study determined that Airport Boulevard was sufficient to handle the traffic demand of the project without modification. While the proposed internal drive aisles are narrower than the City's standards for roads, they would only provide access to project residents. Traffic-related impacts were found to be potentially significant but mitigable to less than significant levels. Identified measures have been included as conditions of approval.

5. **The proposed use/development incorporates features to minimize adverse effects, including visual impacts and noise, of the proposed special use on adjacent properties.**

Supportive Evidence

The project includes removing existing industrial operations and one residence. The project also includes new residential development consistent with the City of Watsonville *Livable Community Residential Design Guidelines* (2001). Therefore, the project would enhance the appearance of the site.

The Draft MND that was prepared for the proposed project includes a noise study. Construction-related noise impacts were found to be potentially significant but mitigable to less than significant levels. Identified measures that mitigate temporary noise impacts during construction activities have been included as conditions of approval.

6. **The proposed special use/development complies with all additional standards imposed on it by the particular provisions of this chapter, any City of Watsonville architectural guidelines, development and public improvement standards, and all other requirements of this title applicable to the proposed special use and uses within the applicable zoning district.**

Supportive Evidence

The proposed project is consistent with City of Watsonville *Livable Community Residential Design Guidelines* (2001). Specifically, residential units have been designed with facades that are well composed, balanced, and appropriately articulated to reflect the scale and street orientation of Watsonville's traditional neighborhoods. The massing of wall and roof planes would be sufficiently broken up by the use of balconies, dormer windows, offsets in surfaces, and use of complimentary materials and trim. The streetscape plan would ensure that streets are aesthetically pleasing. Other than the modifications discussed previously, the project will be consistent with all development standards.

7. **The proposed special use/development will not be materially detrimental to the public health, safety, convenience and welfare, and will not result in material damage or prejudice to other property in the vicinity.**

Supportive Evidence

The project will provide additional dwelling units to help meet the need for market-rate and affordable housing. The proposed project design is compatible with existing and planned residential neighborhoods on adjacent properties. Therefore, the project will not be detrimental to public welfare, and will not result in material damage to other property in the vicinity.

Application No: PP2018-11

APNs: 015-321-01

Applicant: Raoul Ortiz

Hearing Date: June 1, 2021

Conditions of Approval

TENTATIVE MAP CONDITIONS OF APPROVAL

These conditions of approval apply to the Tentative Map for the proposed Airport Boulevard Townhomes Development Project, a subdivision of a 1.57 acre site into 21 residential lots and one common area parcel, located at 547 Airport Boulevard. For the purpose of these conditions, the term "applicant" shall also mean the developer, subdivider, owner or any successor(s) in interest to the terms of this approval.

Standard Conditions:

1. **Conditional Approval Timeframe.** The Tentative Map is conditionally approved for **24 months**, in accordance with Section 13-4.10(a) of the Watsonville Municipal Code (WMC) and Section 66452.6 of the State Subdivision Map Act. The map shall be null and void if not recorded within 24 months from the effective date of the approval thereof. Time extensions may be granted provided the applicant requests same at least thirty days in advance of the expiration of the approval by the City Council. This approval applies to plans titled "Tentative Map, 547 Airport Boulevard Townhomes," and received by the Community Development Department on January 3, 2018, and revised on February 16, 2021. (CDD-P)
2. **Final Map.** The Final Map shall be in substantial conformance with the approved Tentative Map unless modified by subsequent conditions of approval. After approval is granted, modifications to the Tentative Map or to conditions imposed may be considered in accordance with Title 13 (Subdivision Ordinance) of the Watsonville Municipal Code. (CDD-E, PW)
3. **Findings.** Approval is subject to the findings and supportive evidence in accordance with WMC Section 13-04.09(d) of the Subdivision Ordinance with said Findings set forth in Exhibit "A" and made a part of this Tentative Map. (CDD-E)
4. **Substantial Conformance.** The project shall be in compliance with all standards and/or conditions of all local, State, and Federal codes and ordinances, appropriate development standards, and current City policies as modified by the Special Use Permit with Design Review. Any substantial deviation will be grounds for review by the City and may possibly result in revocation of the Tentative Map approval. (CDD-P, -E, -B)
5. **Indemnity Agreement.** The applicant shall agree in writing to indemnify and defend the City in case of legal challenge arising out of the City approving the project. Said agreement shall be subject to approval of the City Attorney. (CAT)

Improvement Plans shall be submitted before reviewing Final Map and include the following:

6. **Improvement Agreement.** Applicant shall enter into an improvement agreement with the City to install public and offsite improvements, furnish securities, insurances and pay the cost of all engineering review and inspection. Said agreement shall be in a form acceptable to the City Attorney. Applicant shall provide an itemized estimate of the cost of construction of all offsite and public improvements. The cost estimate shall be approved by the City and used to establish the amount of the Securities. (CDD-E, CAT)
7. **Improvement Standards.** All improvements in the public or private right-of-way shall comply with the most current version of the City of Watsonville Public Improvement Standards. Plans and design documents shall be signed and stamped by a California Licensed Architect or Engineer. Standards that are different than those of the City must be approved by the City. (CDD-E)
8. **Improvement Plans.** Improvement plans shall substantially conform to the Tentative Map. Provide all existing and proposed improvements and striping within the road right-of-way, where appropriate. Plans shall be designed in accordance with the City's Public Improvement Standards. (CDD-E, -P)
9. **Civil Plans.** Improvement plan submittal shall include civil plans prepared by a civil engineer licensed to practice in the state of California. Civil plans shall include grading, drainage, and erosion control plans. (CDD-E, PW)
10. **CC&Rs.** The applicant shall prepare Covenants, Conditions, and Restrictions (CC&Rs) for review and approval by the Community Development Department and City Attorney. A declaration of CC&Rs shall be recorded on the entire property concurrently with the Final Map. Said CC&Rs shall include provision for the establishment of a Homeowners Association (HOA) with the responsibility to maintain items that are specified therein. CC&Rs provision shall include the following specific elements:
 - a. Require the establishment of one HOA for the entire development area;
 - b. Require the maintenance and operations by the HOA of the common open space areas (including common recreational areas), private roads, curbs, gutters, sidewalks, walkways, street lighting, street trees, on-street guest parking, accessible parking, landscaping (including landscaping in the riparian/natural open space area), trails (including the extension of the public access trail within the riparian setback area), utility easements, exterior fences, retaining walls, and storm water management and detention facilities (including bioretention "raingarden" areas);
 - c. Provide a budget for maintaining facilities within common areas;

- d. Create obligations and a method to amortize and pay for (together with lien rights) the maintenance and repair of facilities within common areas;
 - e. Prohibit additions to or remodeling of a structure which extends beyond the original footprint;
 - f. Require that garage interiors not be converted to or used for any purpose which interferes with parking of the number of motor vehicles for which the garage was designed, and no temporary storage shall be allowed which would interfere with the parking of said vehicles; and
 - g. Require that the HOA shall not dissolve or relinquish their maintenance obligations without review by the City Manager and approval by the City Council at a public hearing. (CDD-P, -E, CAT)
11. **Maintenance of Detention Basins.** Provide draft language for incorporation in the CC&Rs describing maintenance responsibility of and schedule for detention basins for review and comment by the Public Works and Utilities Department. Include language that the HOA shall implement said maintenance in accordance with 547 Airport Boulevard Townhomes Rain Garden Maintenance and Operations Plan. Plan shall be reviewed and approved by the Public Works Director or designee. (CDD-P, PW)
12. **Addressing Potential Homeless Issues.** Provide draft language for incorporation in the CC&Rs for how the HOA will address potential homeless encampments, including but not limited to the following:
- a. Call police within 24 hours of complaint of illegal camping, fires, and/or alcohol use;
 - b. Cleanup or hire City to cleanup encampments or encampment trash in and around detention basins within 72 hours;
 - c. If City called to provide service there will be fee for service to be paid by the HOA;
 - d. If issue persists beyond 72 hours, City may move forward with cleanup and charge fee for service to be paid by the HOA;
 - e. Report all suspicious activity within 24 hours; and
 - f. Post signage that states what enforceable actions are not permitted in area at trail entrances and detention basins. Use same signage installed by City at other locations within slough (see attached example).
13. **CC&Rs and Liability.** The issuance of this permit does not exempt the owner of the property for which this permit is issued from liabilities which may arise out of failure to comply with applicable CC&Rs. PLEASE BE ADVISED THAT THE PROPERTY OWNER PREPARE CC&R's FOR THE PROJECT AND PRIVATE LEGAL ACTION MAY BE BROUGHT AGAINST THE PROPERTY OWNER FOR

FAILURE TO COMPLY WITH ALL APPLICABLE CC&Rs AND THAT THE CITY OF WATSONVILLE DOES NOT ENFORCE CC&Rs. (CAT)

14. **Public Access & Utility Easements.** Rights-of-way and public utility easements shall be offered for dedication to the City by certificate on the Final Map. Easements shall be for access, construction, maintenance and utilities. (CDD-E)
15. **Off-site Easements.** Applicant shall secure easements for all facilities, which are to be located off-site, on private property, including but not limited to drainage outfalls, guest parking stalls, and emergency access. (CDD-E, -P)
16. **Written Authorization.** No permanent improvements may be constructed over any existing easements without written authorization from the easement holder. (CDD-E)
17. **Erosion Control.** The applicant shall revise the Environmental Grading Detail (sheet C5.1) to specify that all erosion control materials, including fiber rolls and erosion control blankets, shall use only biodegradable materials and avoid all plastic netting due to potential impacts on wildlife. (CDD-E)
18. **Erosion Control Plans.** Erosion control plans shall provide Best Management Practices (BMPs) during construction to prevent sediment, debris and contaminants from draining offsite. BMP's shall comply with the City of Watsonville Erosion Control Standards and the Erosion and Sediment Control Field Manual by the California Regional Water Quality Control Board, San Francisco Region, latest edition. All erosion control shall be installed prior to October 15 and be maintained in place until April 15. The applicant shall ensure that all contractors are aware of all erosion control standards and BMP's. (CDD-E)
19. **Post-construction Stormwater Management Requirements.** The applicant shall comply with WMC Section 6-3.535 Post-construction Requirements. (CDD-E)
20. **Grading Plans.** Grading plans shall comply with the City grading ordinance. (CDD-E)
21. **Soils Report.** Plans shall strictly adhere to the soils report. (CDD-E, -B)
22. **Street Light.** A new street light shall be installed in the public right-of-way near the northwest corner of the site. (CDD-E, PW)
23. **Street Trees.** Street trees shall be installed along Airport Boulevard, in accordance with the City's Urban Greening Plan (2012) and Public Works Standards S-804. Said trees shall be spaced 25' to 30' feet apart in front of the site and be placed in such a manner to avoid existing PG&E gas mains. (CDD-E, PW)
24. **ADA Path of Travel.** Design all site improvements according to Americans with Disabilities Act (ADA) requirements. The project shall provide accessible paths, curb ramps and/or crosswalks, as necessary, to interconnect the site, including the pedestrian paths to the row-style townhouse units. (CDD-B)

25. **Solid Waste Service Plan.** Solid waste generated during the construction of this project shall be serviced by the City of Watsonville Solid Waste Division. Applicant shall submit a Solid Waste Service Plan prior to approval of the final map and improvement plans so that City staff may determine what services will be required during construction. (CDD-E, PW)
26. **Engineering Testing & Inspection Agreement.** Prior to permit issuance, applicant shall execute an Engineering Testing and Inspection Agreement and submit it to the City for approval. Applicant shall hire a testing firm to perform engineering testing and inspection, such as soils and concrete testing and inspection. The applicant may hire only those testing firms that are listed on the Special Inspection Agency Recognition List. The testing and inspection shall be done at the direction of the City Inspector. The firm shall report nonconforming items to the City Inspector and furnish daily, weekly and final reports as outlined in the agreement and directed by the City Inspector. (CDD-E, -B)
27. **Underground Utilities.** Install all utility lines and facilities for power and communications underground within or adjacent to the development. No overhead services to the property or overhead extensions of main lines shall be permitted. Service plans shall be approved by the respective utility company and the City prior to the recordation of the final map. (CDD-E, PW)

Prior to recordation of the Final Map, the following requirements must be satisfied:

28. Provide a Final Map prepared by or under the direction of a licensed land surveyor or registered civil engineer, prepared in accordance with the Subdivision Map Act. Submit four (4) copies of the final map, one 8-1/2" x 11" copy of the site plan, two copies of property boundary closure calculations and one copy of a recent title report. (CDD-E)

During construction, the following conditions shall be adhered to:

29. **Construction Noise Control Best Management Practices (MM NOISE-1).** The applicant shall implement the following construction noise reduction techniques during construction activities:
 - a) Construction work hours shall be limited to the hours of 7 AM to 7 PM.
 - b) A sign on site shall identify the project by name and shall also provide a contact name and phone number for the job site and the project's representative for addressing noise concerns.
 - c) Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition.
 - d) Stationary equipment such as compressors, generators, and welder machines shall be located as far away from surrounding residential land uses as possible. The project shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators, if feasible.

- e) Impact tools such as jack hammers shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, it shall be ensured the tool will not exceed a decibel limit of 85 dBA at a distance of 50 feet. Pneumatic tools shall also include a noise suppression device on the compressed air exhaust.
 - f) No radios or other amplified sound devices shall be audible beyond the property line of the construction site.
 - g) Prior to the start of any construction activity, the Applicant or its contractor shall prepare a Construction Noise Complaint Plan that identifies the name and/or title and contact information (including phone number and email) of the Contractor and District-representatives responsible for addressing construction-noise related issues and details how the District and its construction contractor will receive, respond, and resolve to construction noise complaints. At a minimum, upon receipt of a noise complaint, the Applicant and/or Contractor representative identified in the Plan shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint. (CDD-B, -E, PW)
30. **Grading Area.** Limits of grading shall be staked or flagged in the field. (CDD-B, -E, PW)
31. **Nesting Bird Avoidance (MM BIO-1).** If construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds, a focused survey for active nests of such birds shall be conducted by a qualified biologist within seven (7) days prior to the beginning of project-related activities. The results of the survey shall be sent to the City of Watsonville prior to the start of project activities. The minimum survey radii surrounding the work area shall be the following: i) 250 feet for passerines; ii) 500 feet for other small raptors such as accipiters; iii) 1,000 feet for larger raptors such as buteos. Nesting seasons are typically defined as follows: i) March 15 to August 30 for smaller bird species such as passerines; ii) February 15 to August 30 for raptors.
- The following measures shall be taken to avoid potential inadvertent destruction or disturbance of nesting birds on and near the project site as a result of construction-related vegetation removal and site disturbance:
- a) To avoid impacts to nesting birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (generally prior to February 1 or after August 31). Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest.
 - b) If construction-related activities are scheduled to occur during the nesting season (generally February 1 through August 31), a qualified biologist shall conduct a habitat assessment and preconstruction nesting survey for nesting bird species no more than seven (7) days prior to initiation of work. A qualified wildlife

biologist is an individual who possesses, at a minimum, a bachelor's or advanced degree, from an accredited university, with a major in biology, zoology, wildlife biology, natural resources science, or a closely related scientific discipline, at least two years of field experience in the biology and natural history of local plant, fish, and wildlife resources present at the development site, and knowledge of state and federal laws regarding the protection of sensitive and endangered species. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures of birds known to nest in the project site. Surveys shall be conducted at the appropriate times of day during periods of peak activity (i.e., early morning or dusk) and shall be of sufficient duration to observe movement patterns. Surveys shall be conducted within the project area and 250 feet of the construction limits for nesting non-raptors and 1,000 feet for nesting raptors, as feasible. If the survey area is found to be absent of nesting birds, no further mitigation would be required. However, if project activities are delayed by more than seven (7) days, an additional nesting bird survey shall be performed.

- c) If pre-construction nesting bird surveys result in the location of active nests, no site disturbance (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within the buffer zone established under BIO-2. Monitoring, by a qualified biologist, shall be required to ensure compliance with the relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. Active nests found inside the limits of the buffer zones or nests within the vicinity of the project site showing signs of distress from Project activity, as determined by the qualified biologist, shall be monitored daily during the duration of the project for changes in breeding behavior. If changes in behavior are observed (e.g., distress, disruptions), the buffer shall be immediately adjusted by the qualified biologist until no further interruptions to breeding behavior are detected. The nest protection buffers may be reduced if the qualified biologist determines in compliance with CDFW permit requirements (if any) that construction activities would not be likely to adversely affect the nest. If buffers are reduced, twice weekly monitoring may need to be conducted to confirm that construction activity is not resulting in detectable adverse effects on nesting birds or their young. The qualified biologist may implement an alternative monitoring schedule depending on the construction activity, season, and species potentially subject to impact, subject to compliance with CDFW permits (if any). Construction shall not commence within the prescribed buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use. A report of the findings will be prepared by a qualified biologist and submitted to the City prior to the initiation of construction-related activities that have the potential to disturb any active nests during the nesting season.
- d) City staff will not issue permits for ground disturbing activities until after the site has been surveyed by a qualified biologist to ensure that no active nest disturbance or destruction will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance. (CDD-B, -E, PW)

Mitigation Monitoring BIO-1. Prior to issuance of any grading permit(s), the City shall review and approve the results of all pre-construction surveys and any measures recommended by the biologist to avoid sensitive species, which shall be noted on the final project plans. The project proponent shall not initiate any ground disturbing activity until applicant has submitted evidence to the City that Mitigation Measures BIO-1 and BIO-2, have been completed and are consistent with USFWS and/or CDFW permit requirements (if agency involvement is required). In addition, prior to ground disturbing activities, the City shall be provided with a written summary of the results of surveys by a qualified biologist to ensure that no active bird nest disturbance or destruction of breeding bat roosts will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance. A qualified biologist will also provide worker-awareness training prior to any work within aquatic habitats or adjacent upland habitat where California red-legged frog have potential to occur. (CDD-B, -E, PW)

32. **Active Nest Buffer (MM BIO-2).** The applicant shall designate active nests as “Ecologically Sensitive Areas” (ESA) and protect the nest (while occupied) during project activities with the establishment of a fence barrier surrounding the nest site.

- a) Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the qualified biologist. The buffer distances should be specified to protect the bird’s normal behavior to prevent nesting failure or abandonment.
- b) The qualified biologist shall have authority to order the cessation of all nearby project activities if the nesting birds exhibit abnormal behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established.
- c) Typical protective buffers between each identified nest site and construction site are as follows: 1) 300 feet for hawks, owls and eagles; 2) 50 feet for passerines.
- d) The qualified biologist shall monitor the behavior of the birds (e.g., adults and young, when present) at the nest site to ensure that they are not disturbed by project activities.
- e) Nest monitoring shall continue during project work until the young have completely left the nest site; as determined by the qualified biologist.
- f) No habitat removal or modification shall occur within the ESA-fenced nest zone until the young have fully fledged and will no longer be adversely affected by the project. (CDD-B, -E, PW)

33. **Conduct Archaeological Sensitivity Training for Construction Personnel (MM CUL-1).** The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior’s Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior’s Professional Qualifications and Standards. The Applicant and/or qualified professional archaeologist shall propose a date for scheduling the

training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary. (CDD-B, -E, PW)

34. **Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered (MM CUL-2).** In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.

Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center. (CDD-B, -E, PW)

35. **California Building Code (MM GEO-1).** All construction activities shall meet the California Building Code regulations for seismic safety. Construction plans shall be subject to review and approval of the City prior to the issuance of a building permit. All work shall be subject to inspection by the City and must conform to all applicable code requirements and approved improvement plans prior to final inspection approval or the issuance of a certificate of occupancy. The Applicant shall be responsible for notifying construction contractors about California Building Code regulations for seismic safety. (CDD-B)
36. **Stormwater Pollution Control Plan (GEO-2).** The Applicant shall submit a Finalized Stormwater Pollution Control Plan prepared by a registered professional engineer or qualified stormwater pollution prevention plan developer as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during construction, including run-on control, sediment control, and pollution control measures for the entire site to prevent discharge of sediment

and contaminants into the drainage system. The Plan shall include the following measures as applicable:

- a) Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.
- b) All drainage ways, wetland areas and creek channels shall be protected from silt and sediment in storm runoff using appropriate BMPs such as silt fences, diversion berms and check dams. Fill slopes shall be stabilized and covered when appropriate. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with hay mulch and/or erosion control blankets, as appropriate.
- c) All erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15th. Erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15th. The applicant shall be responsible for notifying construction contractors about erosion control requirement.
- d) Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas; minimizing disturbance on slopes exceeding 30 percent; using berms, swales, ditches, vegetative filter strips, and catchbasins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover.
- e) The applicant will also develop an inspection program to evaluate if there is any significant on-site erosion as a result of the rainfall. If there were problem areas at the site, recommendations will be made to improve methods to manage on-site erosion. (CDD-B, -E, PW)

37. **Conduct Paleontological Sensitivity Training for Construction Personnel (MM GEO-3).** The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The Applicant and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary. (CDD-B, -E, PW)

38. **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered (MM GEO-4).** If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing. (CDD-B, -E, PW)
39. **On/Off Site Permit.** Separate On/Off Site Permits are required for work in the public right-of-way. (CDD-E)
40. **Storm Drain Systems/Hydraulics.** The Project applicant shall have prepared calculations demonstrating the hydraulic adequacy of new storm drains and open channels proposed for a development. The hydraulic study for storm drain systems shall evaluate the hydraulic capacity of proposed drains and existing receiving drains to limit downstream, where applicable, as required by the City staff. (CDD-E, PW)
41. **Dust Control.** Blowing dust shall be reduced by timing construction activities so that paving and building construction begin as soon as possible after completion of grading, and by landscaping disturbed soils as soon as possible. Further, water trucks shall be present and in use at the construction site. All portions of the site subject to blowing dust shall be watered as often as deemed necessary by the City in order to insure proper control of blowing dust for the duration of the project. Watering on public streets shall not occur. Streets will be cleaned by street sweepers or by hand as often as deemed necessary by the City. All public streets and medians soiled or littered due to this construction activity are to be cleaned and swept on a daily basis during the workweek to the satisfaction of the City. To minimize dust/grading impacts during construction the applicant shall:
- a. Spray water on all exposed earth surfaces during clearing, grading, earth moving and other site preparation activities throughout the day to minimize dust.
 - b. Use tarpaulins or other effective covers on all stockpiled earth material and on all haul trucks to minimize dust.
 - c. Sweep the adjacent street frontages at least once a day or as needed to remove silt and other dirt which is evident from construction activities.
 - d. Ensure that construction vehicles are cleaned prior to leaving the construction site to prevent dust and dirt from being tracked off-site.

- e. The City shall have the authority to stop all grading operations, if in opinion of city staff, inadequate dust control or excessive wind conditions contribute to fugitive dust emissions. (CDD-E, PW)
42. **Onsite Superintendent.** Applicant shall have onsite at all times, a superintendent that shall act as the owner's representative and as a point of contact for the City's Public Works Inspector. The superintendent shall be authorized by the Owner to direct the work of all contractors doing work on public and private improvements. (PW)
43. **Utility Screening.** The locations of surface mounted utility facilities such as pedestals, transformers backflow devices and fire services shall be planned so that may be screened utilizing landscaping or other acceptable, visually pleasing means, subject to the review and approval of the Community Development Director. (CDD-P, -E, PW)
44. **Underground Utility Service.** Electric and communications services to new buildings shall be constructed underground. Aerial services are prohibited. (CDD-E, PW)
45. **Letters from Design Professionals.** Prior to final City acceptance of the project, all design professionals who prepared improvement plans for the project (civil, geotechnical, electrical and structural engineers), shall provide letters attesting that they have periodically monitored the construction and have reviewed the completed work and that it was constructed in substantial conformance with their plans and recommendations. Where special inspections and testing were involved, the letters of compliance shall be accompanied by inspection logs, testing and analysis that support the engineer's conclusions. (CDD-B, -E, PW)
46. **Hazardous Materials.** The subdivider shall be subject to compliance with all applicable regulations governing the disposal, use, storage, and transportation of hazardous materials including: local fire codes; the Hazardous Materials Transportation Act; the California Health and Safety Code; the Resource Conservation and Recovery Act of 1976; and the California Hazardous Waste Control Act. (PW)
47. **Asbestos Containing Materials (MM HAZ-1).** Asbestos Containing Materials. Per recommendations in the Phase I Environmental Site Assessment (ESA) performed for the project site, prior to any redevelopment or demolition activities the Applicant shall: (1) survey the existing on-site structures for the presence of asbestos containing materials (to be conducted by an OSHA-certified inspector); and (2) if building elements containing any amount of asbestos are present, prepare a written Asbestos Abatement Plan describing activities and procedures for removal, handling, and disposal of these building elements using EPA- and/or OSHA-approved procedures, work practices, and engineering controls. (CDD-B)
48. **Lead-Based Paints (MM HAZ-2).** The Applicant shall test the existing on-site structures for lead-based paint. If present, the lead-based paint shall be removed and disposed of following lead abatement performance standards included in the U.S. Department of Housing and Urban Development Guidelines for Evaluation and

Control of Lead-Based Paint program, in compliance with Title 8 California Code of Regulations (including Section 1532.1). (CDD-B)

49. **Solid Waste.** All solid waste generated inside Watsonville City limits must be hauled from the site of generation by the City of Watsonville Solid Waste Division as per Watsonville Municipal Code, Chapter 6-3, City Utilities. This includes all wastes generated at construction sites, excavation projects, land clearing, demolition, earthwork projects, remodels, grading and tenant improvement projects. (PW)
50. **Solid Waste Disposal.** The applicant shall provide solid waste disposal containers on-site during all phases of construction. The accumulation of refuse and debris which may constitute an unsightly/unsafe public nuisance to surrounding properties is not permitted. (PW)
51. **Address Assignments.** Applicant shall submit an application for an address assignment for each new lot. (CDD-E).
52. **Construction Period Traffic Control Plan (MM TRANS-1).** The Applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications ("Construction Area Traffic Control Devices") to be followed during construction. The plan shall also specify provision of adequate signing and other precautions for public safety to be provided during project construction. In particular, the plan shall include a discussion of bicycle and pedestrian safety needs due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Public Works & Utilities Department and local emergency services (i.e., the Police and Fire Departments) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented. (PW)

Prior to occupancy, the following conditions must be adhered to:

53. **Improvements.** All public and private improvements necessary to serve each unit including water, sewer, storm drain, lighting, and landscaping and irrigation shall be constructed to the satisfaction of the Community Development and Public Works and Utilities Departments. (CDD-E, PW)
54. **As Built Plans.** Submit electronic copies (preferably in pdf file format) of the approved as built plans for civil and landscape/irrigation and the Storm Water Control Plan & Sewer Operation & Maintenance Plan for city record keeping. (CDD-E)

Key to Department Responsibility

CDD-B – Community Development Department (Building)
CDD-P – Community Development Department (Planning)

CDD-E – Community Development Department (Engineering)
PW – Public Works Department
WFD – Watsonville Fire Department
WPD – Watsonville Police Department
CAT – City Attorney

Application No: PP2018-11

APN: 015-321-01

Applicant: Raoul Ortiz

Hearing Date: June 1, 2021

**SPECIFIC DEVELOPMENT PLAN/SPECIAL USE PERMIT WITH DESIGN REVIEW
CONDITIONS OF APPROVAL**

General Conditions:

1. **Approval.** This approval applies to the Plan Set identified as "547 Airport Boulevard Townhomes" located at 547 Airport Boulevard, received by the Community Development Department on January 3, 2018, and revised on February 16, 2021, and filed by Raoul Ortiz, applicant/property owner. (CDD-P)
2. **Conditional Approval Timeframe.** This Special Use Permit shall be null and void if not acted upon within **24 months** from the effective date of the approval thereof. Time extensions may be considered upon receipt of written request submitted no less than forty-five (45) days prior to expiration and in accordance with the provisions of Section 14-10.1201 of the Watsonville Municipal Code (WMC). (CDD-P)
3. **Modifications.** Modifications to the project or conditions imposed may be considered in accordance with WMC Sections 14-12.1000 and 14-10.1305. All revisions shall be submitted prior to field changes and are to be clouded on the plans. (CDD-P)
4. **Substantial Compliance.** Project development shall be accomplished in substantial accordance with the approved Plan Set. Any required revisions to the Plan Set shall be completed to the satisfaction of the Community Development Director or designee. (CDD-P)
5. **Grounds for Review.** The project shall be in compliance with the conditions of approval, all local codes and ordinances, appropriate development standards, and current City policies. Any deviation will be grounds for review by the City and may possibly result in revocation of the Use Permit, pursuant to Part 13 of WMC Chapter 14-10. (CDD-P)
6. **Effective Date.** This Use Permit shall not be effective until 14 days after approval by the decision-making body or following final action on any appeal. (CDD-P)
7. **Necessary Revisions.** The applicant shall make and note all revisions necessary to comply with all conditions of approval. The applicant shall certify in writing below the list(s) of conditions that the building plans comply with the conditions of approval. (CDD-P)

8. **Conditions of Approval.** A copy of the final conditions of approval must be printed on the first or second sheet of plans submitted for future permits. *Plans without the conditions of approval printed directly on the first or second page will not be accepted at the plan check phase.* (CDD-P)

Project Specific Conditions:

9. **Mitigation Monitoring & Reporting Plan (MMRP).** Where not in conflict with specific conditions of approval, the project is subject to compliance with the MMRP adopted for the project. A reporting program shall be prepared and submitted to the City that establishes a format and timing for submittal of how mitigations have been implemented. (CDD-P)
10. **Affordable Housing Agreement.** The applicant shall execute an affordable housing agreement approved by the City Council in accordance with the WMC Chapter 14-46, which requires a minimum of 15 percent of the units to be reserved as affordable units. The affordable housing agreement shall be executed prior to issuance of a Building Permit. (CDD-H, CAT)
11. **ADA Unit(s).** The project shall provide an accessible unit(s) in accordance with American with Disabilities Act (ADA) and Building Code requirements. (CDD-B)
12. **Fencing Plan.** The applicant shall submit a Fencing Plan for review and approval by the Community Development Director prior to issuance of a building permit. The Fencing Plan shall provide the materials and design along with the location and height of the new fencing that encloses the private yard and/or patio areas. Acceptable materials and designs include solid board, decorative wood, rod iron and masonry wall fencing. (CDD-P)
13. **Fencing Details.** Prior to the issuance of building permits, the plans shall be revised so that the height of the wooden fence along the western property line is reduced to comply with the site visibility requirements of WMC § 14-32.070. (CDD-P)
14. **Block Wall.** Prior to the issuance of building permits, the plans shall be revised to include a decorative masonry wall along the western and southern property lines as required by Section III.C.7 of the Residential Development Standards for Multi-Family Condominium and Townhouse Projects. (CDD-P)
15. **Trash Enclosure.** The trash enclosure shall be constructed to City standards, including the requirement for a solid roof cover (City of Watsonville Public Improvement Standard No. S-602). (CDD-P, PW)
16. **Surface Parking.** Wheel stops shall be provided at the head of all surface parking spaces. (CDD-P, -B)
17. **Colors & Materials.** The applicant shall submit a color and materials board for review and approval by the Community Development Director or designee prior to issuance of a building permit. (CDD-P)

18. **Landscaping & Irrigation Plan.** The applicant shall submit three copies of the final Landscaping and Irrigation Plan for review and approval by the Community Development Director prior to issuance of a building permit. The Landscaping Plan shall provide drought-tolerant plants suitable for the Central Coast region in landscaping the front yard, patio, planter and perimeter areas. The Irrigation Plan shall provide an automatic water system (e.g., drip system) to irrigate all landscape areas. (CDD-B-E-P)
- a. **LANDSCAPING** – The Landscape Plan shall indicate the types, quantities, locations and sizes of all plant material, including any existing major vegetation designated to remain and method of protecting planting areas from vehicular traffic. The Landscape Plan shall be drawn to scale, and plant types shall be clearly located and labeled. The plant list shall give the botanical name, common name, gallon sizes to be planted, and quantity of each planting. A minimum of 25 percent of all shrub material shall have a minimum 5-gallon container size. (CDD-E-P)
 - b. **IRRIGATION SYSTEM** – Automatic, low-flow irrigation system(s) shall be installed in all landscaped areas. Irrigation shall be programmed for night or early morning hours in order to minimize evaporation. (CDD-P)
 - c. **WATER CONSERVATION** – The project shall utilize water conservation, water recycling, and xeriscaping to the maximum extent possible. Irrigation systems shall be designed and maintained to avoid run-off, over-spray, or other similar conditions where water flows to waste. (CDD-B-E-P)
 - d. **NEW TREES** – As proposed in the preliminary landscape plans, the project shall provide a minimum of thirteen trees.
 - e. **LANDSCAPE & IRRIGATION INSTALLATION** – All landscaping and irrigation shall be approved and installed prior to occupancy of the project. (CDD-P)
 - f. **WATER EFFICIENT LANDSCAPE ORDINANCE** – The applicant shall submit a landscape documentation package and demonstrate compliance with WMC Section 6-3.8 Water Efficient Landscape Ordinance. (CDD-P, -E)
19. **Reduce Residential Interior Noise Exposure (MM NOISE-2).** Prior to the issuance of a building permit for the proposed project, the City shall review and approve an acoustical analysis, prepared by or on behalf of the Applicant, that confirms actual noise levels for the project will not exceed.
- 1. 70 CNEL along northern portion of the site where building facades would be located, per the land use compatibility standards contained in the City's General Plan;
 - 2. 45 CNEL in habitable rooms; and
 - 3. 50 dBA Leq (1-hour) in other occupied rooms.

Potential noise insulation site and building design features capable of achieving this requirement may include, but are not limited to: sound barriers; enhanced exterior wall construction/noise insulation design; use of enhanced window, door, and roof assemblies with above average sound transmission class (STC) or outdoor/indoor transmission class (OITC) values; or use of mechanical, forced air ventilation systems to permit a windows closed condition in residential units. (CDD-P, -B)

Building and Fire-related Conditions:

20. **Required Permits.** The applicant shall obtain all required building permits (Building, Electrical, Plumbing, Mechanical, Grading, etc.) for this project. (CDD-B, -E)
21. **Building Code.** Project construction shall comply with all applicable provisions of Title 24 of the California Code of Regulations, such as the latest version of the California Residential Code. (CDD-B)
22. **Fire Code.** Project construction shall comply with California Fire Code as adopted by the City (comment sheet attached). (WFD)
23. **Knox Box.** Plans for a key lock box (Knox-Box) system shall be submitted to the City Fire Department for approval and permits prior to installation of the box. (WFD)
24. **Energy Efficiency.** The project design shall conform with energy conservation measures articulated in Title 24 of the California Administrative Code and will address measures to reduce energy consumption such as low-flow shower heads, flow restrictors for toilets, low consumption lighting fixtures, and insulation and shall use drought tolerant landscaping. (CDD-B)
25. **Address Assignment.** Prior to building permit issuance, complete and submit an application for address assignment. (CDD-E)
26. **Work Hours.** No work for which a building permit is required shall be performed within the hours of 7 p.m. to 7 a.m. Monday through Friday, nor prior to 8 a.m. or after 5 p.m. on Saturday. No Work shall occur on Sundays or holidays. A sign shall be posted at a conspicuous location near the main entry to the site, prominently displaying these hour restrictions and identifying the phone # of the Job superintendent. (CDD-B)

Prior to occupancy, the following condition shall be met:

27. All trash and construction debris shall be removed from the site. (CDD-B, PW)

Ongoing Conditions:

28. All trash, recycling and greenwaste materials generated onsite shall be disposed of at a City-approved landfill or recycling center. The Applicant shall contact the Solid Waste Division of the City Public Works Department to coordinate disposal of all trash, recycling and greenwaste materials. (PW)

29. Trash and recycling containers shall be stored out of public view within the trash enclosure on the site, except for the 18-hour periods directly before and after scheduled city collection services. (PW)
30. Trash areas shall be routinely cleaned and secured at night. (PW)
31. Landscaping and all other site improvements shall be maintained in perpetuity. Landscaping shall be maintained in good growing condition by a professional landscape maintenance company; and such maintenance shall include, where appropriate, weeding, mowing, pruning, cleaning, fertilizing and regular watering. All dead, dying and diseased vegetation shall be immediately replaced in kind. (CDD-P)
32. Common open space areas, landscaping, street trees, roadway pavement, driveways, parking spaces, walks, fences and retaining walls shall be maintained on an ongoing basis by the Homeowners Association (HOA) for the entire development area. (CDD-P)

Key to Department Responsibility

CDD-B	–	Community Development Department (Building)
CDD-P	–	Community Development Department (Planning)
CDD-E	–	Community Development Department (Engineering)
CDD-H	--	Community Development Department (Housing)
PW	–	Public Works Department
WFD	–	Watsonville Fire Department
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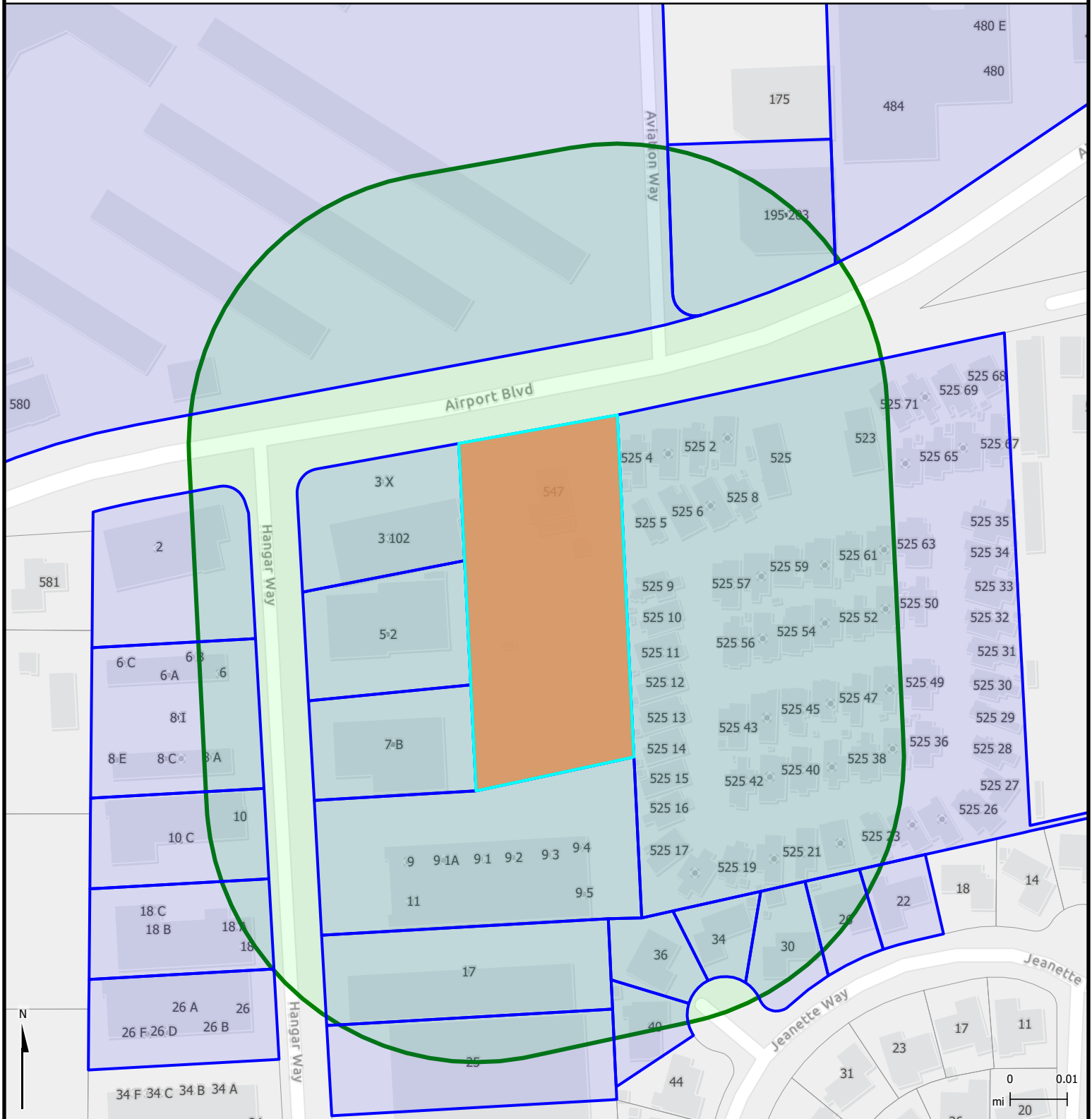
EXHIBIT D

FINAL MND

An electronic copy of the [Final MND](https://www.cityofwatsonville.org/DocumentCenter/Index/157), including the response to comments, for the 547 Airport Boulevard Project (SCN 2020080406) is available on the City's website at:

[https://www.cityofwatsonville.org/DocumentCenter/Index/157.](https://www.cityofwatsonville.org/DocumentCenter/Index/157)

Site & Vicinity Map: 547 Airport Blvd



- Site Addresses
- Tax Parcels

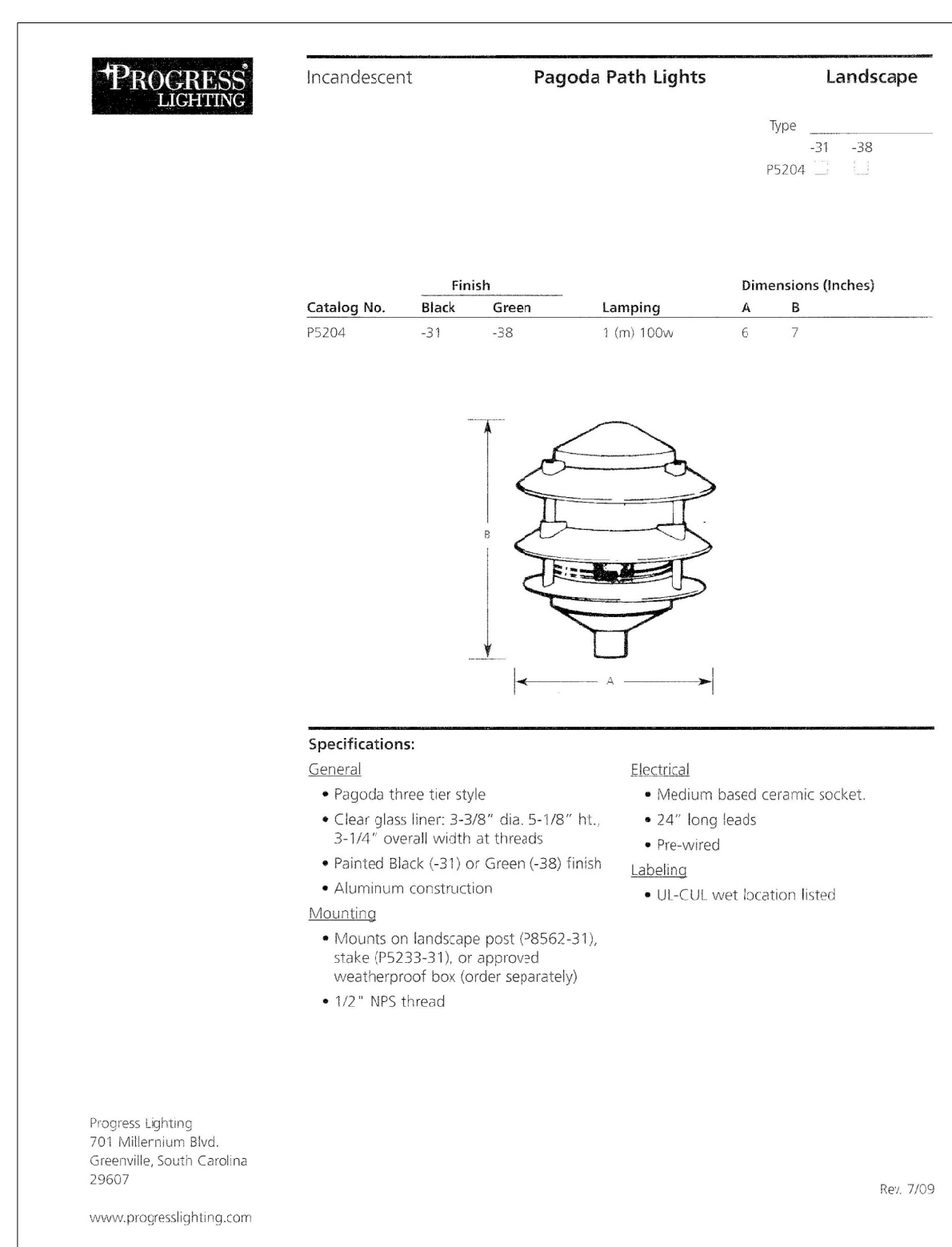


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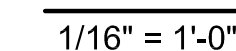
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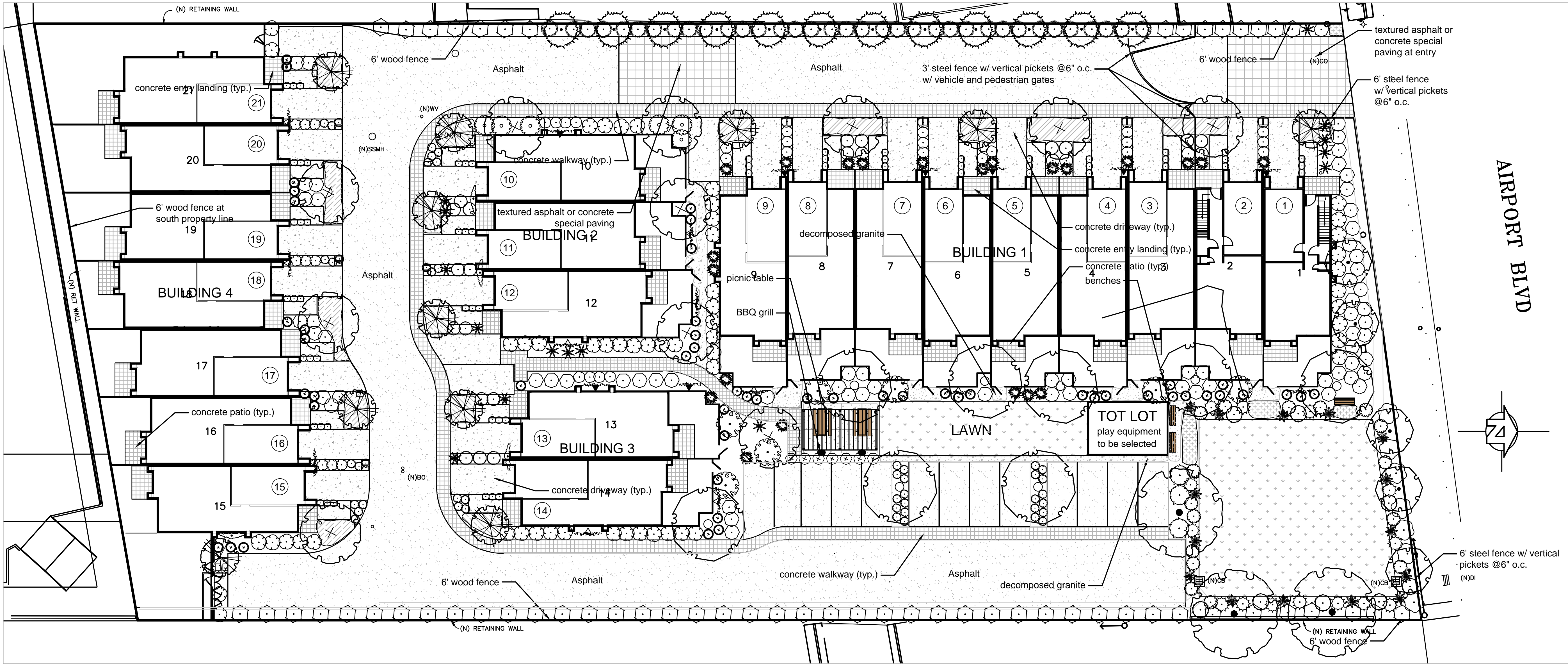
page 73 of 279



b. A minimum net land area of 4,000 Sq. Ft. per unit pursuant to Section 14-16.305 of the Watsonville Municipal Code (WMC).

All Parking Spaces Are 9'x19' Minimum





LANDSCAPE DESIGN INTENT

The landscape features drought tolerant plants suitable for the Watsonville climate and a large common area with benches, picnic tables and two BBQ grills. The large lawn provides an open play area for the active recreation needs of residents. Shade trees have been sited to help cool the homes and parking areas.

The project will include the design of an automatic irrigation system using low flow bubblers for trees, drip irrigation for all shrubs and efficient pop up spray heads for the turf areas. The controller will be equipped with a rain sensor device. The irrigation system shall meet all current state and local codes for water conservation.

PLANT SCHEDULE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
	Azara microphylla / Box Leaf Azara	15 gal	12
	Cercis canadensis / Eastern Redbud	15 gal	11
	Lophostemon confertus / Brisbane Box	15 gal	8
	Magnolia grandiflora 'Little Gem' / Dwarf Southern Magnolia	15 gal	11
	Podocarpus macrophyllus / Yew Pine	15 gal	5
	Quercus agrifolia / Coast Live Oak	15 gal	3

PLANT SCHEDULE

GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
	Arctostaphylos x 'Emerald Carpet' / Emerald Carpet Manzanita	1 gal	72" o.c.	17
	Cotoneaster 'Lowfast' / Lowfast Cotoneaster	1 gal	48" o.c.	28
	Festuca arundinacea 'Medallion' / Tall Fescue	sod		3,840 sq
	Festuca ovina glauca 'Elijah Blue' / Blue Fescue	1 gal	24" o.c.	41
	Oenothera hookeri / Evening Primrose	flat	30" o.c.	50

PLANT SCHEDULE

SHRUBS	BOTANICAL NAME / COMMON NAME	CONT	QTY
	Bougainvillea x 'San Diego Red' / San Diego Red Bougainvillea Trellis	5 gal	8
	Buxus microphylla 'Compacta' / Dwarf Littleleaf Boxwood	5 gal	63
	Coleonema pulchrum 'Pacific Gold' / Pacific Gold Breath Of Heaven	5 gal	47
	Cordylone australis 'Purple Dazzler' / Purple Dazzler Grass Palm	5 gal	15
	Cornus stolonifera / Dogwood	5 gal	8
	Correa pulchella 'Carmine Bells' / Australian Fuchsia	5 gal	64
	Cotinus coggygria 'Royal Purple' / Royal Purple Smoke Tree	5 gal	7
	Diets bicolor / Fortnight Lily	1 gal	52
	Dodonaea viscosa 'Purpurea' / Purple Leafed Hopseed Bush	5 gal	7
	Jasminum polyanthum / Pink Jasmine Trellis	5 gal	4
	Lantana montevidensis 'White' / Trailing Lantana	5 gal	24
	Lavandula x 'intermedia 'Provence' / Provence Lavender	1 gal	9
	Loropetalum chinense rubrum 'Burgundy' / Burgundy Loropetalum	5 gal	6
	Mimulus cardinalis / Scarlet Monkey Flower	1 gal	16
	Muhlenbergia rigens / Deer Grass	5 gal	14
	Phormium tenax 'Maori Chief' / Giant Maori Flax	5 gal	35
	Phormium tenax 'Wings of Gold' / New Zealand Flax	5 gal	22
	Pittosporum eugenioides / Tarata Pittosporum	5 gal	58
	Pittosporum tenuifolium 'Marjorie Channon' / Tawhikihi	5 gal	56
	Polystichum munitum / Western Sword Fern	5 gal	15
	Rhamnus californica / California Coffee Berry	5 gal	7
	Ribes sanguineum glutinosum / Red Flowering Currant	5 gal	3
	Salvia greggii 'Hot Lips' / Autumn Sage	5 gal	24
	Trachelospermum jasminoides / Star Jasmine Trellis	5 gal	12

AIRPORT BOULEVARD TOWNHOMES
547 AIRPORT BOULEVARD
WATSONVILLE, CALIFORNIA

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OWNER SHALL ASSUME RESPONSIBILITY FOR COMPLIANCE WITH ALL EASEMENTS, SETBACK REQUIREMENTS AND PROPERTY LINES. OWNER SHALL ACQUIRE ALL NECESSARY PERMITS REQUIRED TO PERFORM WORK SHOWN ON PLANS. BASE INFORMATION HAS BEEN PROVIDED BY THE OWNER. MICHAEL ARNONE LANDSCAPE ARCHITECTURE ASSUMES NO LIABILITY FOR THE ACCURACY OF SAID PROPERTY LINE BOUNDARIES, FENCE LINES OR PROPERTY CORNERS.

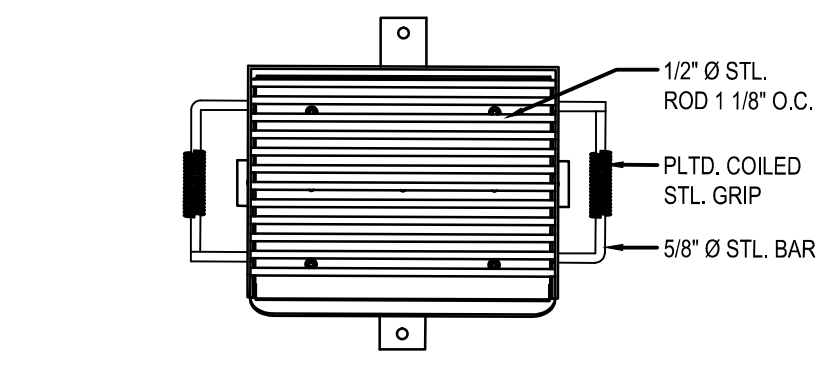
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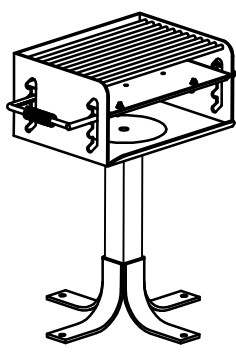
PRELIMINARY
LANDSCAPE PLAN

JOB NO. 201703
SCALE 1/16" = 1' - 0"
DRAWN MA SHEET
CHECK JC/MA
DATE 1.16.2018 L-1.0

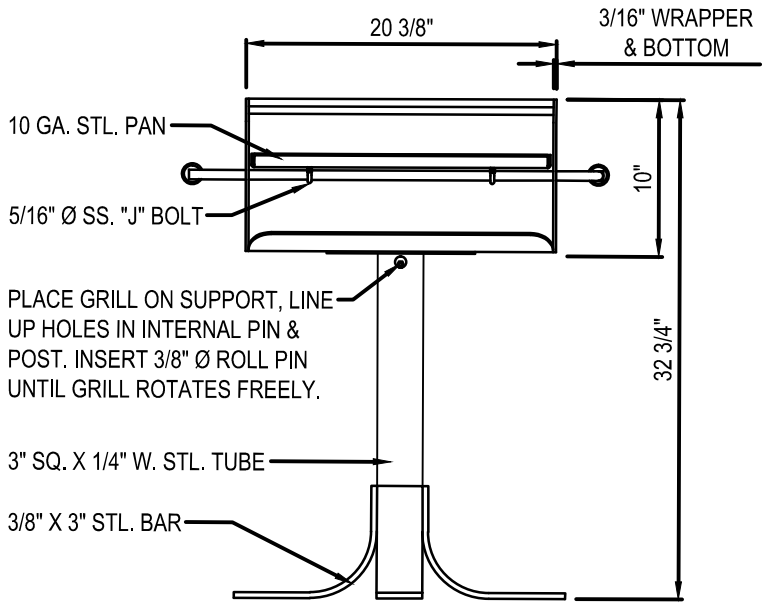
SHEET 1 OF 2



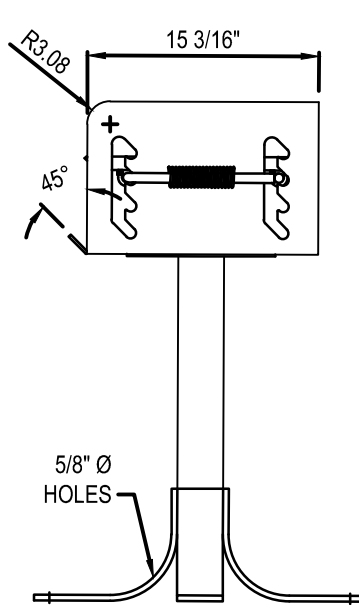
TOP VIEW
NOT TO SCALE



ISOMETRIC VIEW
NOT TO SCALE



FRONT VIEW
NOT TO SCALE

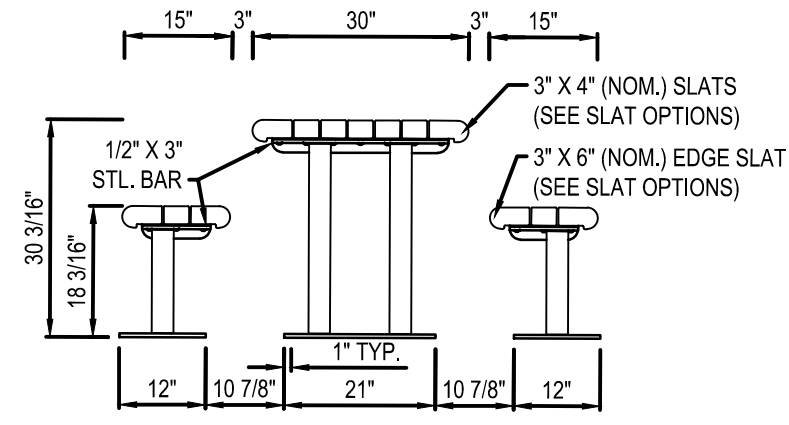


SIDE VIEW
NOT TO SCALE

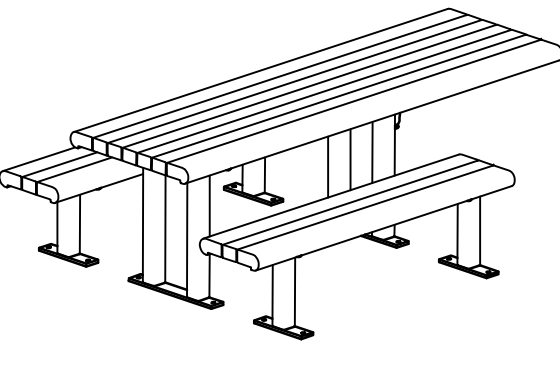
- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWINGS.
 3. GRILL FINISHED W/ HEAT RESISTANT BLACK ENAMEL.
 4. GRILL ROTATES FREELY 360° FOR DRAFT CONTROL.
 5. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
 6. USE MODEL NO. (28-00SS) FOR OPTIONAL S.STL. ASH PAN
 7. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 017-375.

GRILLS 28-00

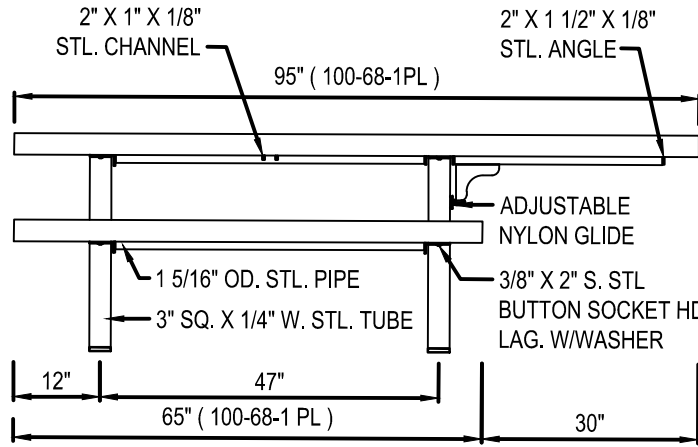
NOT TO SCALE



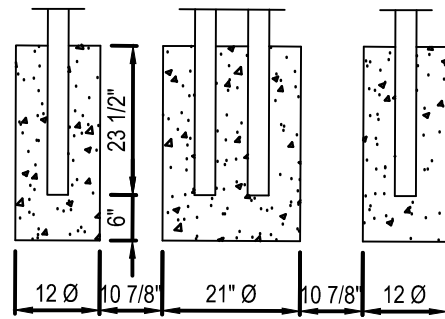
S-2 SURFACE MOUNT
NOT TO SCALE



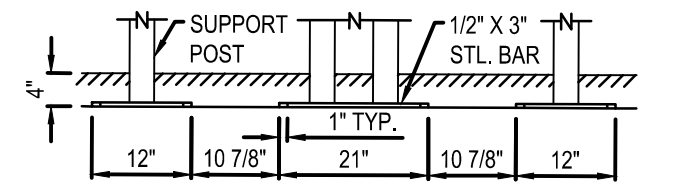
ISOMETRIC VIEW
NOT TO SCALE



SIDE VIEW
NOT TO SCALE



S-1 EMBEDMENT
NOT TO SCALE



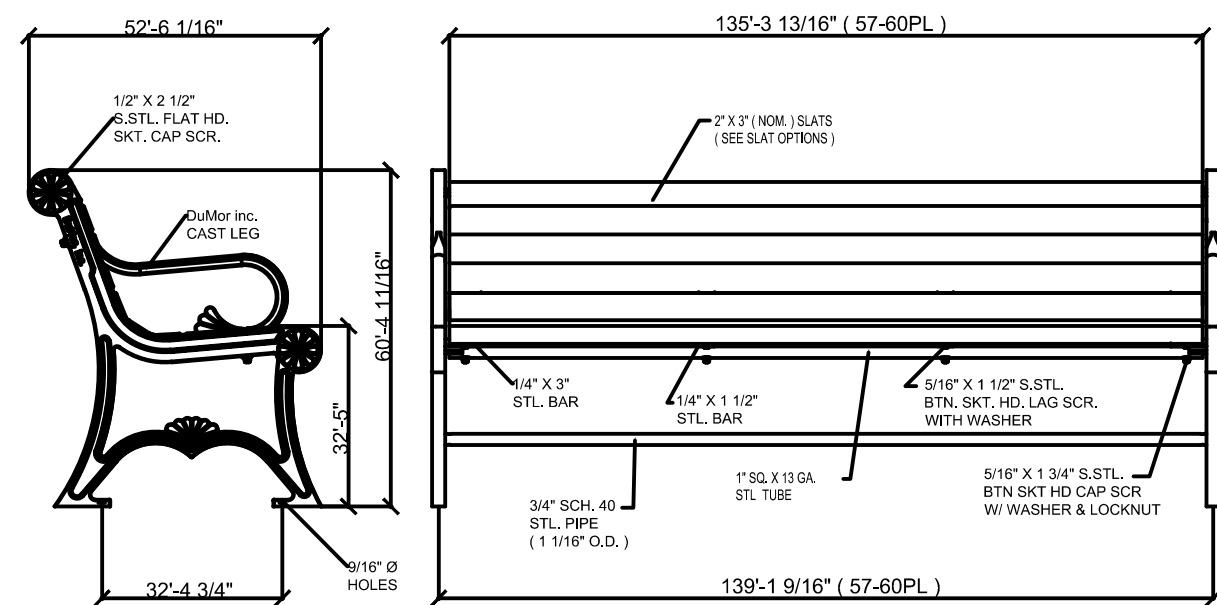
S-4 SUB FLOOR
NOT TO SCALE

- SLAT OPTION
- ☒ CEDAR RECYCLED PLASTIC
 - ☐ GREEN RECYCLED PLASTIC
 - ☐ GREY RECYCLED PLASTIC
 - ☐ REDWOOD RECYCLED PLASTIC
 - ☐ OTHER

- NOTES:
1. INSTALLATION TO BE COMPLETED IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS.
 2. DO NOT SCALE DRAWINGS.
 3. ALL STEEL MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
 4. 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED FOR OPTIONS S-2 AND S-4.
 5. CONTRACTOR'S NOTE: FOR PRODUCT AND PURCHASING INFORMATION VISIT www.CADdetails.com/info REFERENCE NUMBER 017-420.

100-68-1PL RECYCLED PLASTIC PICNIC TABLE

NOT TO SCALE



CUSTOM LETTERING (37 SPACES)

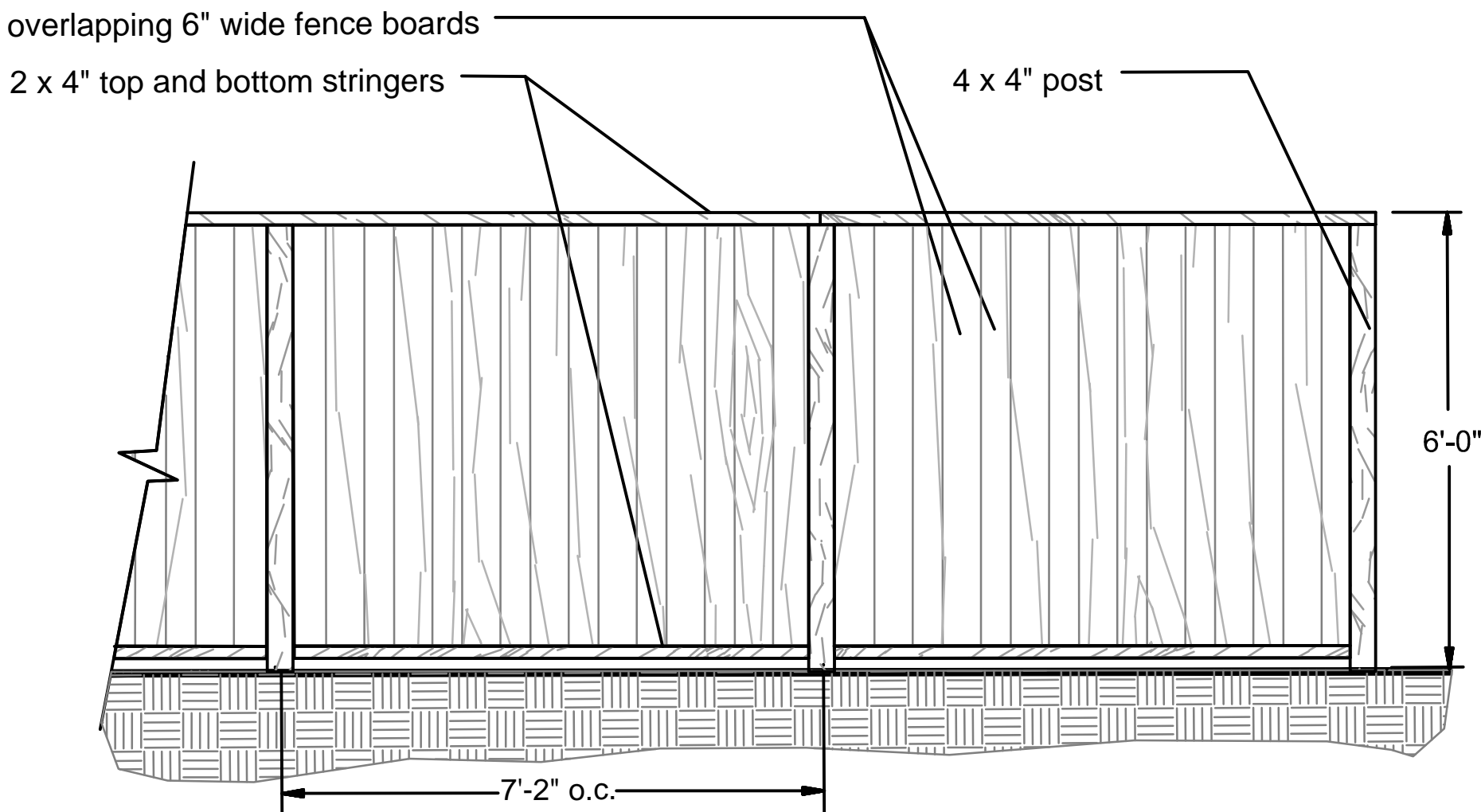
- NOTES:
- 1.) ALL STL. MEMBERS COATED W/ ZINC RICH EPOXY THEN FINISHED W/ POLYESTER POWDER COATING.
 - 2.) 1/2" X 3 3/4" EXPANSION ANCHOR BOLTS PROVIDED.
 - 3.) CUSTOM LETTERING AVAILABLE FOR RECESSED SIDE PANELS (TOTAL OF 37 SPACES).

DuMor, inc.
P.O. Box 142 Mifflintown, PA 17059-0142

57-60PL RECYCLED PLASTIC BENCH

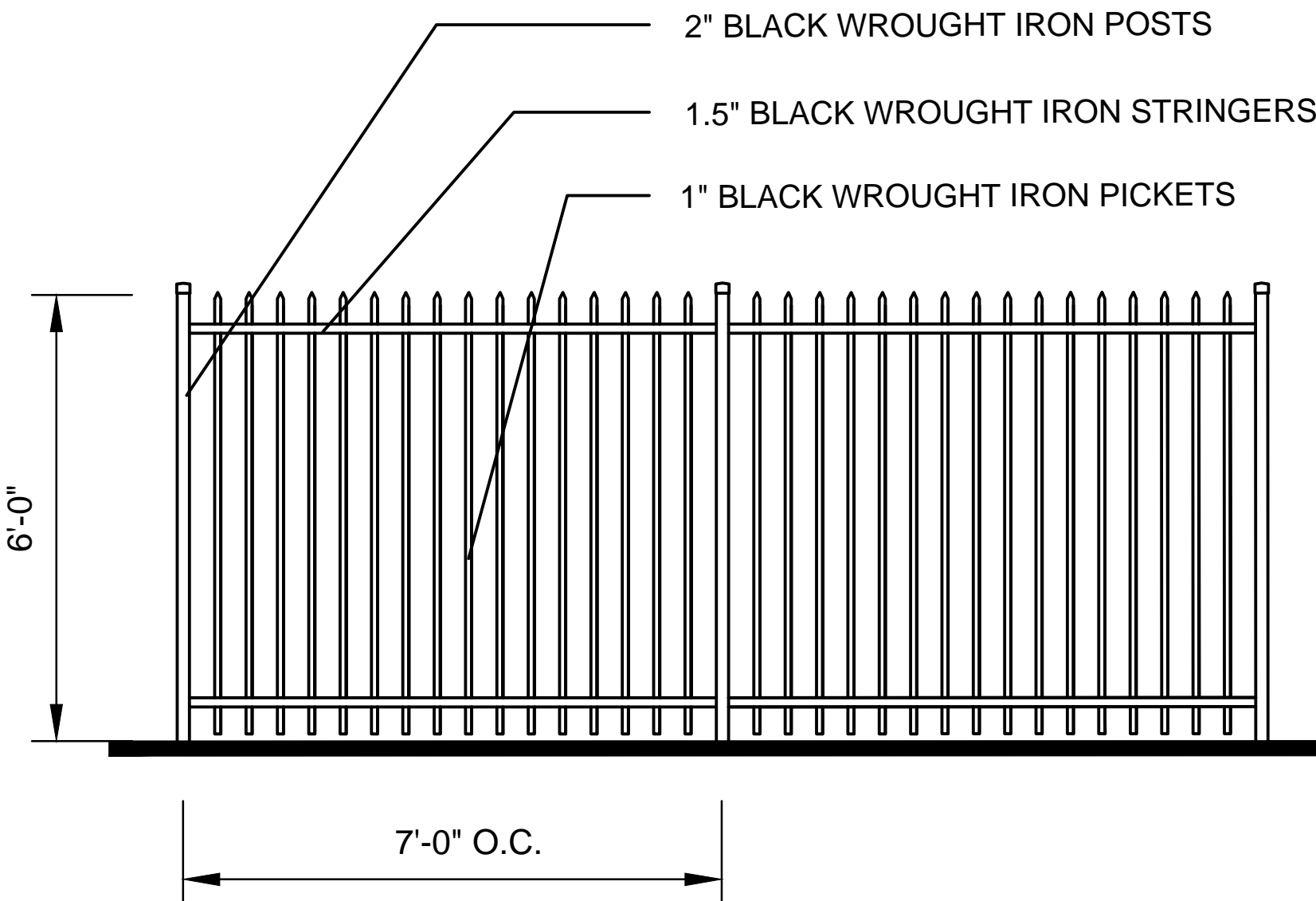
NOT TO SCALE

- SLAT OPTIONS
- ☒ CEDAR RECYCLED PLASTIC
 - ☐ GREEN RECYCLED PLASTIC
 - ☐ GREY RECYCLED PLASTIC
 - ☐ REDWOOD RECYCLED PLASTIC
 - OTHER ☐



6' Wood 'Good Neighbor' Fence Elevation

scale: 1/2" = 1' - 0"



6' Steel Fence

scale: 1/2" = 1' - 0"

AIRPORT BOULEVARD TOWNHOMES 547 AIRPORT BOULEVARD WATSONVILLE, CALIFORNIA

© Michael Arnone Landscape Architect - 2018

THESE DRAWINGS ARE INSTRUMENTS OF SERVICE, ISSUED FOR A ONE-TIME SINGLE USE BY THE OWNER. THE ENTIRE CONTENTS OF THESE DRAWINGS IS COPYRIGHT © MICHAEL ARNONE LANDSCAPE ARCHITECT. LANDSCAPE ARCHITECT RETAINS ALL RIGHTS AND TITLE. NO PART MAY BE REPRODUCED IN ANY FASHION OR MEDIUM WITHOUT THE EXPRESS WRITTEN APPROVAL OF THE LANDSCAPE ARCHITECT. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE THE USER'S RESPONSIBILITY WITHOUT LIABILITY TO THE LANDSCAPE ARCHITECT.

OWNER SHALL ASSUME RESPONSIBILITY FOR COMPLIANCE WITH ALL EASEMENTS, SETBACK REQUIREMENTS AND PROPERTY LINES. OWNER SHALL ACQUIRE ALL NECESSARY PERMITS REQUIRED TO PERFORM WORK SHOWN ON PLANS. BASE INFORMATION HAS BEEN PROVIDED BY THE OWNER. MICHAEL ARNONE LANDSCAPE ARCHITECTURE ASSUMES NO LIABILITY FOR THE ACCURACY OF SAID PROPERTY LINE BOUNDARIES, FENCE LINES OR PROPERTY CORNERS.

REVISIONS



PRELIMINARY SITE FURNISHINGS

JOB NO. 201703

SCALE 1/16" = 1' - 0"

DRAWN MA

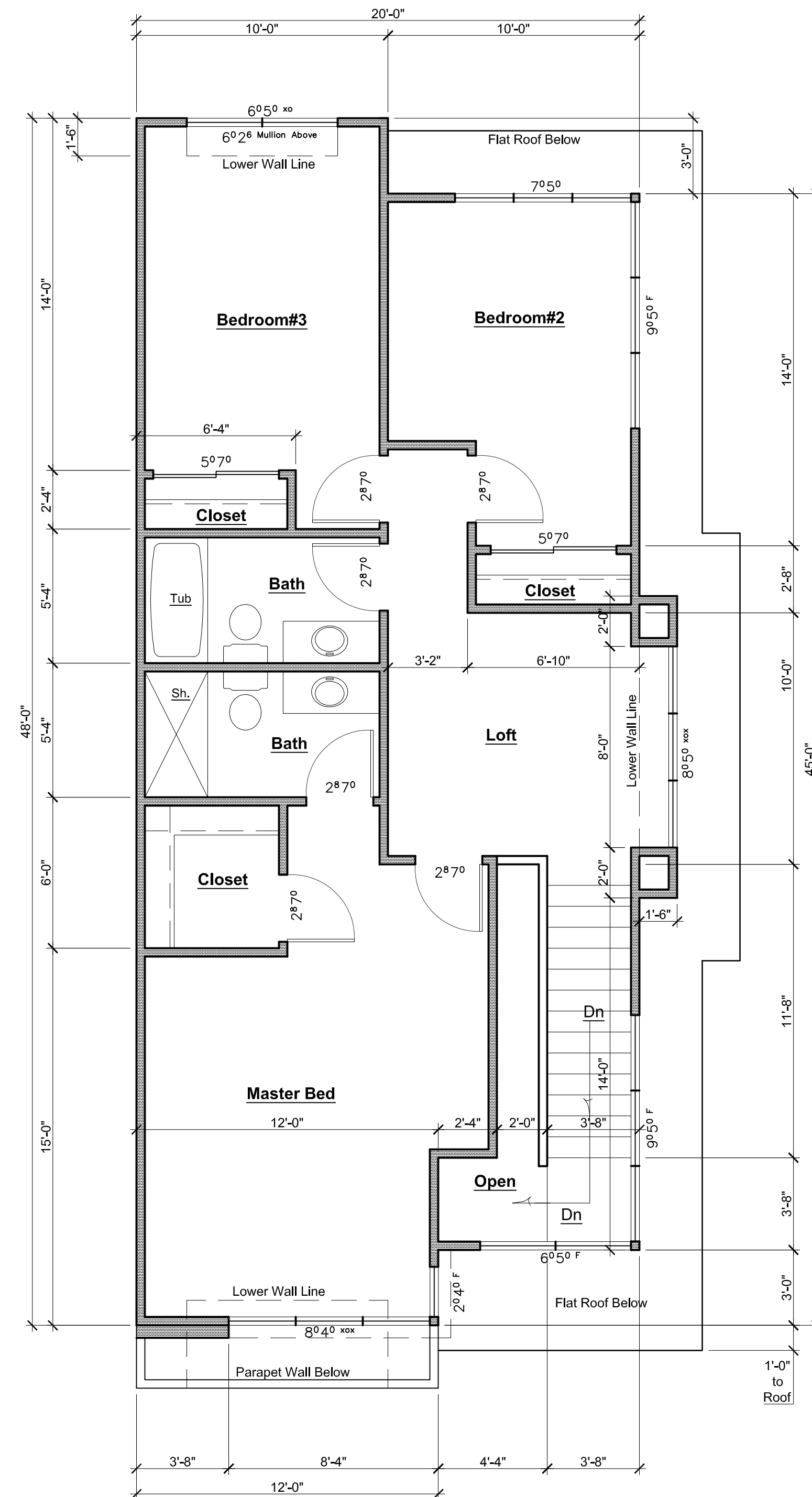
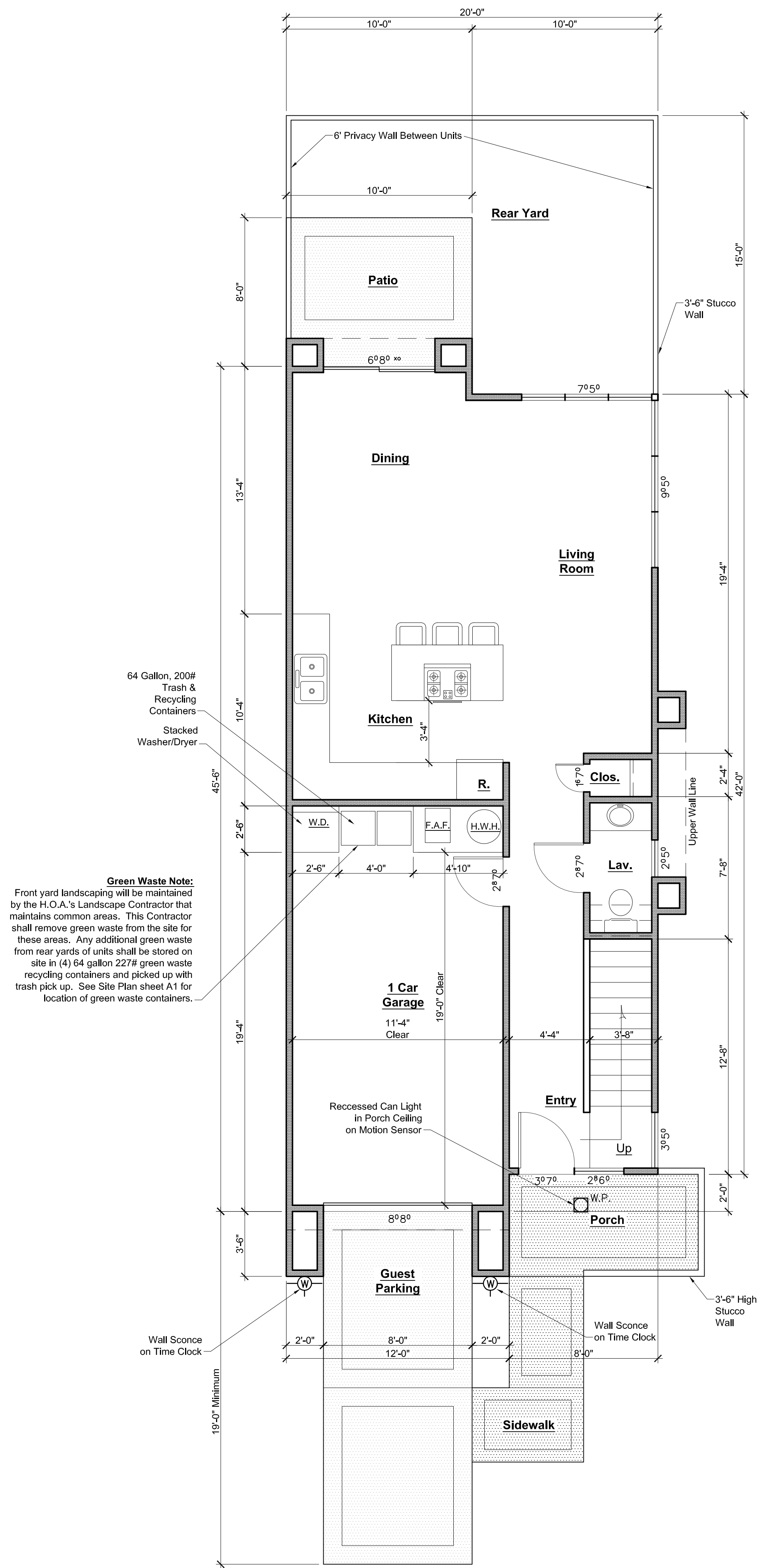
SHEET

CHECK JC/MA

DATE 1.16.2018

L-2.0

SHEET 2 OF 2



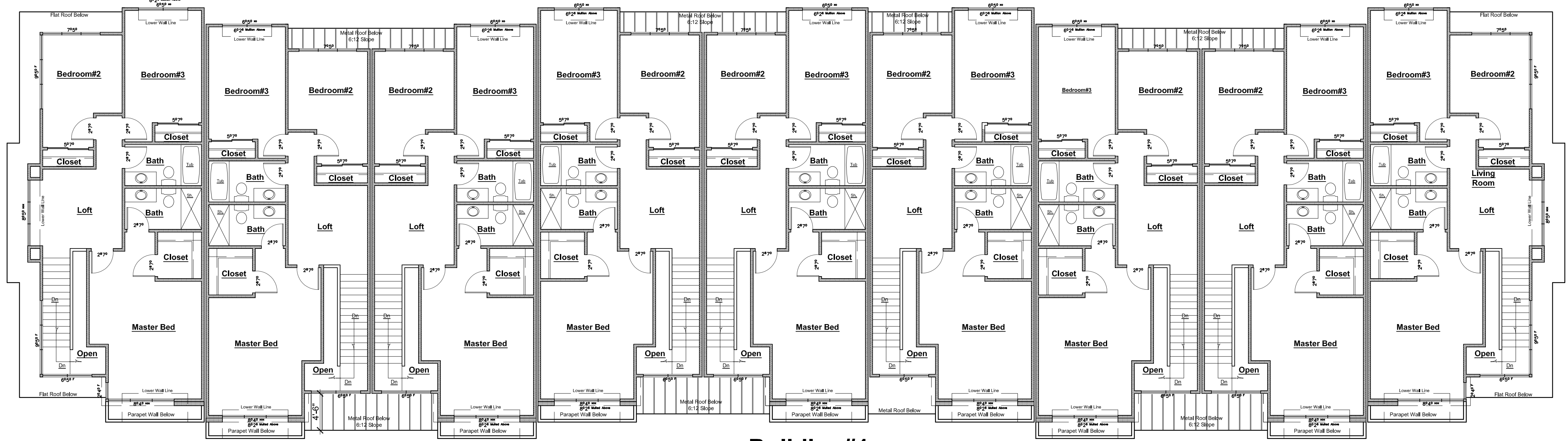
2nd Floor Plan (End Unit)

823 Sq. Ft.
Not Counting Stair

Unit A Floor Plans (End Unit)

$$1/4" = 1'-0"$$

A3	Jan. 02, 2018	Airport Blvd. Townhomes <hr/> A.P.N. 47-021-49 Watsonville, CA 95076	Unit A End Unit Floor Plans	Lattanzio, Inc. 750 Baker Rd. Aptos, CA 95003 (831) 251-8313	Revisions
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Building#1
2nd Floor Plan



Building#1
1st Floor Plan

Building 1 Floor Plans

1/8" = 1'-0"

Revisions

Lattanzio, Inc.
750 Baker Rd.
Aptos, CA 95003
(831) 251-8313

Building 1 Floor Plans

547 Airport Blvd.
A.P.N. 47-021-49
Watsonville, CA 95076

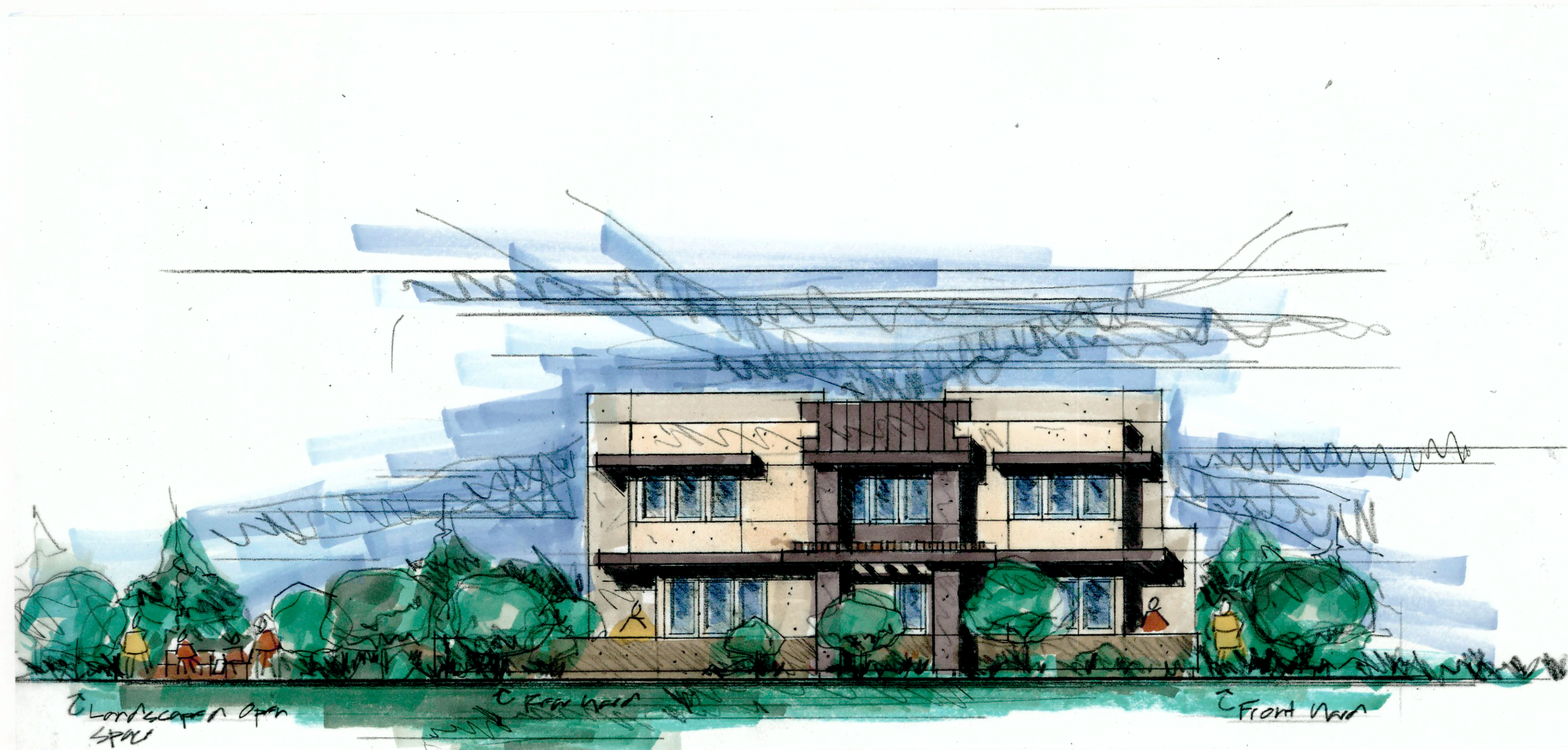
Jan. 05, 2017

A4



Front (West) Elevation Building #1

1/8" = 1'-0"



Left Side (North) Elevation Building #1

1/8" = 1'-0"

Typical Exterior Materials:

- 1 Body of building: stucco siding with smooth steel troweled finish and control joints as shown.
- 2 2x12 wood fascia as shown.
- 3 Standing seam metal roof with 16" o.c. rib spacing at entries and rear elevation as shown.
- 4 1x6 horizontal cedar siding on garage doors.
- 5 Double pane vinyl frame windows.
- 6 Low walls at rear elevation to be finished in stucco to match building.

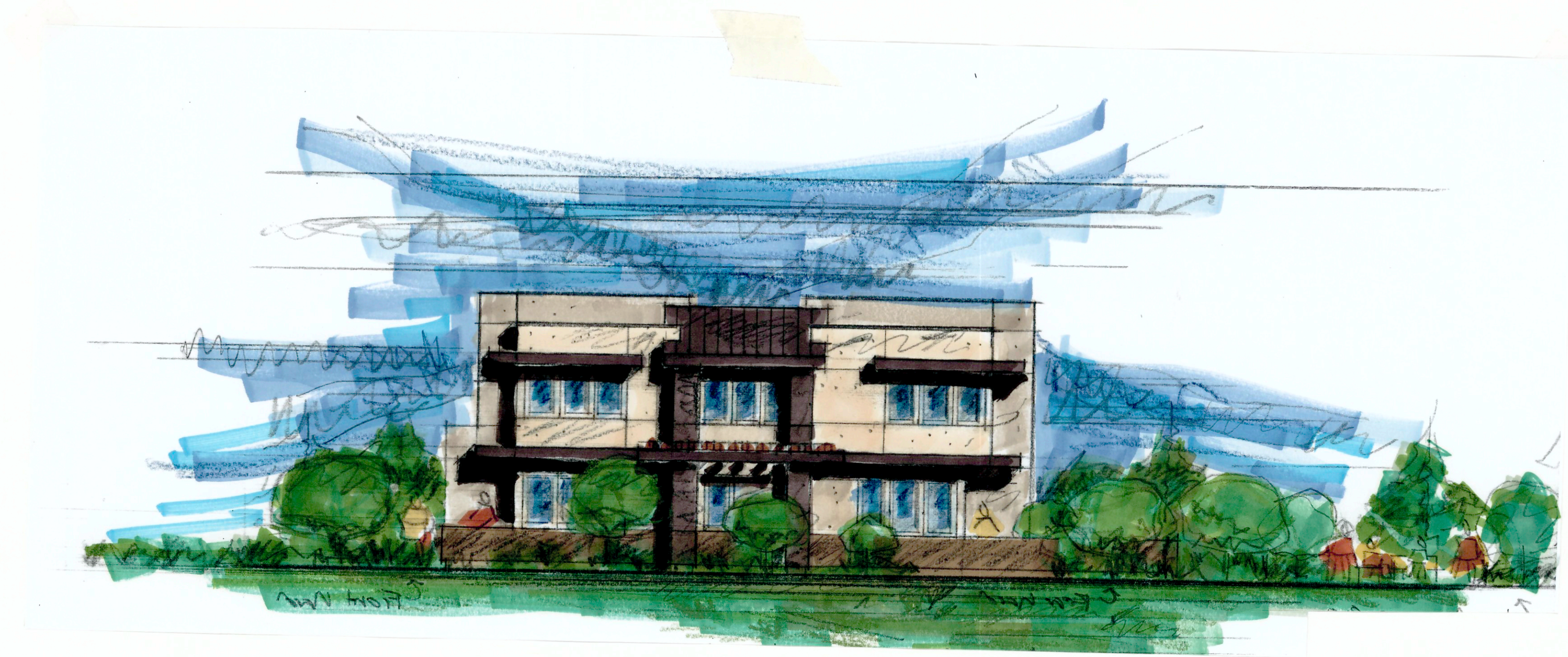
General Notes:
 See material and color sample board for exterior color scheme.
 Maximum building height is 25'-8" to top of parapet.

Revisions	
Lattanzio, Inc. 750 Baker Rd. Aptos, CA 95003 (831) 251-8313	
Elevations (Building #1)	
547 Airport Blvd. A.P.N. 47-021-49 Watsonville, CA 95076	
Jan 11, 2017	
A5	



Rear (East) Elevation Building #1

1/8" = 1'-0"



Right Side (South) Elevation Building #1

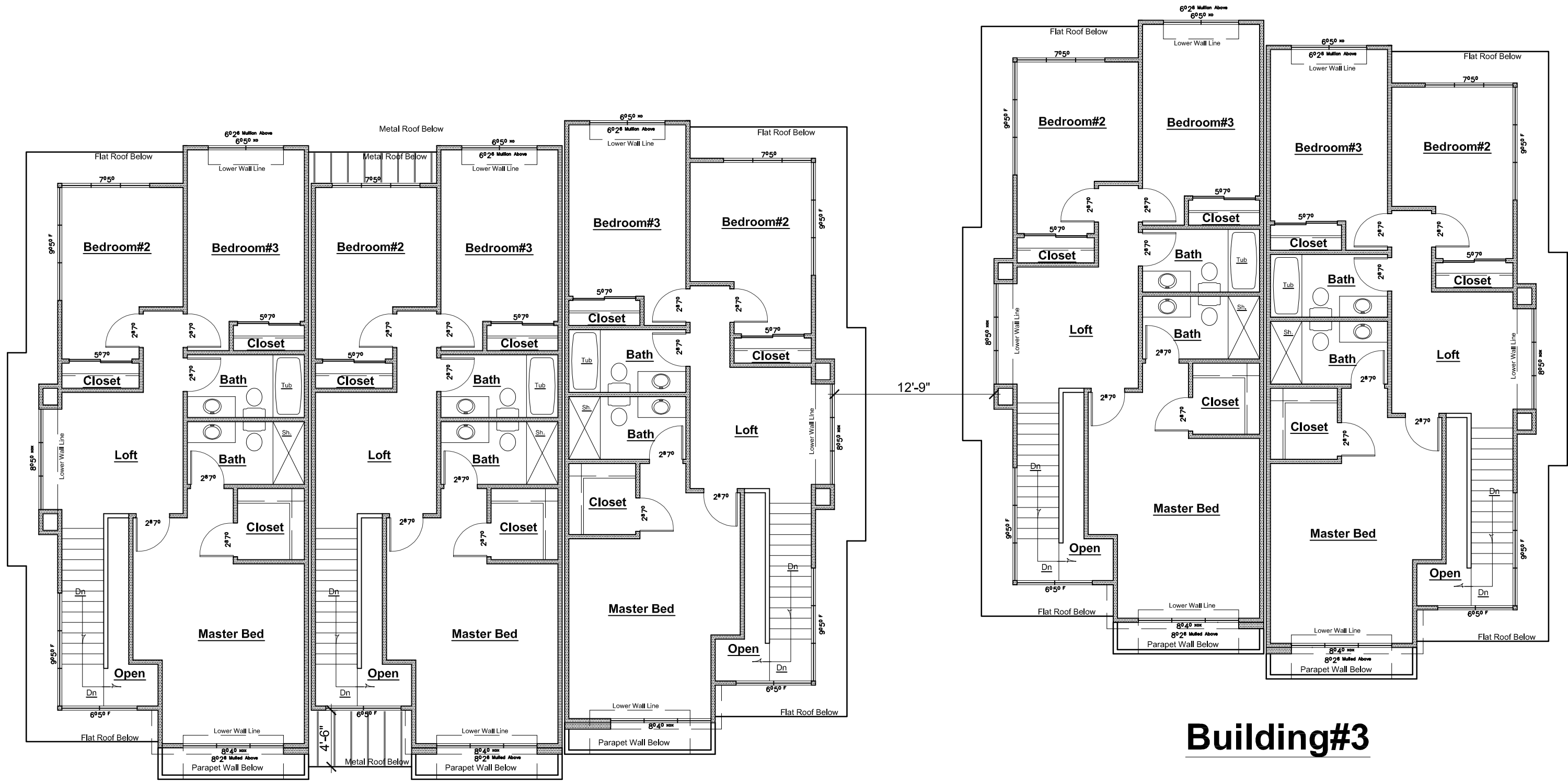
1/8" = 1'-0"

Typical Exterior Materials:

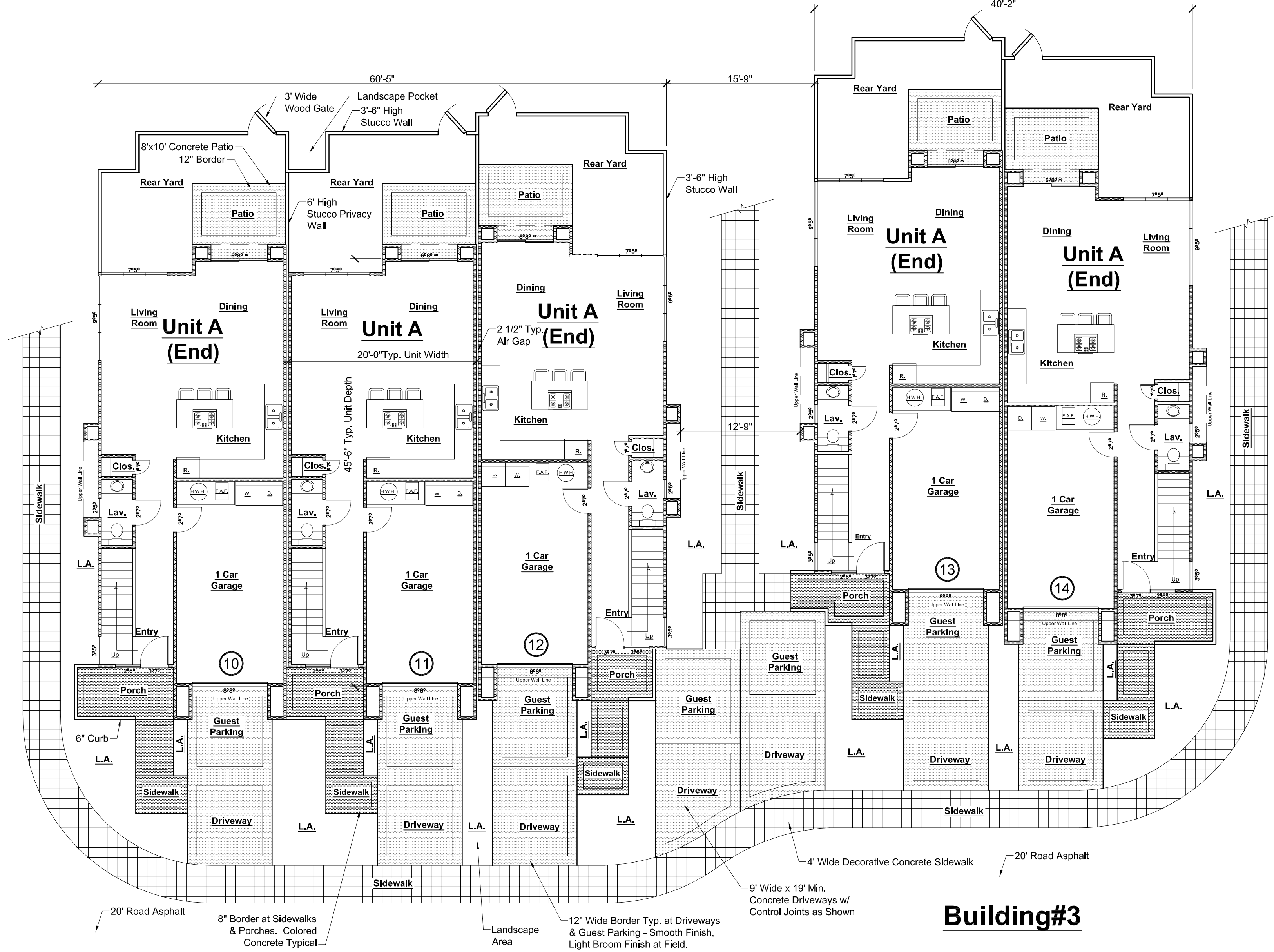
- 1 Body of building: stucco siding with smooth steel troweled finish and control joints as shown.
- 2 2x12 wood fascia as shown.
- 3 Standing seam metal roof with 16" o.c. rib spacing at entries and rear elevation as shown.
- 4 1x6 horizontal cedar siding on garage doors.
- 5 Double pane vinyl frame windows.
- 6 Low walls at rear elevation to be finished in stucco to match building.

General Notes:
See material and color sample board for exterior color scheme.
Maximum building height is 25'-8" to top of parapet.

Revisions	
Lattanzio, Inc. 750 Baker Rd. Aptos, CA 95003 (831) 251-8313	
Elevations (Building #1)	
547 Airport Blvd. A.P.N. 47-021-49 Watsonville, CA 95076	
Jan 11, 2017	
A6	



Building#2
Building#3
2nd Floor Plans



Building#2
Building#3
1st Floor Plans

Building 2 & 3 Floor Plans

1/8" = 1'-0"

Revisions

Lattanzio, Inc.
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Aptos, CA 95003
(831) 251-8313

Building 2 & 3 Floor Plans

547 Airport Blvd.
A.P.N. 47-021-49
Watsonville, CA 95076

Jan. 05, 2017

A7



Building #2

Building #3

Perspective View Buildings #2 & #3 From Front (Southwest)



Building #2

Building #3

Perspective View Buildings #2 & #3 From Front (South)



Building #2

Building #3

Perspective View Buildings #2 & #3 From Front (Southeast)

Typical Exterior Materials

- 1. Body of Building: Stucco Siding with Smooth Steel Troweled Finish & Control Joints As Shown
- 2. 2 X 12 Wood Fascia as Shown
- 3. Standing Seam Metal Roof With 16" o.c. Rib Spacing At Entries & Rear Elevation as Shown
- 4. 1 X 6 Horizontal Cedar Siding on Garage Doors
- 5. Double Pane Vinyl Frame Windows
- 6. Low Walls @ Rear Elevation to be Finished in Stucco to Match Building

General Notes:

See Material & Color Sample Board for exterior Color Scheme.
Maximum Building Height is 25'-8" To top of Parapet

Revisions

Lattanzio , Inc
750 Baker Rd.
Aptos, CA 95003
(831) 251-8313

Perspective Views

Airport Townhomes
547 Airport Blvd.
Watsonville, CA 95076

March 6, 2017

A8



Building #3

Building #2

Perspective View Buildings #2 & #3 From Back(North)



Building #3

Building #2

Perspective View Buildings #2 & #3 From Back (Northeast)



Building #3

Building #2

Perspective View Buildings #2 & #3 From Back (Northwest)

Typical Exterior Materials

- 1. Body of Building: Stucco Siding with Smooth Steel Troweled Finish & Control Joints As Shown
- 2. 2 X 12 Wood Fasciaa as Shown
- 3. Standing Seam Metal Roof With 16" o.c. Rib Spacing At Entries & Rear Elevation as Shown
- 4. 1 X 6 Horizontal Cedar Siding on Garage Doors
- 5. Double Pane Vinyl Frame Windows
- 6. Low Walls @ Rear Elevation to be Finished in Stucco to Match Building

General Notes:

See Material & Color Sample Board for exterior Color Scheme.
Maximum Building Height is 25'-8" To top of Parapet

Revisions

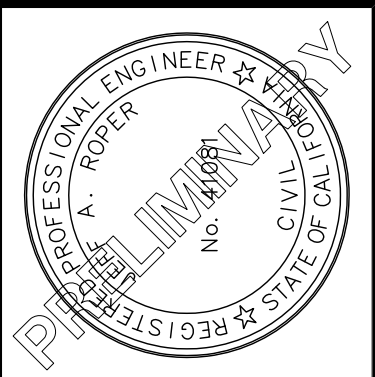
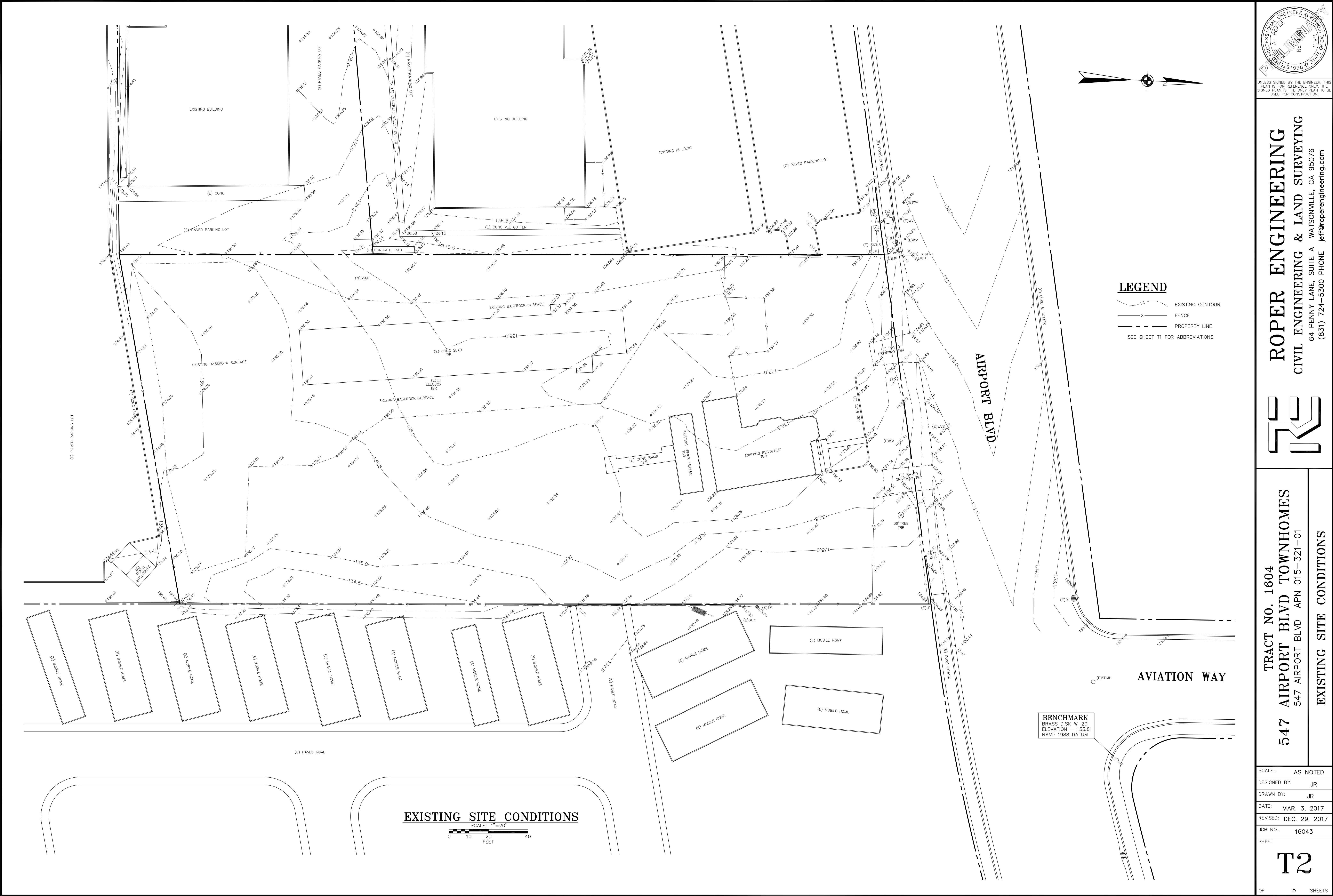
Lattanzio , Inc
750 Baker Rd.
Aptos, CA 95003
(831) 251-8313

Perspective Views

Airport Townhomes
547 Airport Blvd.
Watsonville, CA 95076

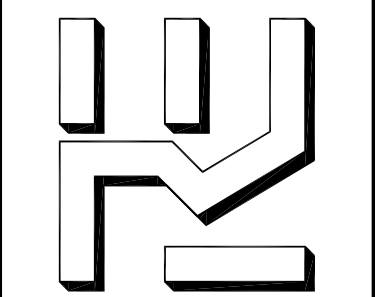
March 6, 2017

A9



UNLESS SIGNED BY THE ENGINEER, THIS PLAN IS FOR REFERENCE ONLY. THE SIGNED PLAN IS THE ONLY PLAN TO BE USED FOR CONSTRUCTION.

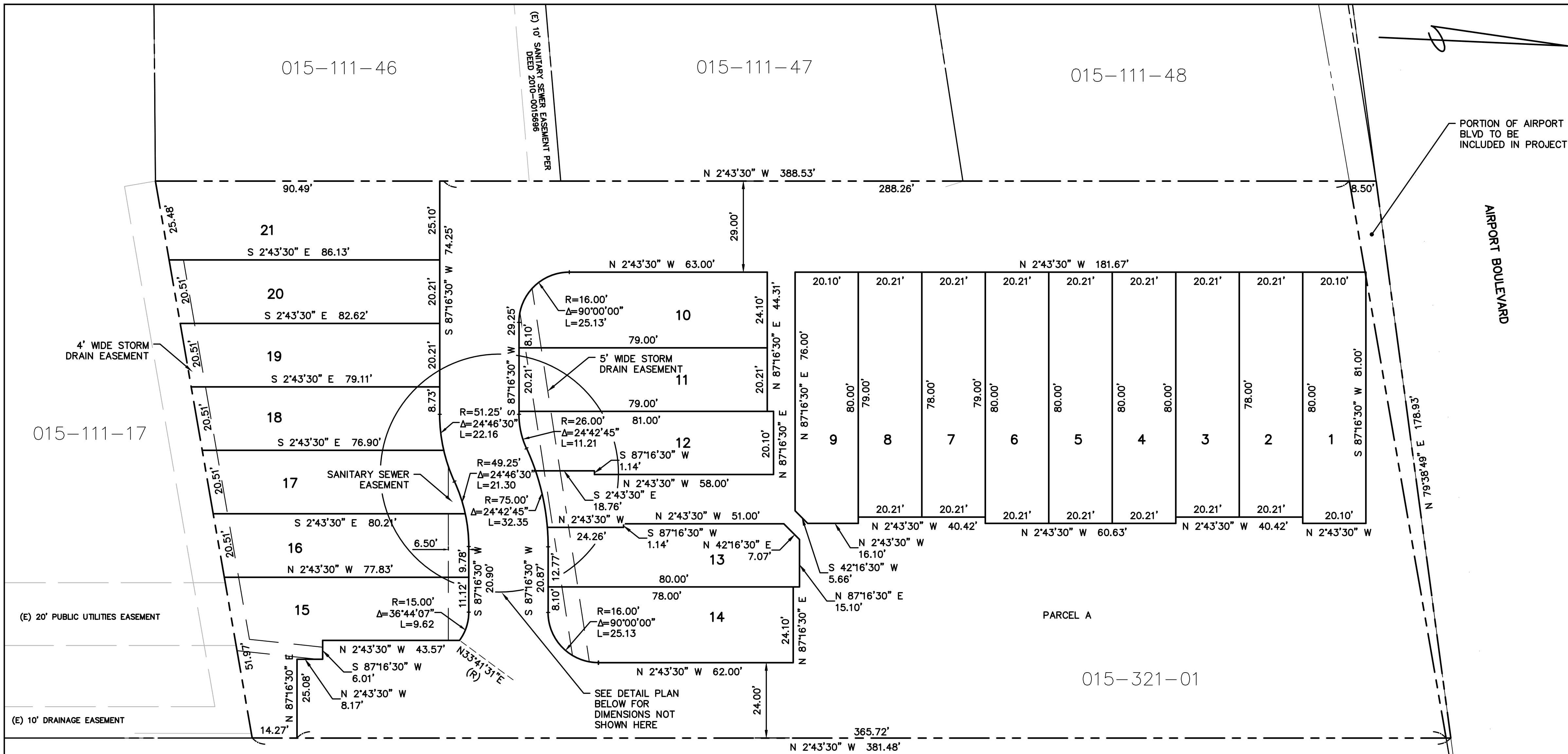
ROPER ENGINEERING
CIVIL ENGINEERING & LAND SURVEYING
64 PENNY LANE, SUITE A WATSONVILLE, CA 95076
(831) 724-5300 PHONE jef@roperengineering.com



TRACT NO. 1604
547 AIRPORT BLVD TOWNHOMES
547 AIRPORT BLVD APN 015-321-01

SCALE:	AS NOTED
DESIGNED BY:	JR
DRAWN BY:	JR
DATE:	MAR. 3, 2017
REVISED:	DEC. 29, 2017
JOB NO.:	16043
SHEET	
T2	
OF 5 SHEETS	

K:\28191 - Ortiz - 547 Airport Blvd\DWG\28191tentative map.dwg, 24x36, 4/2/2021 10:01:09 AM

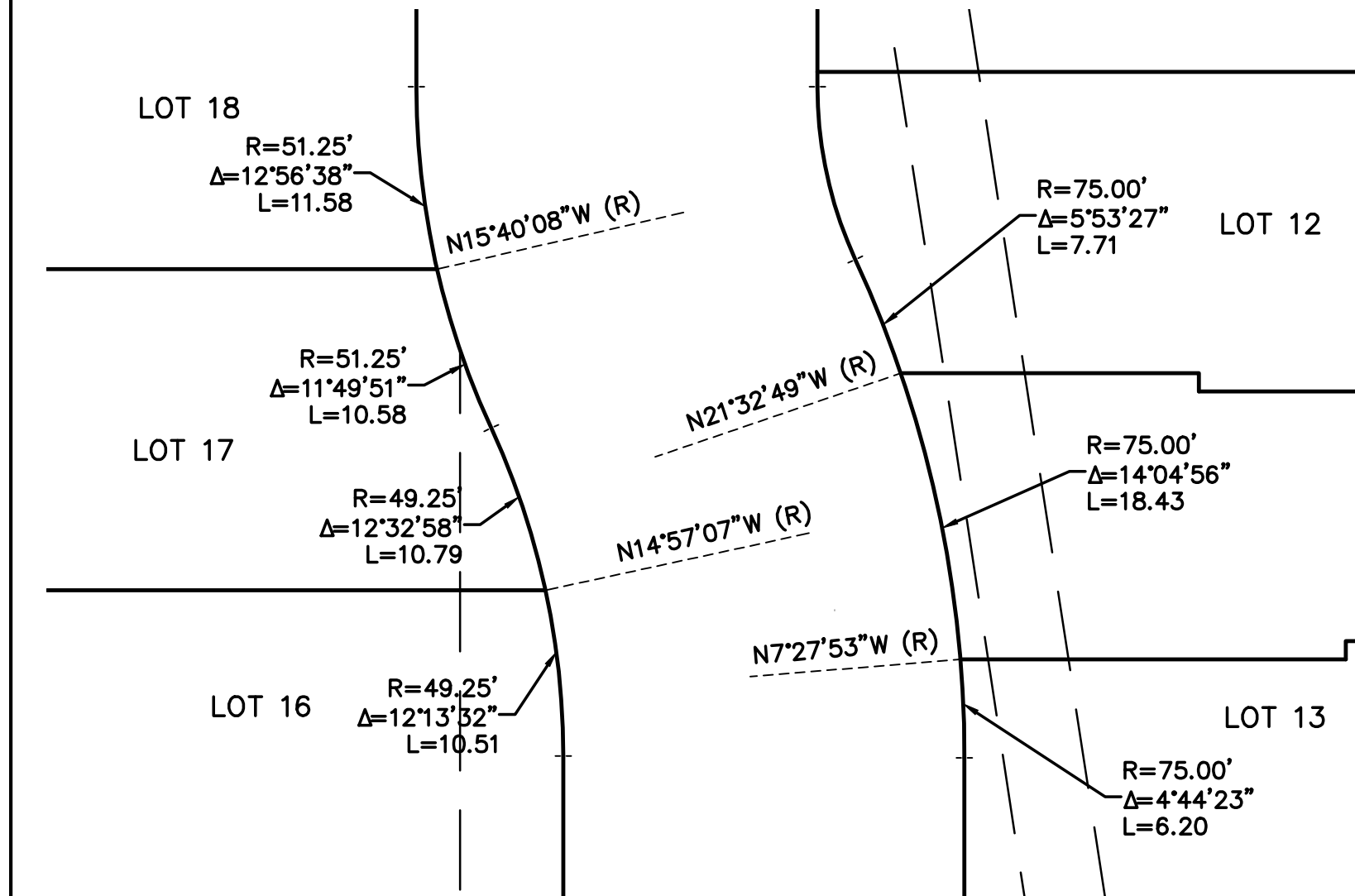


TENTATIVE MAP

SCALE: 1" = 20'

LEGEND

	LOTLINE
	PROPERTY BOUNDARY
	EASEMENT LINE



DETAIL PLAN

SCALE: 1" = 10'

AREA CALCULATION

EXISTING AREA	(S.F.)	(ACRE)
APN 015-321-01	67,391	1.547
Strip along Airport Blvd	888	0.020

DEVELOPABLE LAND	68,279	1.567
------------------	--------	-------

LOT AREA TABULATION

LOT #	APPROX AREA (SF)	APPROX AREA (AC)
1	1,608	0.037
2	1,576	0.036
3	1,576	0.036
4	1,617	0.037
5	1,617	0.037
6	1,617	0.037
7	1,576	0.036
8	1,576	0.036
9	1,600	0.037
10	1,849	0.042
11	1,596	0.037
12	1,565	0.036
13	1,569	0.036
14	1,825	0.042
15	2,098	0.048
16	1,604	0.037
17	1,588	0.036
18	1,568	0.036
19	1,634	0.038
20	1,705	0.039
21	2,217	0.051
LOTS SUB TOTAL	35,183	0.808
LOT A - COMMON AREA	33,095	1.542

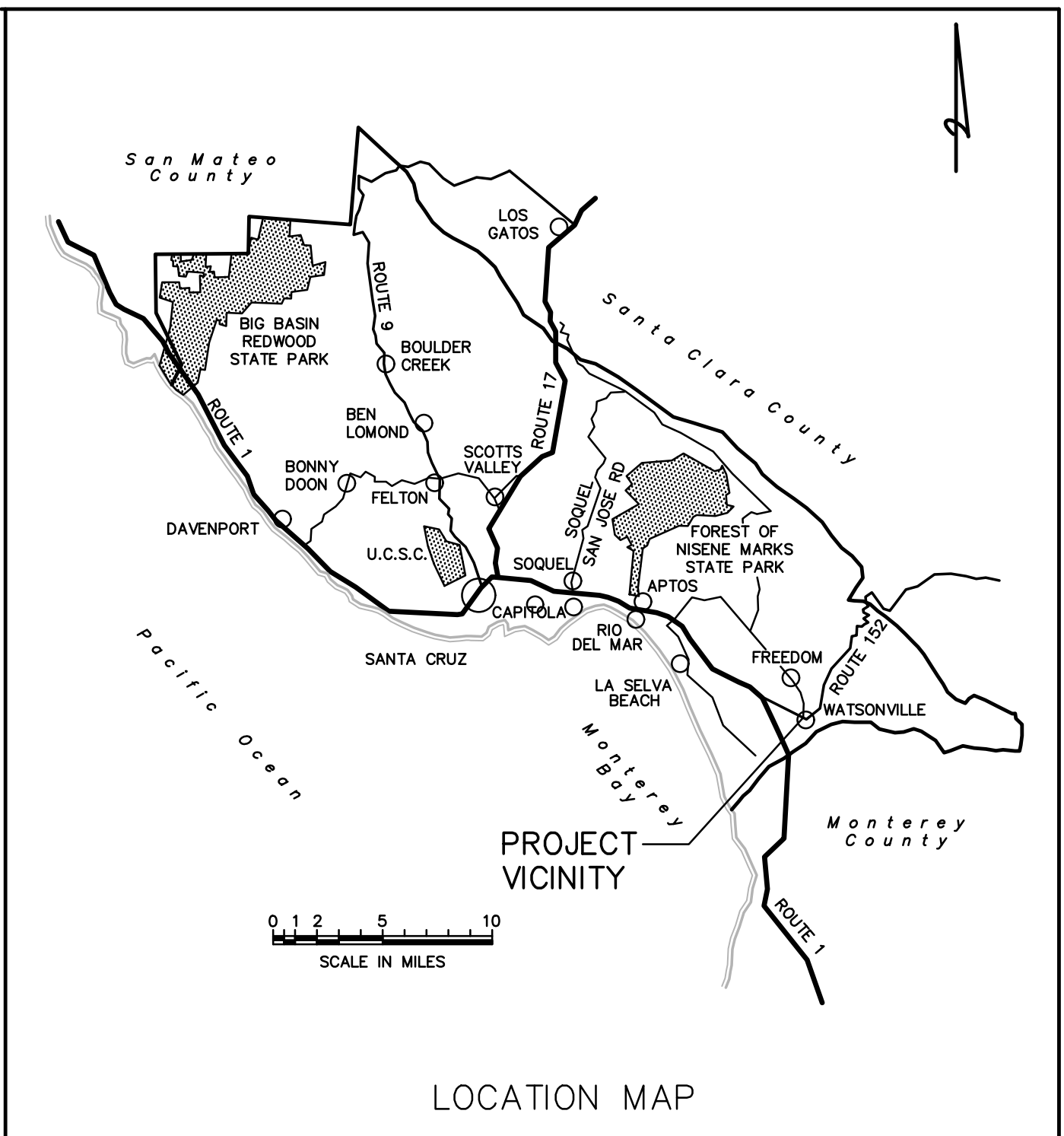
DENSIT	13.40	D.U. PER ACRE
	0.075	ACRES PER D.U.

NOTES

- OWNER/SUBDIVIDER: RAOUL & EVE ORTIZ 547 AIRPORT BLVD. WATSONVILLE, CA 95076
- WATER SOURCE: CITY OF WATSONVILLE WATER
- SEWAGE DISPOSAL: CITY OF WATSONVILLE UTILITIES
- NO. OF UNITS: 21 TOWNHOUSE UNITS AND 1 COMMON AREA PARCEL
- PARCEL SIZE: 68,279 ± SQ. FT. (1.57 ± ACRES)
- CURRENT ZONING: IP - INDUSTRIAL PARK
- PROPOSED ZONING: RM2 - MULTIPLE RESIDENTIAL MEDIUM DENSITY
- CURRENT USE: RESIDENTIAL / COMMERCIAL
- PROPOSED USE: TOWNHOUSE SUBDIVISION
- STREET TREES: SEE LANDSCAPE PLAN
- AREAS SUBJECT TO INUNDATION: NONE
- PUBLIC OR SEMI-PUBLIC USE: NONE

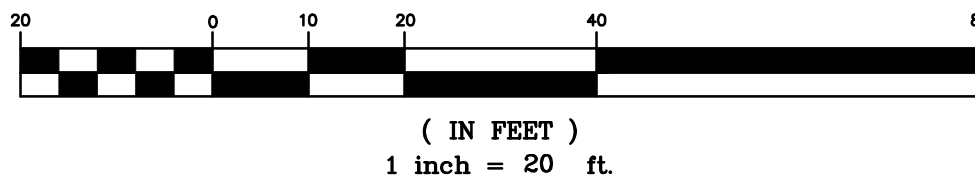
SHEET INDEX

C1.0	TENTATIVE MAP
C2.0	SITE PLAN
C3.0	GRADING PLAN
C4.0	DRAINAGE PLAN
C5.0	UTILITY PLAN
C6.0	ROAD PROFILES
C6.1	STORM DRAIN PROFILES



VICINITY MAP

GRAPHIC SCALE



DISCLAIMER

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APN 015-321-01

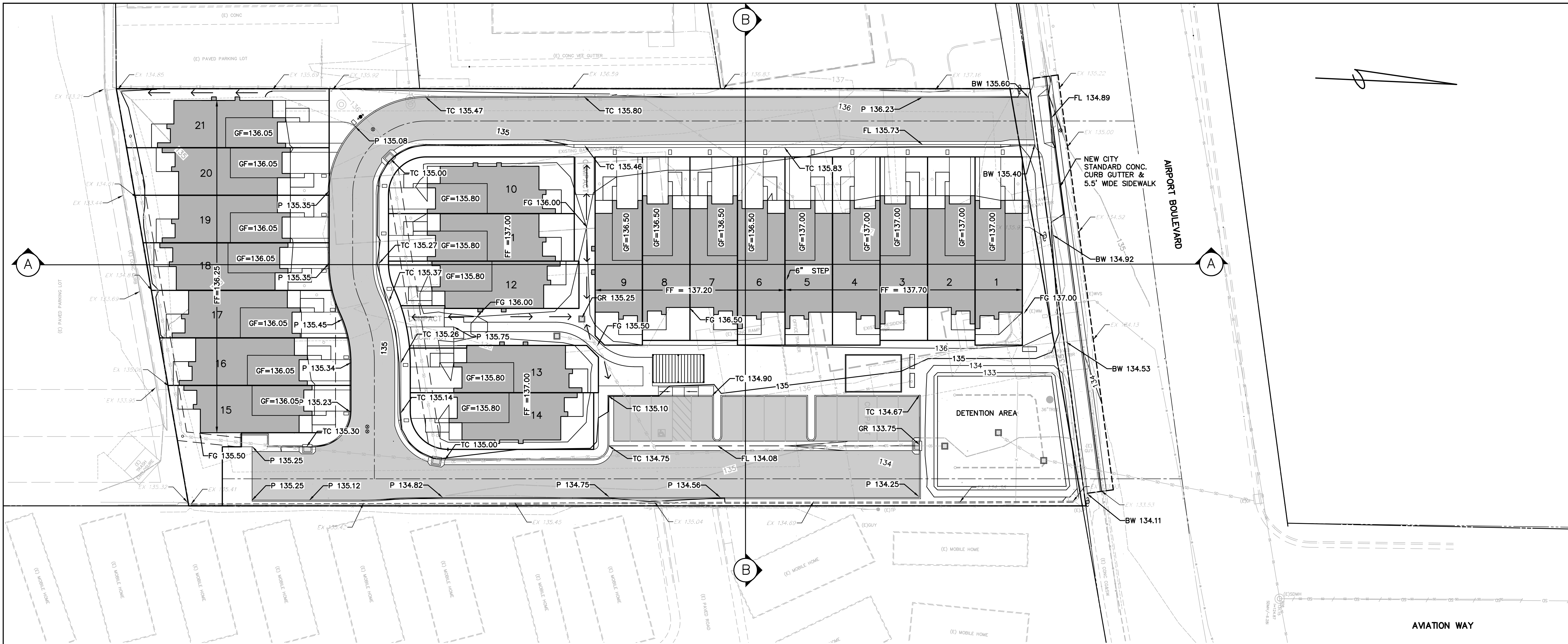


BOWMAN & WILLIAMS
CONSULTING CIVIL ENGINEERS
AND LAND SURVEYORS
3949 RESEARCH PARK COURT, SUITE 100
SOQUEL, CA 95073-2094
(831) 426-3560

TENTATIVE MAP

TRACT NO. 1604
547 AIRPORT ROAD TOWNHOUSES
WATSONVILLE, CALIFORNIA

SCALE 1" = 20'	DRAWN	JOB NO. 28191	SHEET
DATE MARCH 15, 2021	CHECKED	INDEX CORRALITOS 4	C1.0
DESIGN	DWG NAME	FILE NO. 28191	OF 7



GRADING PLAN
SCALE: 1" = 20'

ESTIMATED GRADING QUANTITIES (C.Y.)

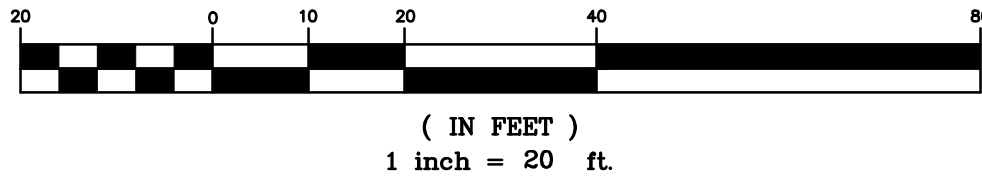
CUT	1,325
FILL	784 (15% SHRINKAGE)
EXPORT	541

QUANTITIES FROM EXISTING GRADE TO FINISH GRADE. BUILDING SLAB AND PAVEMENT ARE INCLUDED IN THE IMPORT.

AREA TABULATION (S.F.)

IMPERVIOUS AREA	51,634
LANDSCAPE AREA	14,146
DETENTION AREA	2,500
TOTAL	68,200

GRAPHIC SCALE



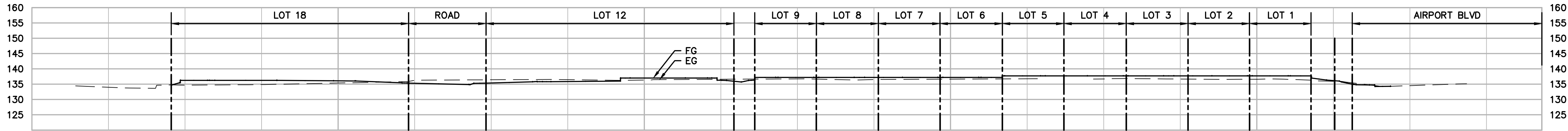
DISCLAIMER

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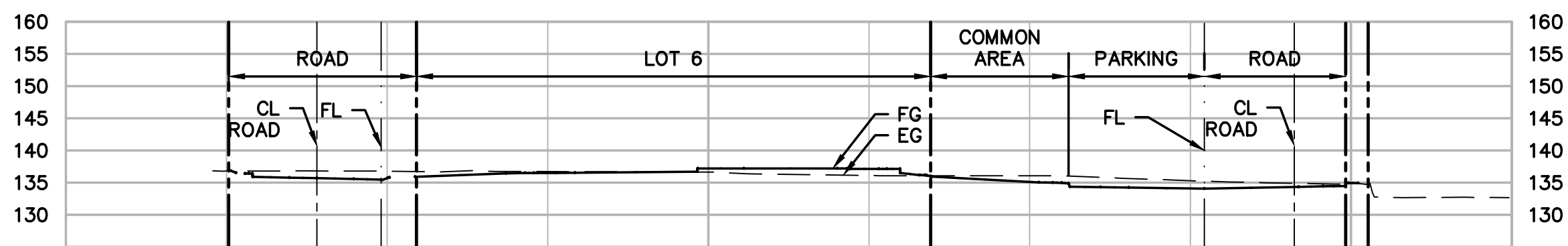
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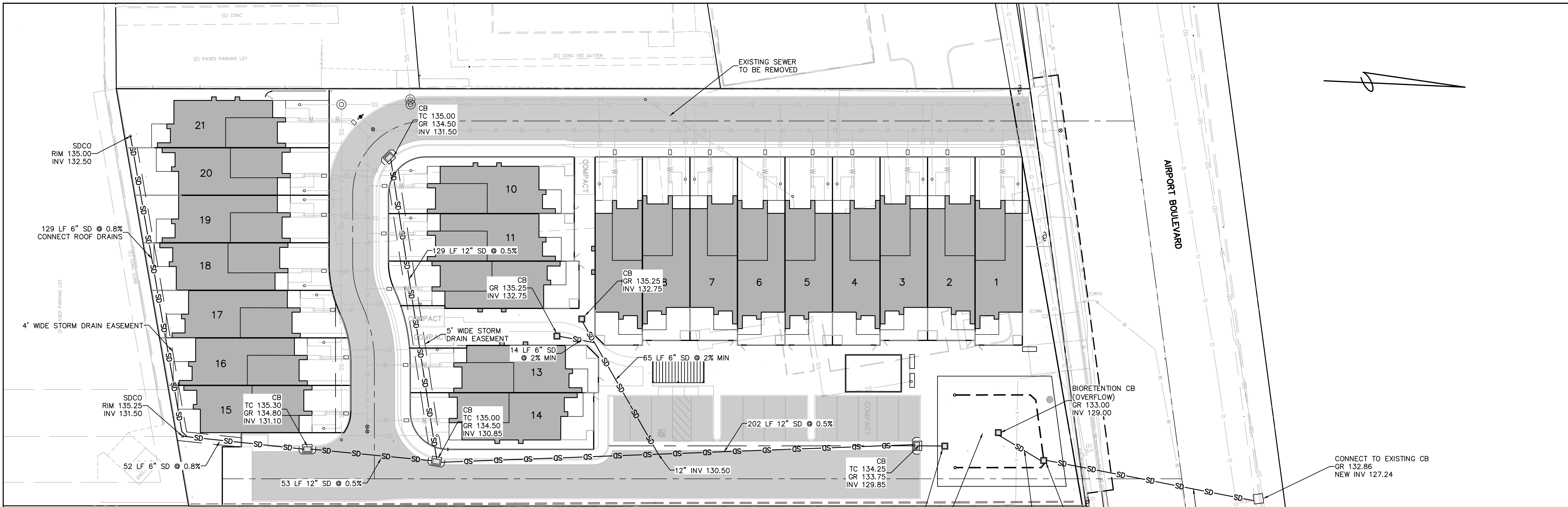
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 3949 RESEARCH PARK COURT, SUITE 100 SOQUEL, CA 95073-2094 (831) 426-3560		GRADING PLAN	
TRACT NO. 1604 547 AIRPORT ROAD TOWNHOUSES WATSONVILLE, CALIFORNIA			
SCALE 1" = 20'	DRAWN	JOB NO. 28191	SHEET
DATE MARCH 15, 2021	CHECKED	INDEX CORRALITOS 4	C3.0
DESIGN	DWG NAME	FILE NO. 28191	OF 7



SECTION A-A
SCALE: 1" = 20'

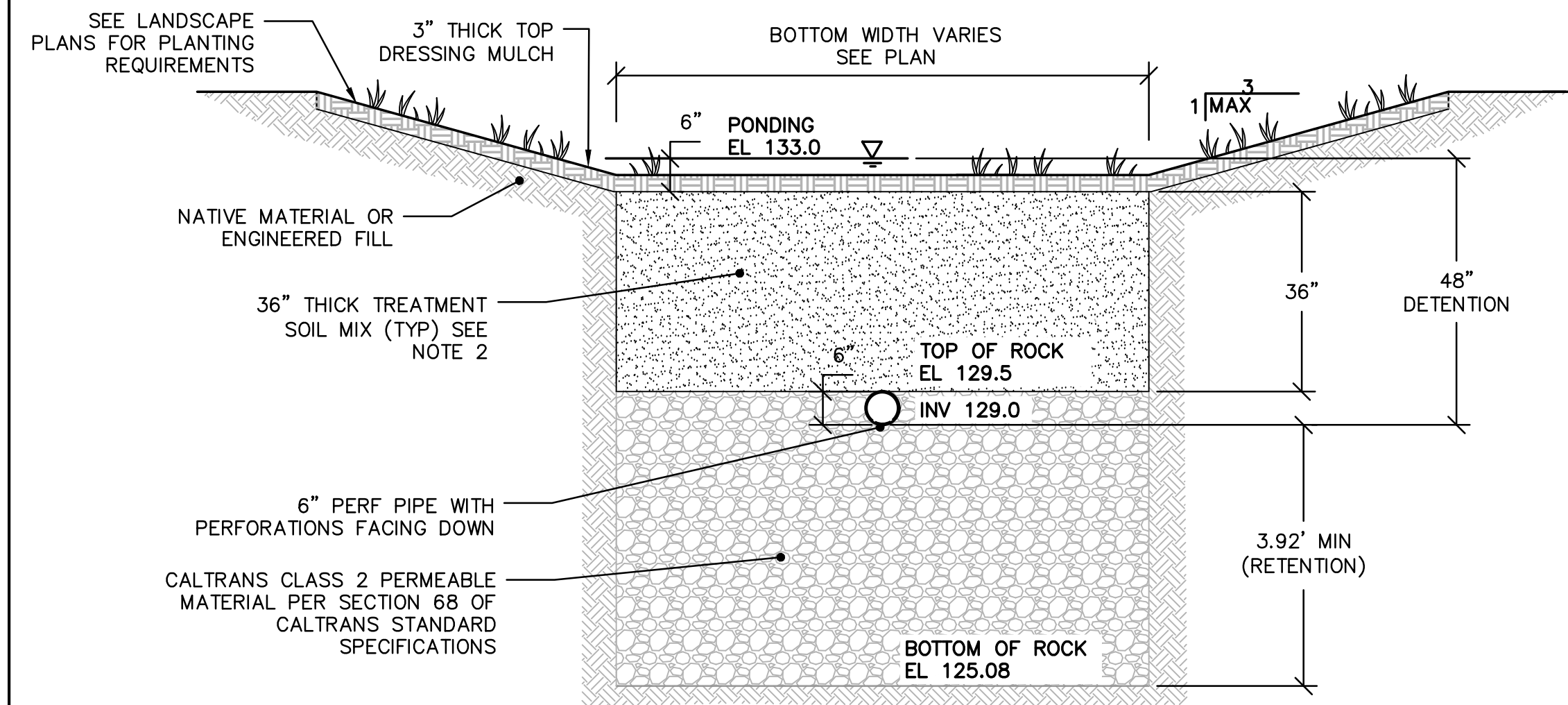


SECTION B-B
SCALE: 1" = 20'



DRAINAGE PLAN

SCALE: 1" = 20'



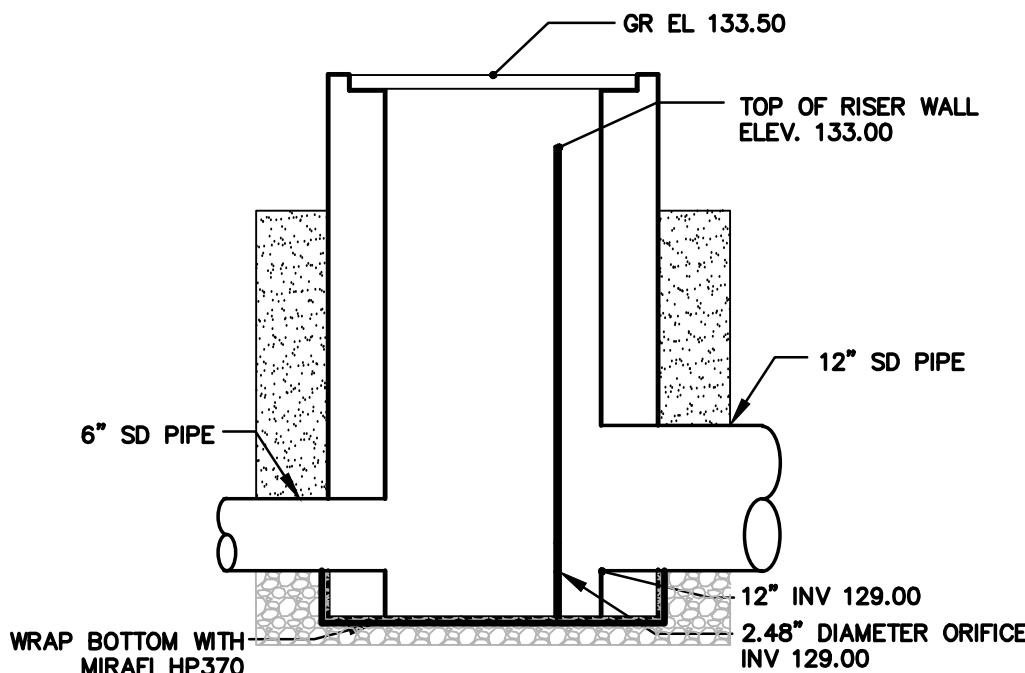
TYPICAL BIOSWALE X-SECTION

NOTES:

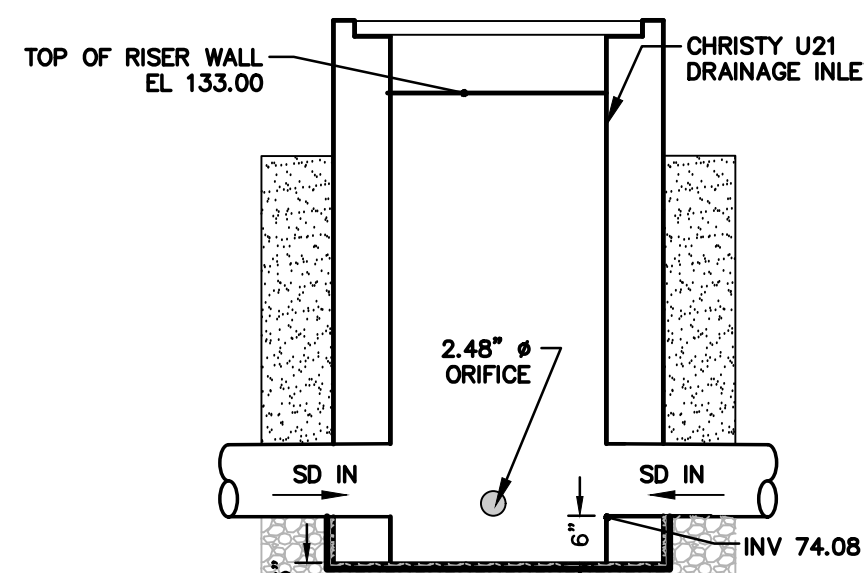
- REGULAR MAINTENANCE SHALL BE PROVIDED TO KEEP CONTROL BOX, CATCH BASIN INLETS, AND STORM DRAIN PIPES FREE OF DEBRIS.
- SOIL MIX: SOIL MIX SHALL PROVIDE 5" PER HOUR INFILTRATION RATE AND A MAXIMUM INFILTRATION RATE OF 10" PER HOUR. THE CONTRACTOR SHALL SUBMIT CERTIFICATION OF COMPLIANCE AND SOIL SPECIFICATION FOR APPROVAL PRIOR TO CONSTRUCTION PER PROJECT SPECS SECTION 33 44 19.
- SOIL MIX SHALL BE MADE OF SANDY LOAM SOIL WITH THE OVERALL DRY WEIGHT PERCENTAGES SHALL BE 85-90% SAND, LESS THAN 5% CLAY, AND LESS THAN 5% SILT. THE RANGE OF CLAY AND SILT AND ORGANIC SHOULD BE 10-15% OF TOTAL VOLUME.
- SEE PROJECT SPECS SECTION 33 44 19 FOR MULCH SELECTION.

TYPICAL BIORETENTION X-SECTION

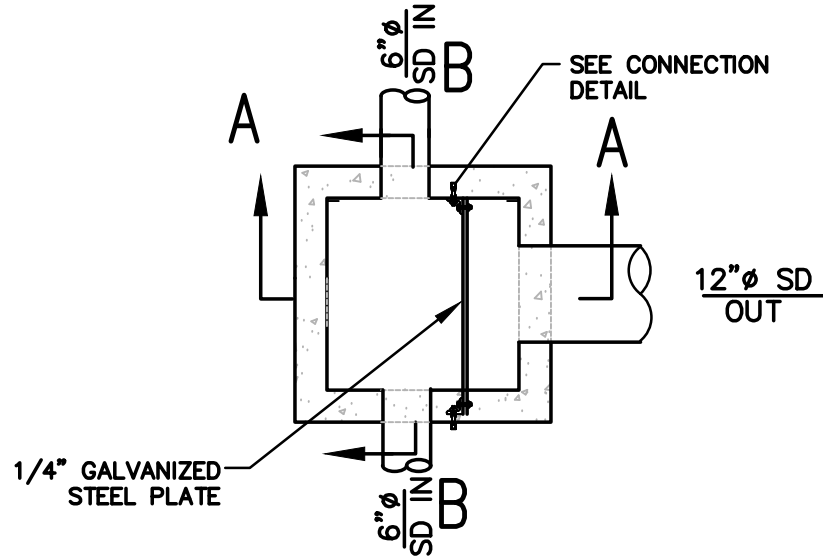
SCALE: 1/2" = 1'-0"



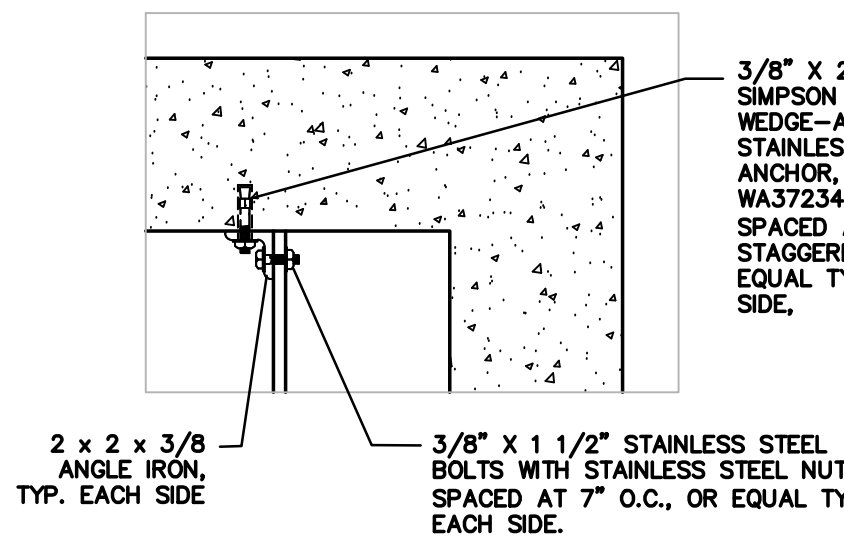
SECTION A-A



SECTION B-B



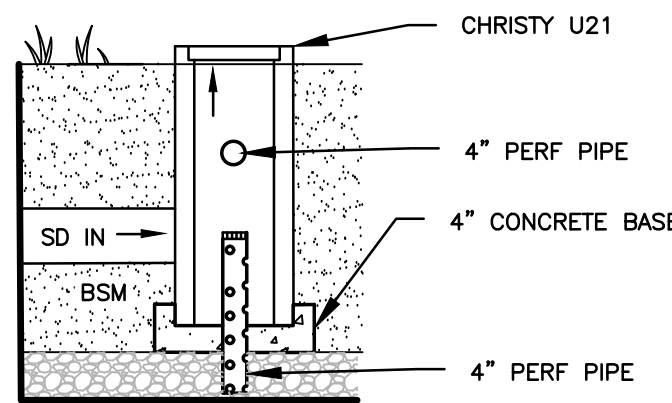
PLAN VIEW



CONNECTION DETAIL

DETENTION CONTROL STRUCTURE

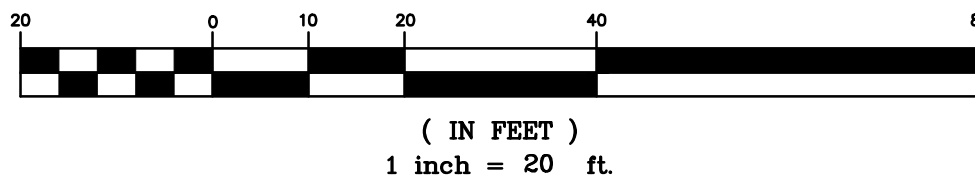
SCALE: NTS



BUBBLER DETAIL

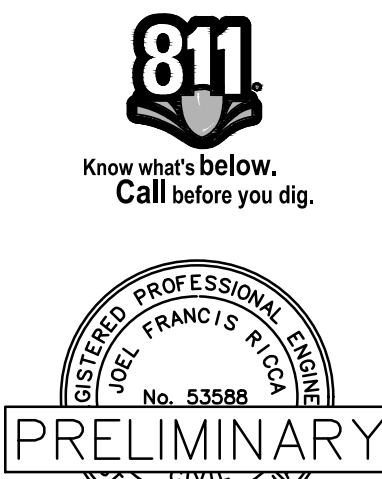
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GRAPHIC SCALE



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APN 015-321-01

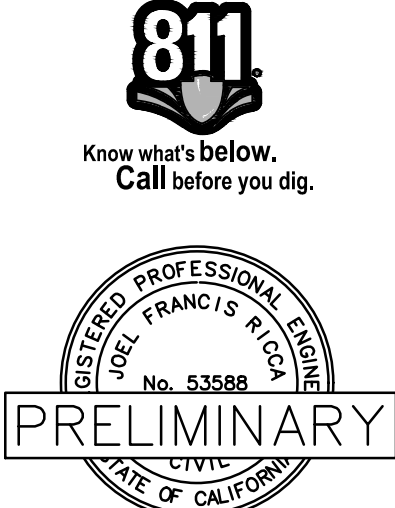
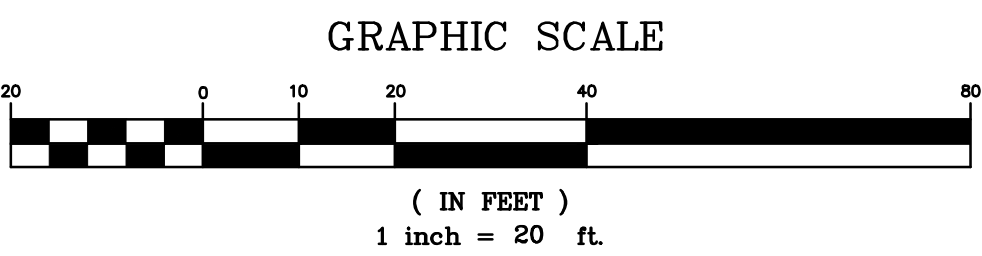
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 3949 RESEARCH PARK COURT, SUITE 100 SOQUEL, CA 95073-2094 (831) 426-3560		DRAINAGE PLAN	
TRACT NO. 1604 547 AIRPORT ROAD TOWNHOUSES WATSONVILLE, CALIFORNIA			
SCALE 1" = 20'	DRAWN	JOB NO. 28191	SHEET
DATE MARCH 15, 2021	CHECKED	INDEX CORRALITOS 4	C4.0
DESIGN	DWG NAME	FILE NO. 28191	OF 7



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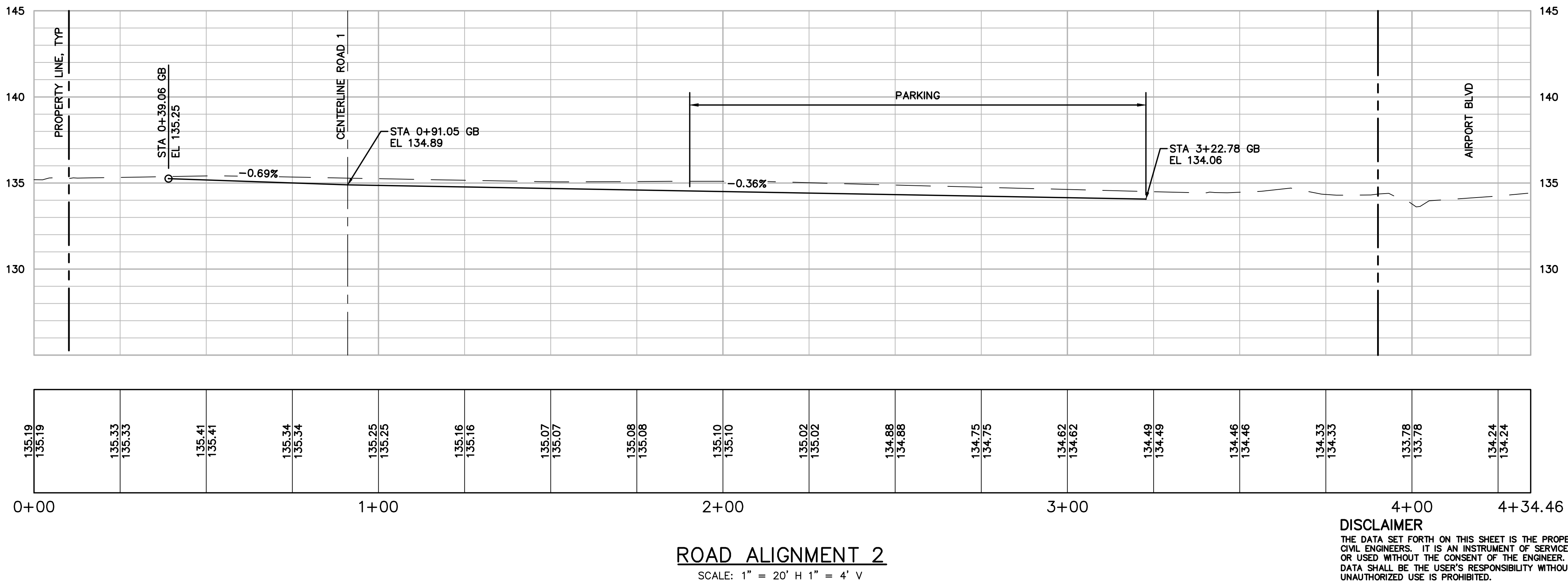
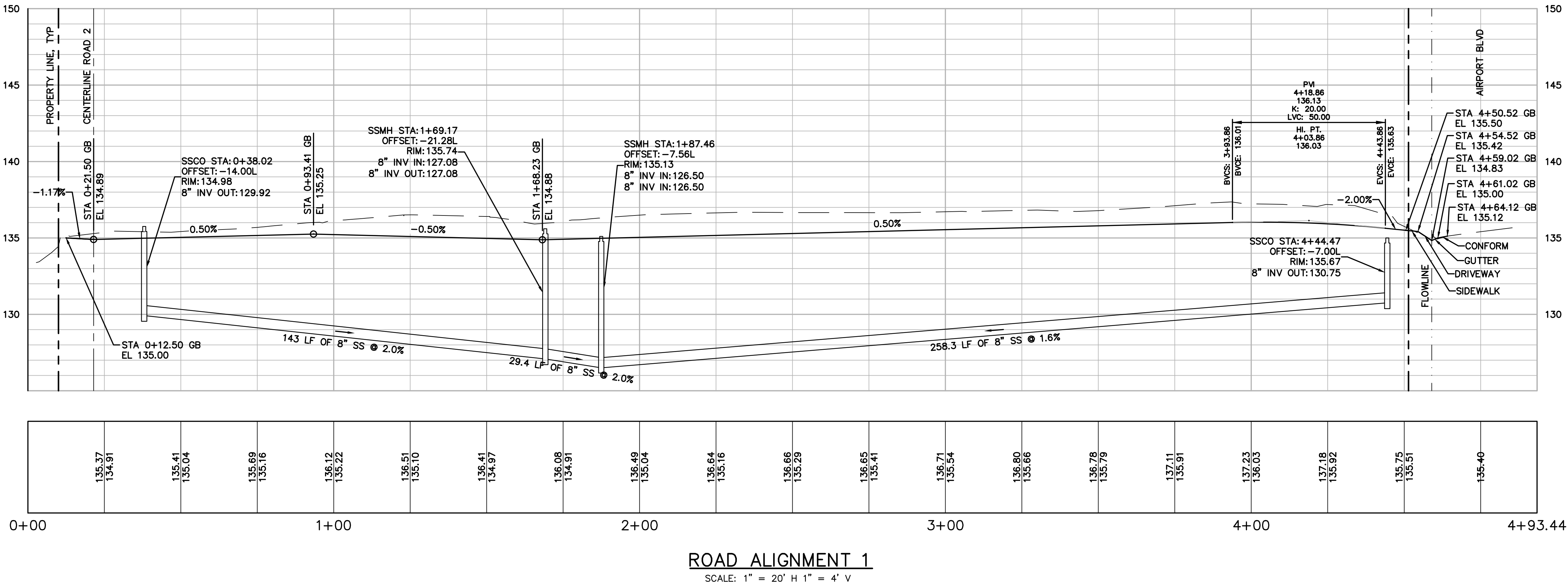


UTILITY PLAN
SCALE: 1" = 20'



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REVISED			
BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 3949 RESEARCH PARK COURT, SUITE 100 SOQUEL, CA 95073-2094 (831) 426-3560		UTILITY PLAN TRACT NO. 1604 547 AIRPORT ROAD TOWNHOUSES WATSONVILLE, CALIFORNIA	
SCALE 1" = 20'	DRAWN	JOB NO. 28191	SHEET
DATE MARCH 15, 2021	CHECKED	INDEX CORRALITOS 4	C5.0
DESIGN	DWG NAME	FILE NO. 28191	OF 7

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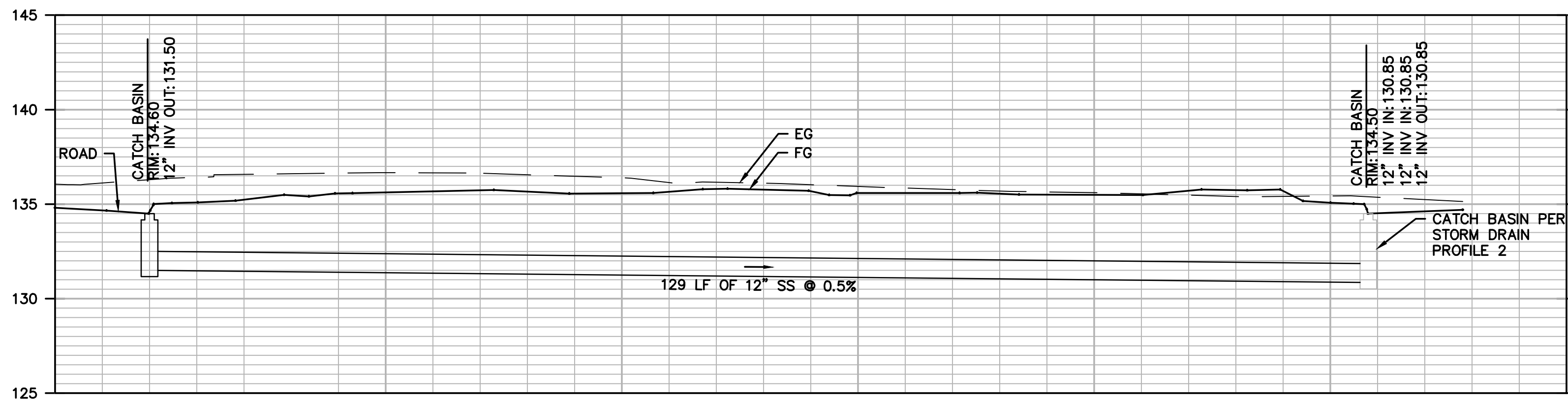
APN 015-321-01



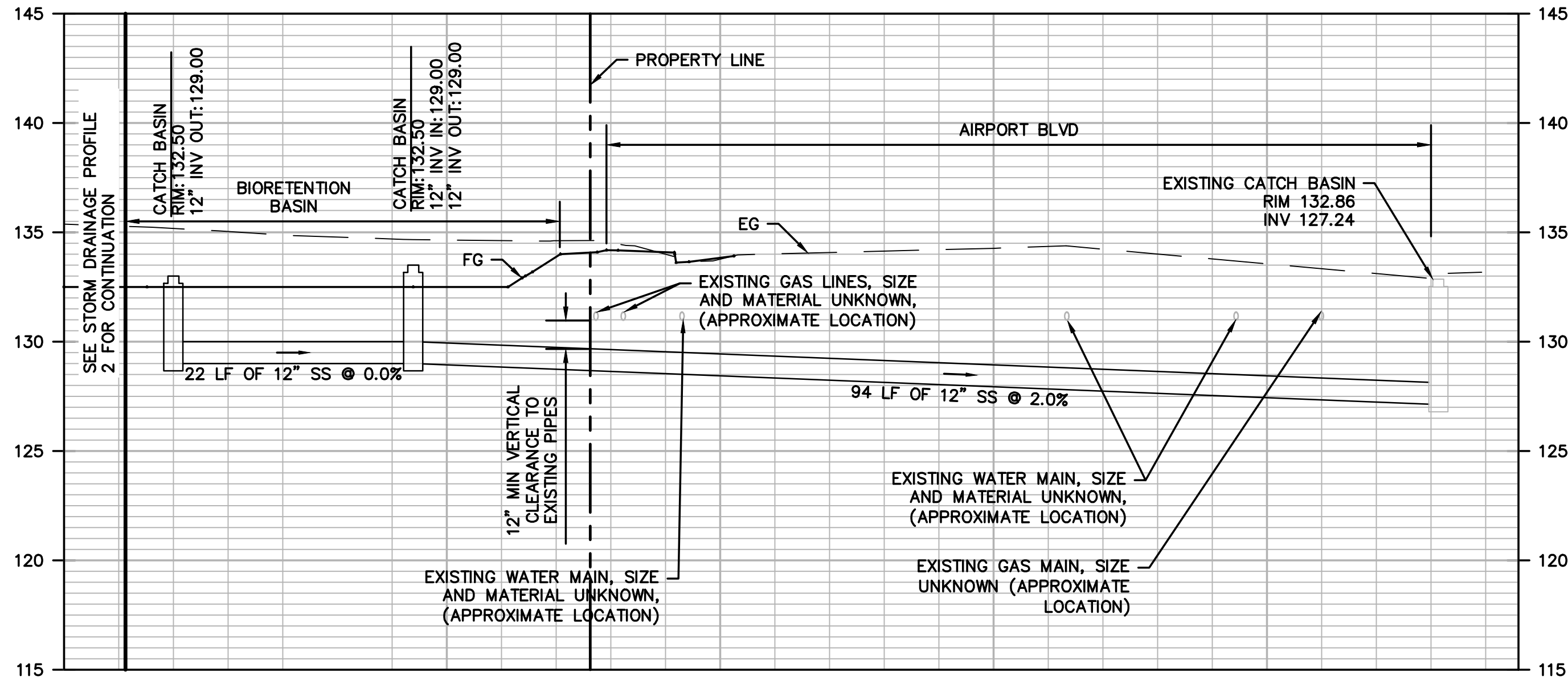
Know what's below.
Call before you dig.



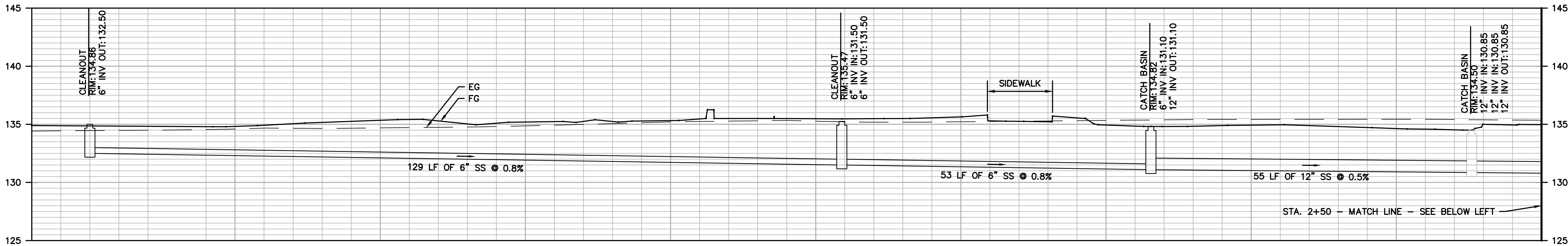
REVISED		ROAD PROFILES	
		TRACT NO. 1604 547 AIRPORT ROAD TOWNHOUSES WATSONVILLE, CALIFORNIA	
SCALE 1" = 20'	DRAWN	JOB NO. 28191	SHEET
DATE MARCH 15, 2021	CHECKED	INDEX CORRALITOS 4	C6.0
DESIGN	DWG NAME	FILE NO. 28191	OF 7



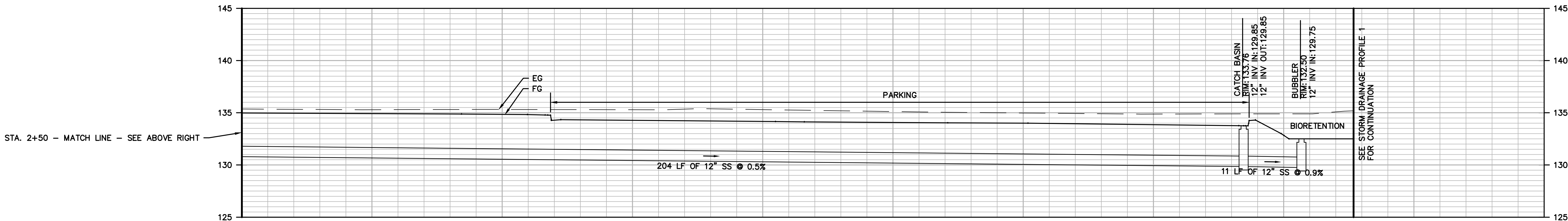
STORM DRAIN PROFILE 3
SCALE: 1" = 10' H 1" = 5' V



STORM DRAIN PROFILE 1
SCALE: 1" = 10' H 1" = 5' V



STORM DRAIN PROFILE 2
SCALE: 1" = 10' H 1" = 5' V



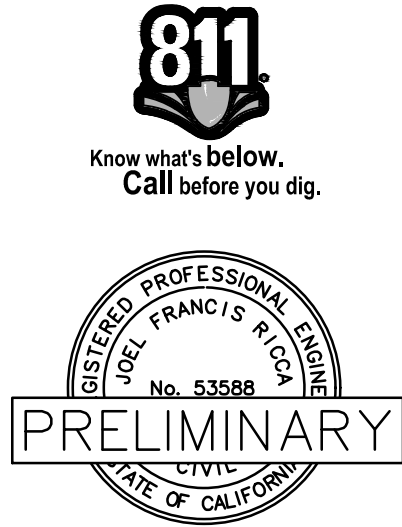
STORM DRAIN PROFILE 2 - CONTINUATION
SCALE: 1" = 10' H 1" = 5' V

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APN 015-321-01

REVISED	

BOWMAN & WILLIAMS CONSULTING CIVIL ENGINEERS AND LAND SURVEYORS 3949 RESEARCH PARK COURT, SUITE 100 SOQUEL, CA 95073-2094 (831) 426-3560		STORM DRAIN PROFILES	
SCALE 1" = 20'		JOB NO. 28191	
DATE MARCH 15, 2021		INDEX CORRALITOS 4	
DESIGN		DWG NAME	
FILE NO. 28191		SHEET C6.1	
OF 7		TRACT NO. 1604 547 AIRPORT ROAD TOWNHOUSES WATSONVILLE, CALIFORNIA	



PCR Tier	Requirements
Tier 1	Performance Requirement 1 – Site Design & Runoff Reduction
Projects that create or replace 2,500 sq. ft. or more of impervious surface, including detached single-family home projects.	<p>Implement site design and runoff reduction measures:</p> <ul style="list-style-type: none"> • Limit disturbance of creeks and natural drainage features. • Minimize compaction of highly permeable soils. • Limit clearing and grading of native vegetation to the minimum area necessary. • Minimize impervious surfaces. • Minimize runoff by incorporating permeable surfaces and directing runoff toward permeable areas or to rain barrels for reuse.
Tier 2	Performance Requirement 2 – Water Quality Treatment
Projects, except detached single-family homes, with 5,000 sq. ft. or more of net impervious surface*. (Detached single-family home projects with 15,000 sq. ft. or more of net impervious surface*.)	<p>Tier 1 performance requirements, plus:</p> <ul style="list-style-type: none"> • Treat stormwater runoff using one or more onsite systems, including low impact development treatment systems, biofiltration treatment systems, and non-retention based treatment systems. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 2.
Tier 3	Performance Requirement 3 – Runoff Retention
Projects, except detached single-family homes, that create or replace 15,000 sq. ft. or more of impervious surface. (Detached single-family home projects with 15,000 sq. ft. or more of net impervious surface*.)	<p>Tier 2 performance requirements, plus:</p> <ul style="list-style-type: none"> • Use low impact development standards to prevent offsite discharge of runoff from events up to the 95th percentile rainfall event. • Where technical infeasibility prevents full onsite retention requirements, retention-based stormwater control measures shall be provided for no less than 10 percent of the project's impervious surface area. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 3.
Tier 4	Performance Requirement 4 – Peak Management
Projects that create and/or replace 22,500 sq. ft. or more of impervious surface in Watershed Management Zone 1.	<p>Tier 3 performance requirements, plus:</p> <ul style="list-style-type: none"> • Control peak flows to not exceed pre-project flows for the 2-year through 10-year storm event. • Project applicant must submit a Stormwater Control Plan to the City that sufficiently demonstrates that the project design meets performance requires of PCR Tier 4. • Submit an Operations and Maintenance Plan for structural stormwater control measures to the City of Watsonville for review and approval prior to final construction sign-off.

* Net impervious area equals new and replaced impervious area minus the total pre-project-to-post-project reduction in impervious area.

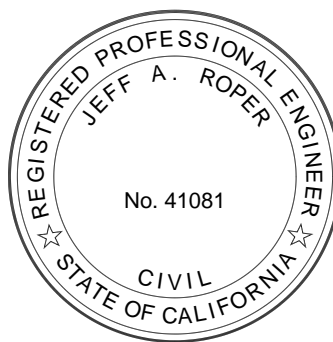
Source: Ordinance No. 1299-14 (CM).

Preliminary Stormwater Control Plan
for

Tract No. 1604
547 Airport Blvd. Townhomes
547 Airport Blvd.
Watsonville, CA
APN 015-321-01

Owner:
Raoul & Eve Ortiz
547 Airport Blvd.
Watsonville, CA 95076

Prepared by:
Roper Engineering
64 Penny Lane, Suite A
Watsonville, CA 95076
(831) 724-5300



A handwritten signature in black ink that reads "Jeff Roper". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Job No. 16043
March 2, 2017
Revised: June 20, 2019

Project Information

1. Project Location:
The property is located at 547 Airport Blvd., Watsonville, between Hangar Way and the west end of Aviation Way. APN 015-321-01.
2. Applicant:
Raoul & Eve Ortiz
547 Airport Blvd.
Watsonville, CA 95076
3. Project Phase: N/A
4. Project Type: 21 Unit Residential Townhouse Subdivision
5. Total Project Area: 1.57 ± acres
6. Total new and/or replaced impervious area: 47,975 sf
7. Stormwater Performance Requirements
This project is subject to performance requirements No.1 Site Design and Runoff Reduction, No. 2 Water Quality Treatment, No. 3 Runoff Retention and No. 4 Peak Management.

**8. Site Design and Runoff Reduction Measures
(Performance Requirement No. 1)**

Design Strategies	Y/N	Description
Limit disturbance of creeks and natural drainage features.	N	No creeks or natural drainage features exist on the site.
Minimize compaction of highly permeable soils	Y	Soils under bioretention facilities will not be compacted.
Limit clearing and grading of native vegetation at the site to a minimum area needed to build the project, allow access, and provide fire protection	N	The property has been previously developed. No native vegetation exists at the site.
Minimize impervious surfaces by concentrating improvements on the least-sensitive portions of the site, while leaving the remaining land in a natural undisturbed state.	N	The property has been previously developed. No areas are in their natural undisturbed state.
Minimize stormwater runoff by implementing one or more of the following site design measures: 1. Direct roof runoff into cisterns or rain barrels for reuse 2. Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California building code. 3. Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California building code 4. Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California building code 5. Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces	Y	The proposed project complies with design measures 2, 3 & 4. All runoff from new impervious surfaces is to be directed to the bioretention facilities.

9. Water Quality Treatment (Performance Requirement No. 2)

Performance requirement No. 2 requires the project to treat stormwater runoff to reduce pollutant loads and concentrations using physical, biological, and chemical removal. Runoff from all new impervious surfaces will be directed to the bioretention facilities where water quality treatment will be facilitated. Treatment is flow based using a minimum 4% bioretention ratio to new or replaced impervious area. $405,584 \text{ sf} \times 0.4 = 1823 \text{ SF}$ required bioretention, 2870 SF provided.

10. **Runoff Retention (Performance Requirement No. 3)**

Performance Requirement No. 3 requires the project to prevent discharge from events up to the 95th percentile 24-hour rainfall event (1.3"). Due to the clay soils found at the site, the type D soil percolation rate of 0.25"/hr was utilized in the SCM Sizing Calculator attached. See Section C on Sheet T5 of the tentative map for the Bioretention/Detention Pond Detail.

The SCM Sizing Calculator is an Excel spreadsheet that computes the required SCM sizing and was developed for the Regional Water Quality Control Board, Central Coast Region.

The bioretention area provided is 2953 SF. From the SCM Sizing Calculator, the required storage volume is 2605 CF. Depth of underdrain is 3 feet.

11. **Peak Management (Performance Requirement No. 4)**

Peak management will be provided by the use of the bioretention/detention pond at the northeast corner of the project. See attached detention volume calculations. The project runoff will be metered out into the storm drain pipe in Airport Blvd. with the use of a sized orifice pipe located in the outflow catch basin in the bioretention/detention pond. See Section C on Sheet T5 of the tentative map for the Bioretention/Detention Pond Detail.

Detention pond sizing was determined with the Runoff Detention by Modified Rational Method template developed by the County of Santa Cruz Stormwater Department.

12. **Site Assessment Measures**

Site Assessment Measure	Description
Site topography	The existing site consists of a flat site fronting on Airport Blvd. and surrounded on 2 sides by industrial park lots and one side by a mobile home park.
Hydrologic features including contiguous natural areas, wetlands, watercourses, seeps, or springs	None.
Depth to seasonal high groundwater	Ground water was not encountered.
Locations of groundwater wells used for drinking water	No groundwater wells on site
Depth to an impervious layer such as bedrock	Shallow site soils consist of silty clays. No bedrock was encountered.
Presence of unique geology (e.g., karst)	No unique geology encountered.
Geotechnical hazards	No unique geologic hazards.

Documented soil and/or groundwater contamination	No documented contamination.
Soil types and hydrologic soil groups	Silty Clay, see geotechnical investigation.
Vegetative cover/trees	The existing site was previously developed. No native vegetation exists on the site with the exception of a few trees. New landscaping will be provided per the landscape plan.
Run-on characteristics (source and estimated runoff from offsite which discharges to the project area)	The site receives no run-on from adjacent properties.
Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains	There are existing storm drain facilities at the intersection of Airport Blvd. and Aviation Way. New site storm drainage will connect to these systems.
Structures including retaining walls	There is an existing residence and office trailer on the site that will be removed. There is also a large concrete slab that will also be removed.
Utilities	New utilities will be provided for sewer, water, storm drainage, electrical, gas and communication. These utilities will connect to existing utility services in Airport Blvd.
Easements	New utility easements will be provided along the south boundary.
Covenants	A home owners association will be formed for this subdivision and will be responsible for maintenance of the stormwater system.
Zoning/Land Use	Current zoning is IP-Industrial Park. Proposed zoning is RM-2 Multiple Residential - Medium Density. Current land use is residential. Proposed land use is a residential.
Setbacks	RM-2 setback requirements
Open space requirements	No open space requirements
Other pertinent overlay(s)	No other pertinent overlays

13. Site Design Measures

Design Measure	Description
Define the development envelope and protected areas, identifying areas that are most suitable for development and areas to be left undisturbed	Project site previously developed. No areas to be left undisturbed.
Conserve natural areas, including existing trees, other vegetation, and soils	Project site previously developed, no native areas exist.
Limit the overall impervious footprint of the project	Overall impervious footprint minimized. 8% bioretention provided.
Construct streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided that public safety or mobility uses are not compromised	Driveways and sidewalks have been proposed to the minimum width necessary.
Set back development from creeks, wetlands, and riparian habitats	No creeks, wetlands or riparian habitats exist in the vicinity of the project.
Conform the site layout along natural landforms	Project layout conforms to the natural landform.
Avoid excessive grading and disturbance of vegetation and soils	Grading has been minimized by utilizing the existing topography as much as possible in the project design.

14. Post-Construction Stormwater Control Measures

The stormwater control measures proposed for this development are the bioretention facilities for Stormwater Quality and Runoff Retention. The bioretention facility will comply with the City of Watsonville's Standard Bioretention Facility LID-001. This bioretention facility specification is also the one used by the Regional Water Quality Control Board (RWQCB), Central Coast Region.

Due to the proximity of the SCM to the east property line, an impermeable liner will be placed along the east side of the pond to minimize infiltration onto the neighboring property.

Sizing of the retention/detention pond is represented on the SCM Sizing Calculator and Detention spreadsheet attached to this document. The predevelopment runoff rate is 0.718 CFS as noted on the Detention spreadsheet.

15. Operation and Maintenance Plan

Homeowners Association of the new subdivision will be required to maintain the post-construction stormwater control measures. See the site map on the following sheet for the Bioretention Facility locations.

The Bioretention Facilities is located at the northeast corner of the project.

Maintenance: The primary maintenance requirement for bio retention facilities includes routine inspections targeted at maintaining hydraulic efficiency of the channel, the treatment effectiveness of the bioretention components, and a dense, healthy vegetative cover. Maintenance activities should include periodic mowing (with grass never cut shorter than the design flow depth), clearing of debris and blockages, and sediment removal. Reseed bare areas annually. Inspections should also look for erosion along the bottom of the swale channel.

Performance and Inspection: To ensure proper performance, visually inspect that stormwater is infiltrating properly and is being conveyed through the length of the bioswale. Water ponding in a bioswale for more than 48 hours may indicate operational problems. Corrective measures include inspection for and removal of accumulated sediments. Back flushing the under drain is another option. Samples of the bioretention media should be taken in the case of poor infiltration to determine the condition of the media (e.g. clay content). Full or partial replacement of the bioretention media may be required to restore the flow rate through the swale. Alternately, soil amendments can first be applied in an attempt to restore permeability. Perform this inspection annually in spring, and after extreme events (e.g. after heavy rainfall).

Costs: We estimate annual inspection and maintenance to cost \$1000 per year. We estimate replacement after the 25 year live expectancy to cost \$25,000.

Maintenance Agreement and Transfer of Responsibility for SCMs:

Prior to issuing approval for final occupancy the City will require that projects subject to these Post-Construction Requirements provide verification of ongoing maintenance provisions for Structural Stormwater Control Measures, including but not limited to legal agreements, covenants, CEQA mitigation requirements, and or conditional use permits. Verification shall include, at a minimum:

- a) The project owner's signed statement accepting responsibility for the O&M of the installed onsite and/or offsite structural treatment and flow control SCMs until such responsibility is legally transferred to another entity; and either
 - i) A signed statement from the public entity assuming responsibility for structural treatment and flow control SCM maintenance and stating that the SCM meets all local agency design standards; or
 - ii) Written conditions in the sales or lease agreements or deed for the project that require the buyer or lessee to assume responsibility for the O&M of the onsite and/or offsite structural treatment and flow control SCM until such responsibility is legally transferred to another entity; or
 - iii) Written text in project deeds, or conditions, covenants and restrictions for multi-unit residential projects that require the homeowners association or, if there is no association, each

- individual owner to assume responsibility for the O&M of the onsite and/or offsite structural treatment and flow control SCM until such responsibility is legally transferred to another entity; or
- iv) Any other legally enforceable agreement or mechanism, such as recordation in the property deed, that assigns responsibility for the O&M of the onsite and/or offsite structural treatment and flow control SCM to the project owner(s) or the Permittee

16. Statement of Compliance:

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the City of Watsonville Stormwater post-Construction Standards (Resolution No. 4-14, Adopted January 14, 2014). The Water Quality Treatment and Peak Management Requirements have been met on the site by the proposed measures.

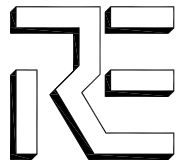
Bioretention/Detention Pond

Bioretention	Req'd Size 1823 SF	Provided Size 2870 SF
Retention	Req'd Depth 3.2'	Provided Depth 3.2'
Detention	Req'd Volume 1664 CF	Provided Volume 1722 CF

CLIENT: 547 AIRPORT BLVD
TOWNHOMES

LOCATION:
AIRPORT BLVD.

DRAINAGE CALCS



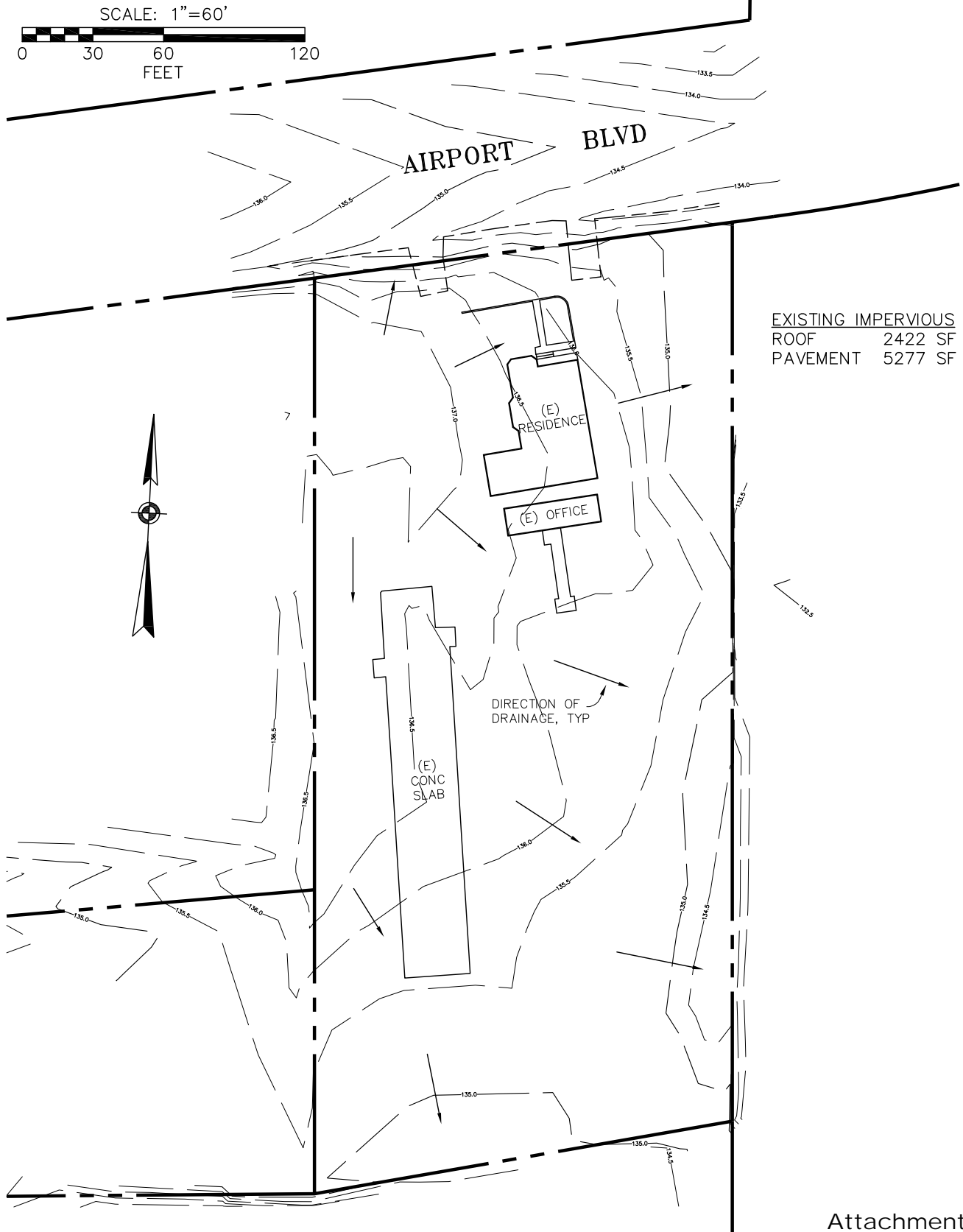
ROPER ENGINEERING
CIVIL ENGINEERING & LAND SURVEYING
64 PENNY LANE, SUITE A
WATSONVILLE, CA 95076
(831) 724-5300

JOB NO.: 16043

DATE:
JUNE 20, 2019

SHEET:
1 OF 2

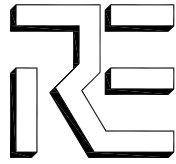
EXISTING IMPERVIOUS SURFACES



CLIENT: 547 AIRPORT BLVD
TOWNHOMES

LOCATION:
AIRPORT BLVD.

DRAINAGE CALCS



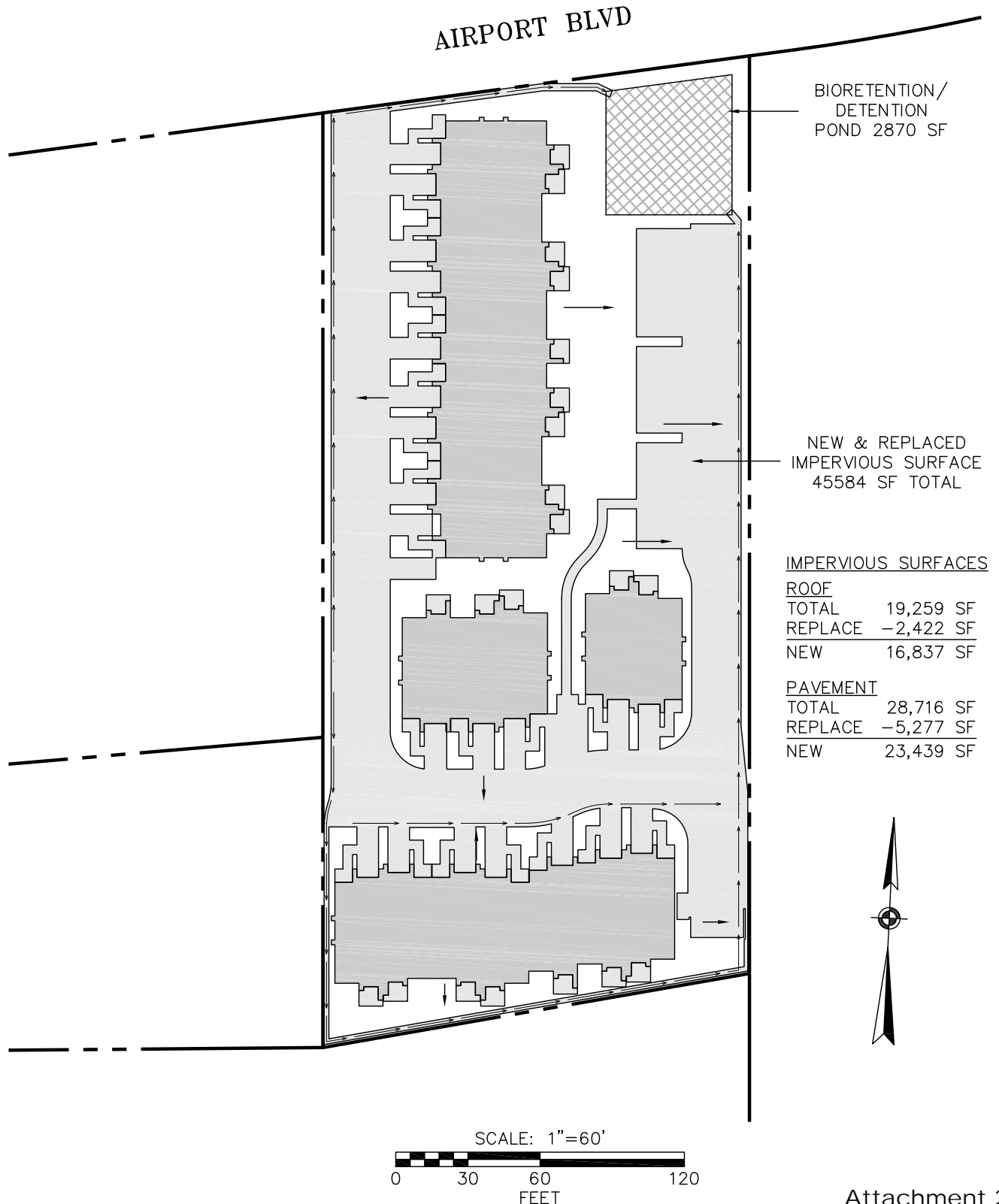
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64 PENNY LANE, SUITE A
WATSONVILLE, CA 95076
(831) 724-5300

JOB NO.: 16043

DATE:
JUNE 20, 2019

SHEET:
2 OF 2

DRAINAGE MANAGEMENT AREAS



Central Coast Region Stormwater Control Measure Sizing Calculator

Version: 2/26/2014

1. Project Information

Project name:	547 Airport Blvd Townhomes 12-29-17
Project location:	547 Airport Blvd., Watsonville
Tier 2/Tier 3:	Tier 3 - Retention
Design rainfall depth (in):	1.3
Total project area (ft2):	68279
Total new impervious area (ft2):	40277
Total replaced impervious in a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	7699
Total pervious/landscape area (ft2):	20933

2. DMA Characterization

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
New Roof	Drains to SCM	16837	Roof	New	Bioretention Area
Replaced Roof	Drains to SCM	2422	Roof	Replaced	Bioretention Area
New Pavement	Drains to SCM	23439	Concrete or asphalt	New	Bioretention Area
Replaced Pavement	Drains to SCM	5277	Concrete or asphalt	Replaced	Bioretention Area
Landscape	Self-Treating	20933			

DMA Summary Area

Total project impervious area (ft2):	47975
New impervious area (ft2):	40276
Replaced impervious within a USA (ft2):	0
Replaced impervious not in a USA (ft2):	7699
Total pervious/landscape area (ft2):	0

3. SCM Characterization

Name	SCM Type	Safety Factor	SCM Soil Type	Infiltr. Rate (in/hr)	Area (ft2)
Bioretention Area	Bioretention	1	HSG C/D	0.25	2870

4. Run SBUH Model

5. SCM Minimum Sizing Requirements

SCM Name	Min. Required Storage Vol. (ft3)	Depth Below Underdrain (ft)	Drain Time (hours)
Bioretention Area	3636	3.17	50.7

6. Self-Retaining Area Sizing Checks

Self-Retaining DMA Name	Self-Retaining DMA Area (ft2)	Tributary DMA Name	Tributary DMA Area (ft2)	Tributary / SRA Area Ratio

RUNOFF DETENTION BY THE MODIFIED RATIONAL METHOD**Data Entry:** **PRESS TAB & ENTER DESIGN VALUES**

SS Ver: 1.0

Site Location P60 Isopleth: **1.30** Fig. SWM-2 in County Design Criteria
 Rational Coefficients Cpre: **0.28** See note # 2
 Cpost: **0.77** See note # 2
 Impervious Area: **68279** ft² See note # 2 and # 4

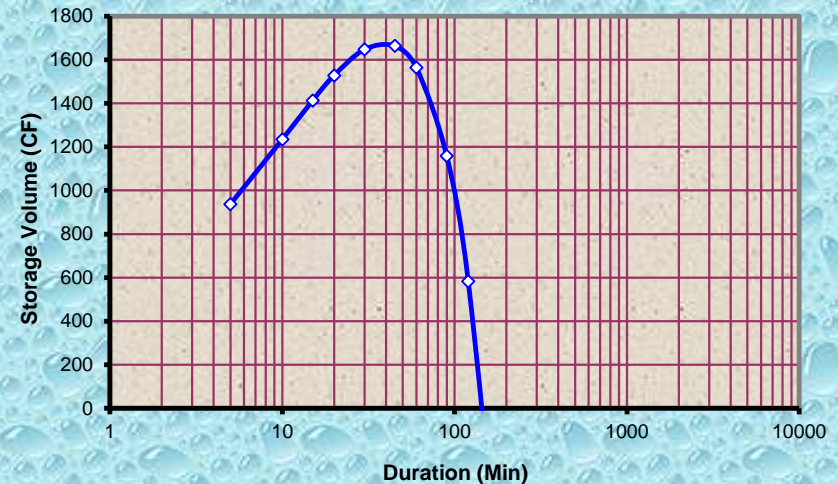
STRUCTURE DIMENSIONS FOR DETENTION1664 ft³ storage volume calculated**40** % void space assumed**4159** ft³ excavated volume needed

Structure Ratios	Length	Width*	Depth*	*For pipe, use the square root of the sectional area
	52.40	54.80	1.50	
Dimen. (ft)	51.79	54.16	1.48	

10 - YEAR DESIGN STORM**DETENTION @ 15 MIN.**

Storm Duration (min)	10 - Year Intensity (in/hr)	10 - Yr. Release Qpre (cfs)	10 - Year Qpost (cfs)	Detention Rate To Storage (cfs)	Specified Storage Volume (cf)
1440	0.21	0.094	0.259	-0.459	-49538
1200	0.23	0.102	0.281	-0.437	-39311
960	0.25	0.113	0.310	-0.407	-29338
720	0.29	0.128	0.353	-0.365	-19716
480	0.35	0.154	0.422	-0.295	-10635
360	0.39	0.175	0.480	-0.238	-6419
240	0.47	0.209	0.575	-0.143	-2572
180	0.54	0.238	0.653	-0.064	-869
120	0.64	0.285	0.782	0.065	583
90	0.73	0.323	0.889	0.172	1159
60	0.88	0.387	1.065	0.347	1564
45	0.99	0.440	1.211	0.493	1664
30	1.19	0.527	1.450	0.732	1647
20	1.43	0.631	1.737	1.019	1528
15	1.62	0.718	1.974	1.256	1413
10	1.94	0.860	2.364	1.646	1235
5	2.64	1.170	3.218	2.500	938

**10-Yr Post-Development Detention Storage Volume
@ 10-Yr Pre-Development Release Rate**

**Notes & Limitations on Use:**

- 1) The modified rational method, and therefore the standard calculations are applicable in watersheds up to 20 acres in size.
- 2) Required detention volume determinations shall be based on all net new impervious areas both on and off-site, resulting from the proposed project. Pervious areas shall not be included in detention volume sizing; an exception may be made for incidental pervious areas less than 10% of the total area.
- 3) Gravel packed detention chambers shall specify on the plans, aggregate that is washed, angular, and uniformly graded (of single size), assuring void space not less than 35%.
- 4) A map showing boundaries of both regulated impervious areas and actual drainage areas routed to the hydraulic control structure of the detention facility is to be provided, clearly distinguishing between the two areas, and noting the square footage.
- 5) The EPA defines a class V injection well as any bored, drilled, or driven shaft, or dug hole that is deeper than its widest surface dimension, or an improved sinkhole, or a subsurface fluid distribution system. Such storm water drainage wells are "authorized by rule". For more information on these rules, contact the EPA. A web site link is provided from the County DPW Stormwater Management web page.
- 6) Refer to the County of Santa Cruz Design Criteria, for complete methodology.



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Off-site Storm Water Analysis

For

**Tract No. 1604
547 Airport Blvd
Townhouse Project**

**Prepared At the Request of
Raoul Ortiz**

February 2021

B&W Job No. 28191

1. Introduction

The purpose of this report is to analyze the hydrologic and hydraulic impacts of the development of Tract No. 1604, a 21 unit townhouse development at 547 Airport Blvd to the existing 27" diameter storm drain pipe at the North side of Airport Blvd. The analysis shall determine if the existing system in Airport Blvd is capable of conveying the flow from the site and the pipe's other tributary areas.

The analysis utilizes surveyed stormdrain information from the Airport Boulevard Widening City Project No. ST 91-03 prepared by Bowman and Williams. The new stormwater infrastructure was taken from the plans for Tract No. 1604 547 Airport Blvd. Townhomes, prepared by Roper Engineering dated June 20, 2019 (datum NAV 1988). There was a difference in datums for the surveyed data and the plans, so the surveyed data was converted to NAV 1988 datum.

In accordance with the City's guidance a preliminary limited analysis was performed to focus on the impact from the site. The existing 27" RC pipe adjacent to the site was analyzed to determine if it can convey runoff from the upstream tributary area as well as the mitigated flow from the site. To acknowledge that the system downstream of the adjacent 27" pipe experiences flooding (but not mitigate for existing flooding issues), the model included a tailwater depth equal to full-pipe conditions.

The analysis showed that the 27" pipe would surcharge and flooding would overflow from surface grates for the 25 year storm event. For this reason we are recommending modifications to the Roper plans to increase the detention pond to mitigate for both the 10 year storm and 25 year storm, and elimination of the proposed catch basin in Airport Blvd which would overload the site's proposed discharge pipe.

2. Drainage Conditions

The tributary areas and infrastructure which discharges to the 27" RCP drainage system was assumed from the County of Santa Cruz GIS system, the City of Watsonville Sanitary Sewer and Stormdrain Map Book and the Watsonville Municipal Airport Drainage and Utility Master Plan dated April 2010, prepared by Reinard W. Brandley Consulting Airport Engineers.

The total pre-development tributary drainage area was determined to be 24.41 acres which was divided into 3 subbasins for analysis purposes. The existing portion of the site contribution to Airport Blvd was 0.78 acres. Post development the site contribution to Airport Blvd was 1.51 acres, bringing the total tributary drainage area to 25.14 acres.

3. Hydrology & Hydraulics

Autodesk Storm and Sanitary Analysis 2017 (SSA) was used to model the drainage infrastructure and tributary areas contributing to the adjacent 27" RCP drainage system. The County of Santa Cruz Rainfall Intensity Duration curve data for a P-60 value of 1.3 was used to create an IDF curve in the model. The rational method was selected for the hydrology method and hydrodynamic was selected as the link routing methodology due to the connections to existing systems which have the potential to reverse flow. Estimated were the slopes, flow path lengths, and runoff coefficients for each subbasin, utilizing the rational method (FAA) to determine the time of concentration within the model.

Each of the 3 subbasins were routed to the drainage infrastructure shown on the GIS system. Rim and invert elevations were from the Airport Boulevard Widening City Project No. ST 91-03. The existing and proposed drainage infrastructure were evaluated using the 25 year storm events.

Three scenarios were modeled:

1. The existing system without the project
2. The system with the improvements (designed by Roper)
3. The system with modifications to the improvements

4. Modeling Results

For each of the scenarios run there is some flooding at the intersection of Airport Blvd and Aviation Way for the 25 year storm events. The intersection is a low point, so the water will pond in that location. The Santa Cruz County GIS contour data indicates that the ponding water would overflow to the neighboring drainage system in the Colonial Manor mobile home park. The flooding and surcharged conditions are likely due to undersized pipes and shallow slopes. The 25 year storm analysis maps, reports and profiles for the existing condition are included in the appendix.

Existing Conditions

The existing condition has a portion of the site from draining away from Airport Blvd. Therefore the Tributary area draining to the 27" system is less than post development. The existing system layout can be shown on the map in Appendix C. The 25 year storm event flow results are as follows:

Tributary Area (ac)	Link (See Map in Appendix C Section 1)	Peak Flow (cfs)	Capacity (cfs)	Flow/Capacity	Condition
1.31	PIPE0A	1.27	10.66	0.12	SURCHARGED
1.31	PIPE0B	4.31	17.51	0.25	SURCHARGED
24.41	PIPE1C	22.96	1.29	17.74	SURCHARGED
24.41	PIPE2A	22.96	17.47	1.31	SURCHARGED
24.41	PIPE2B	22.96	20.79	1.10	SURCHARGED

The existing system has flooding issues.

Roper Proposed Development

The proposed development provides detention to release the 10 year predevelopment flow rate (assuming the whole site drained to Airport Blvd pre-development). The Roper system layout can be shown on the map in Appendix C. The 25 year storm event flow results are as follows:

Tributary Area (ac)	Link(See Map in Appendix C Section 2)	Peak Flow (cfs)	Capacity (cfs)	Flow/Capacity	Condition
1.51	PIPE1A	1.07	14.46	0.07	SURCHARGED
2.04	PIPE1B	1.15	8.46	0.14	SURCHARGED
25.14	PIPE1C	25.36	1.29	19.59	SURCHARGED
25.14	PIPE2A	24.65	17.47	1.41	SURCHARGED
25.14	PIPE2B	24.65	20.79	1.19	SURCHARGED

The proposed Roper development would increase the peak flow to the already flooded system.

Modified Proposed Development

The modified proposed development would provide detention for the 25 year storm event with a release of the 10 year predevelopment flow rate (assuming a portion of the site drained to the rear of the site pre-development). The Modified system layout can be shown on the map in Appendix C The 25 year storm event flow results are as follows:

Tributary Area (ac)	Link (See Map in Appendix C Section 3)	Peak Flow (cfs)	Capacity (cfs)	Flow/Capacity	Condition
0.53	PIPE0A	0.92	10.42	0.09	SURCHARGED
0.53	PIPE0B	4.10	17.51	0.23	SURCHARGED
23.63	PIPE1C	23.17	1.29	17.90	SURCHARGED
1.51	PIPE1D	1.43	4.26	0.34	SURCHARGED
25.14	PIPE2A	22.91	17.47	1.31	SURCHARGED
25.14	PIPE2B	22.91	20.79	1.10	SURCHARGED

The modified design would prevent any additional flooding to the existing system for the 25 year storm event.

5. Preliminary and Modified Design

The current Roper plans are designed to meet the City's standard Stormwater requirements, but do not address the re-direction of runoff from 0.73 acres. The current design has a 2,870 sf bioretention area with 1.5 ft of gravel to provide 1,722 cf of detention.

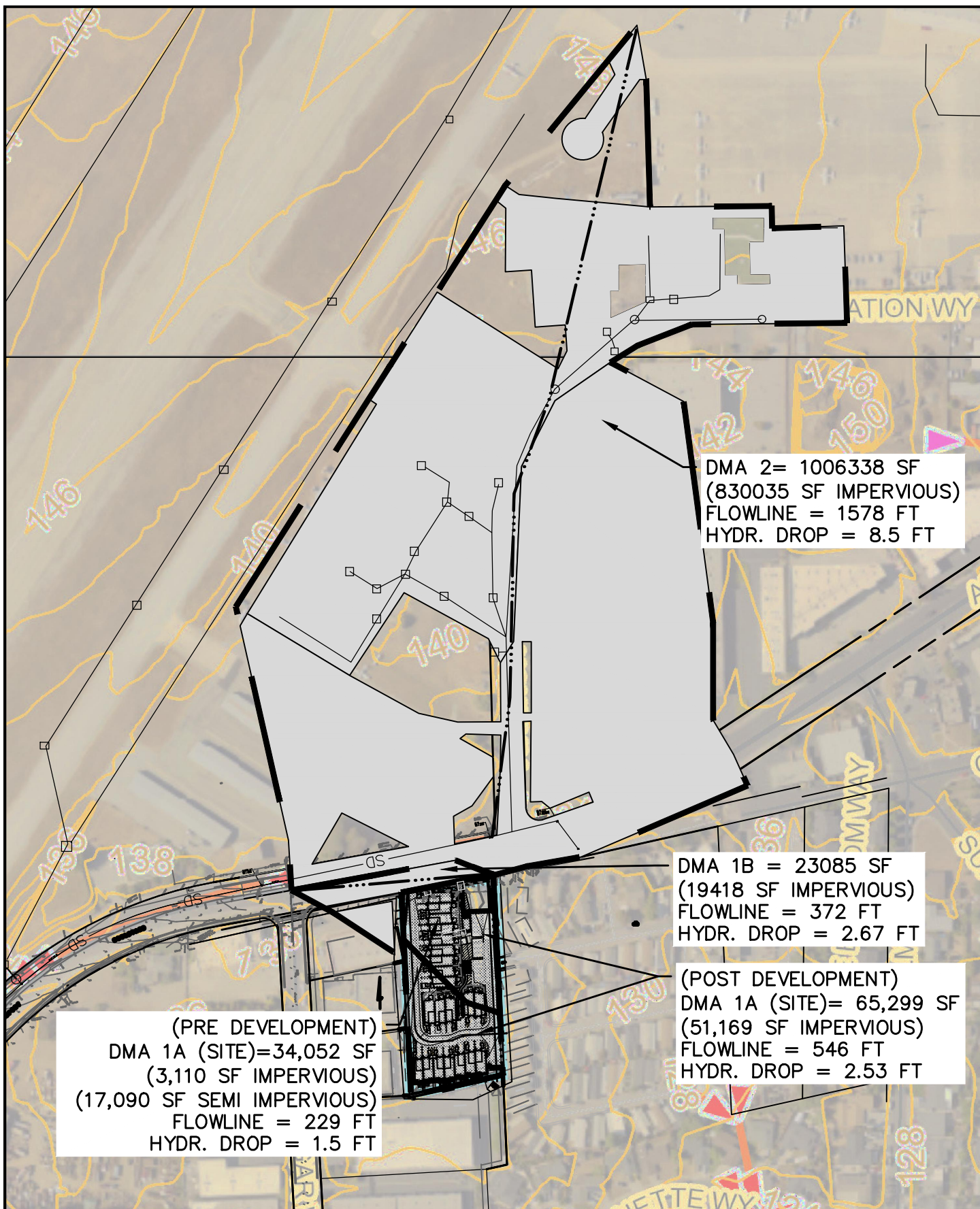
Due to the existing overloading of the drainage system in Airport Boulevard, there is currently no capacity to handle the increased storm water runoff from the 25 year storm event. For that reason we are proposing to modify the project design to detain the increase in stormwater runoff from the project's 25 year storm event instead of just detaining the increase in runoff from added impervious for the 10 year storm event.

The modified detention volume for the site was determined using the County of Santa Cruz detention methodology for the 25- year 15 min storm event. To account for the redirection of flow the allowable pre-development flow is only for the existing 0.78 acres.

The resulting detention volume would need to be 3539 cf. Therefore we proposed to modify the existing bioretention design to provide storage in a gravel depth to 1.25 ft, include 2 ft of storage in the bioretention media, and provide 0.5 ft of ponding above the bioretention, resulting in 3750 cf of detention.

APPENDIX A

SITE MAPS



BOWMAN & WILLIAMS

CONSULTING CIVIL ENGINEERS
 AND LAND SURVEYORS

3949 RESEARCH PARK CT., STE. 100, SOQUEL, CA 95073
 (831) 426-3560

SCALE 1" = 250'

DATE FEB 2021

DRAWN KAB

JOB NO. 28191

DWG NAME 28191-DRN

FILE NO.

APPENDIX B

CALCULATIONS

TYPE OF AREA

10- YEAR RUNOFF
COEFFICIENTS

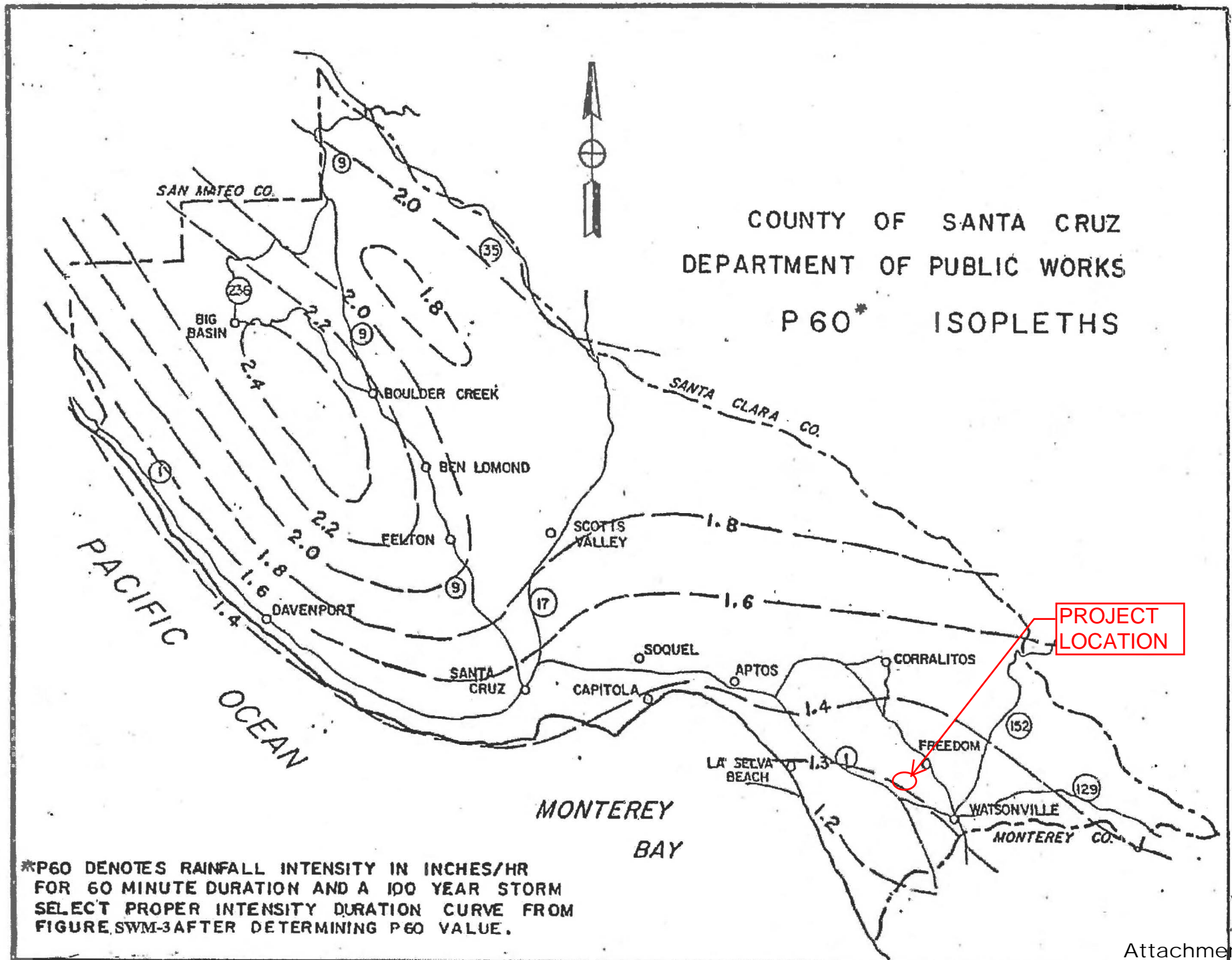
Rural, park, forested, agricultural	0.10 - 0.30
Low residential (Single family dwellings)	0.45 - 0.60
High residential (Multiple family dwellings)	0.65 - 0.75
Business and commercial	0.80
Industrial	0.70
Impervious	0.90

REQUIRED ANTECEDENT MOISTURE FACTORS
(Ca) FOR THE RATIONAL METHOD*

Recurrence Interval (Years)	Ca
2 to 10	1.0
25	1.1
50	1.2
100	1.25

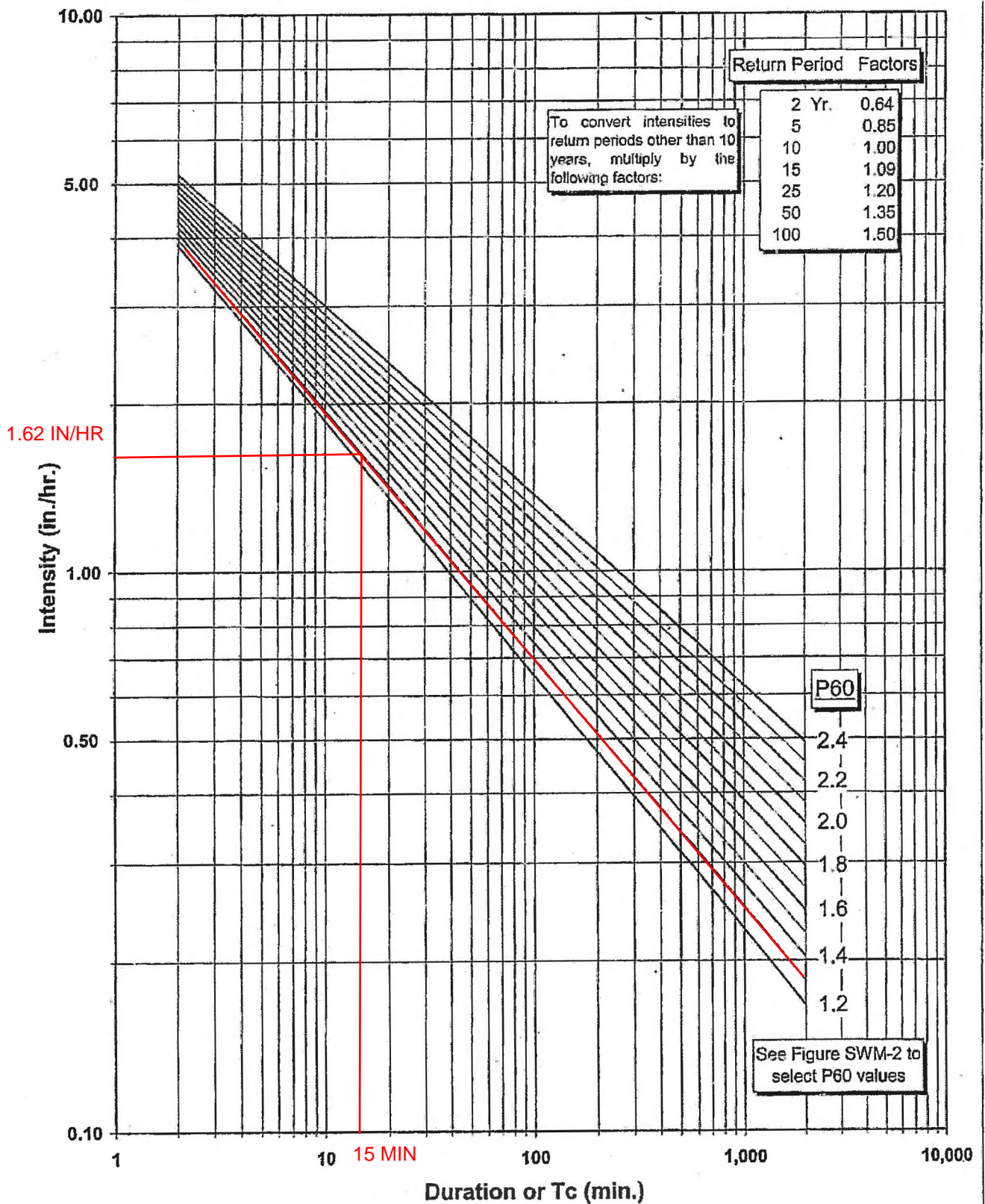
Note: Application of antecedent moisture factors (Ca) should not result in an adjusted runoff coefficient (C) exceeding a value of 1.00

*APWA Publication "Practices in Detention of Stormwater Runoff"



Rainfall Intensity - Duration Curves 10 Yr. Return Period

$$((4.29112) * (1.1952)^{P60_VALUE}) / (DURATION^{(0.60924) * (0.78522)^{P60_VALUE}})$$



Rev. 11-05

FIG. SWM-3

DRAINAGE CALCULATIONS FOR :
547 Airport Blvd
Watsonville, CA
BOWMAN & WILLIAMS FILE: 28191
February 19, 2021

Flow Rate Calculations
DMAS

Intensity for Storm: 10 Yr

Return Period = Years
P60 Isopleth = (Based on Location - See County Map)
 I_a = (Based on Return Period - See Above Right)

Return Period	I_a
2	0.64
5	0.85
10	1.00
15	1.09
25	1.20
50	1.35
100	1.50

Pre-development

Area Description	Total Area (ft ²)	Impervious Area (sf)	Semi Impervious Area (sf)	Pervious Area (sf)	Area (AC)	C	A*C	C_a	Tc (min)	I (in/hr)	Q (cfs)
1A. Site	34,052	3,110	17,090	13,852	0.78	0.46	0.36	1.25	15	1.622	0.33
1B. Offsite	23,085	19,418	0	3,667	0.53	0.80	0.43	1.25	15	1.622	0.70
2. Aviation to Airport Blvd	1,006,338	830,035	0	176,303	23.10	0.79	18.36	1.25	15	1.622	29.59
Total	1,063,475				24.41		19.15				30.61

Post-development

Area Description	Total Area (ft ²)	Impervious Area (sf)	Semi Impervious Area (sf)	Pervious Area (sf)	Area (AC)	C	A*C	C_a	Tc (min)	I (in/hr)	Q (cfs)
1A. Site	65,764	51,634	0	14,130	1.51	0.77	1.16	1.25	15	1.622	1.82
1B. Offsite	23,085	19,418	0	3,667	0.53	0.80	0.43	1.25	15	1.622	0.70
2. Aviation to Airport Blvd	1,006,338	830,035	0	176,303	23.10	0.79	18.36	1.25	15	1.622	29.59
Total	1,095,187				25.14		19.95				32.11

DRAINAGE CALCULATIONS FOR :
 Tract 1604, 547 Airport Blvd
 Watsonville, CA
 BOWMAN & WILLIAMS FILE: 28191
 February 19, 2021

Detention Calculations

1. Basis of Calculation Based on County of Santa Cruz Design Criteria 2014, Page 85

A = Area in acres
 Ia = Return Period Factor
 Ca = Antecedent Moisture Factor
 Cpre = Pre-developed runoff coefficient
 Cpost = Post-developed runoff coefficient
 tc = Time of Concentration in minutes

Intensity (I) = $((4.29112)^{(1.1952P60))} / (tc^{((0.60924)^{(0.78522P60))})} Ia$
 Pre Development Runoff (Q_{pre}) = $Ca * Cpre * Ia * I * A / 43200$
 Post Development Runoff (Q_{post}) = $Ca * Cpost * Ia * I * A / 43200$
 Required Storage Volume = $(Q_{post} - Q_{pre}) * \text{Rainfall Duration} * 60$
 Note: Maximum volume produced from a storm duration during a 24 hour event is selected for design.

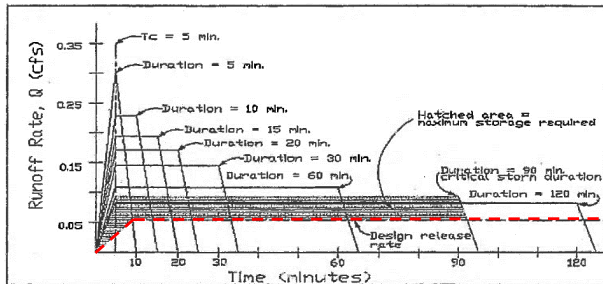


Figure 1: Sample Detention Hydrographs

2. Data

Design Rainfall Frequency = 25 Year
 Pre-developed Runoff Coefficient (C_{pre}) = 0.35 (Fig. SWM-1 or from site estimate)
 Post-developed Runoff Coefficient (C_{post}) = 0.77 (Fig. SWM-1 or from site estimate)
 Antecedent Moisture Content C_a = 1.1 (for 25 year storm per Fig. SWM-1)
 P60 Isopleth = 1.3 (Fig. SWM-2 & SWM-3 of Design Criteria)
 Detention Storm I_a = 1.2 (Fig. SWM-3)
 Pre-developed Time of Concentration = 15 minutes
 Post-developed Time of Concentration = 15 minutes
 Pre Development Total area = 34,052 sf
 Post Development Total area = 65,299 sf
 Factor of Safety = 1.25

Areas and Pre-developed Runoff Coefficient Calculations

Area Description	Area (ft ²)	Runoff Coefficient	Area * Runoff Coefficient
Pervious Surfaces	13,852	0.30	4156
Semi Impervious	17,090	0.30	5127
Impervious Surfaces	3,110	0.90	2799
Total =	34,052		12082

Pre-developed Runoff Coefficient (C_{pre}) = $(\text{Area} * C\text{-value}) / (\text{Total Area}) = 0.35$

Areas and Post-developed Runoff Coefficient Calculations

Area Description	Area (ft ²)	Runoff Coefficient	Area * Runoff Coefficient
Pervious Surfaces	14,130	0.30	4239
Semi Impervious	0	0.30	0
Impervious Surfaces	51,169	0.90	46052
Total =	65,299		50291

Post-developed Runoff Coefficient (C_{post}) = $(\text{Area} * C\text{-value}) / (\text{Total Area}) = 0.77$

3. Detention Calculations

25 YEAR STORM VALUES				DETENTION @ 15 MIN.
Rainfall Duration (min)	25 Year Intensity (in/hr)	Pre-Development Q_{pre} (cfs)	Post-Development Q_{post} (cfs)	Require Storage Volume (cf)
1440	0.255	0.079	0.327	-23469
1200	0.277	0.085	0.355	-17567
960	0.306	0.094	0.392	-11922
720	0.348	0.107	0.445	-6631
480	0.416	0.128	0.533	-1886
360	0.473	0.146	0.606	158
240	0.567	0.174	0.726	1831
120	0.772	0.237	0.988	2803
90	0.877	0.270	1.123	2831
60	1.050	0.323	1.345	2686
45	1.194	0.367	1.529	2511
30	1.430	0.440	1.831	2218
20	1.712	0.527	2.193	1913
15	1.946	0.599	2.492	1704
10	2.331	0.717	2.985	1432
5	3.173	0.976	4.063	1039

Required Storage = 2831
 Required Storage With 1.25 Safety Factor = 3539

DRAINAGE CALCULATIONS FOR :
547 Airport Blvd
Watsonville, CA
BOWMAN & WILLIAMS FILE: 28191
February 19, 2021

Detention Calculations

Requirement

25 yr Storm Detention

Volume (25 yr Pre-

Development Release) 3539 cf

Provided

Detention Area 2500 sf

Gravel Depth 1.25 ft

Gravel Volume = (Area x
Depth)*0.4 1250 cf

Media Depth 2 ft

Media Volume = (Area x
Depth)*0.25 1250 cf

Ponding Depth 0.5 ft

Ponding Volume = Area x
Depth 1250 cf

Total Volume 3750

Total Depth 3.75

DRAINAGE CALCULATIONS FOR :
547 Airport Blvd
Watsonville, CA
BOWMAN & WILLIAMS FILE: 28191

Orifice & Weir Calculations

Basis of Calculation (Orifice Formula)

Orifice

$$Q = C_d * A * (2gh)^{1/2}$$

$$h = (((Q/(C_d * A))^2)/2g)$$

Q = Discharge Rate Through Orifice

C_d = Discharge Coefficient

A = Area of Orifice

g = Acceleration of gravity

h = Water Depth at Orifice

a = 1/2 Orifice Opening Height

h = Hydraulic Head from
Center of orifice to top of wall

Control Box DMA 3

Orifice Input

Q _{Pre10-Year} =	0.33	cfs
Orifice Invert =	128.76	
Grate =	133.50	
Low Flow Orifice Diameter (D) =	2.50	in
Orifice Coefficient - (Type A) (C _d) =	0.62	

Orifice Output

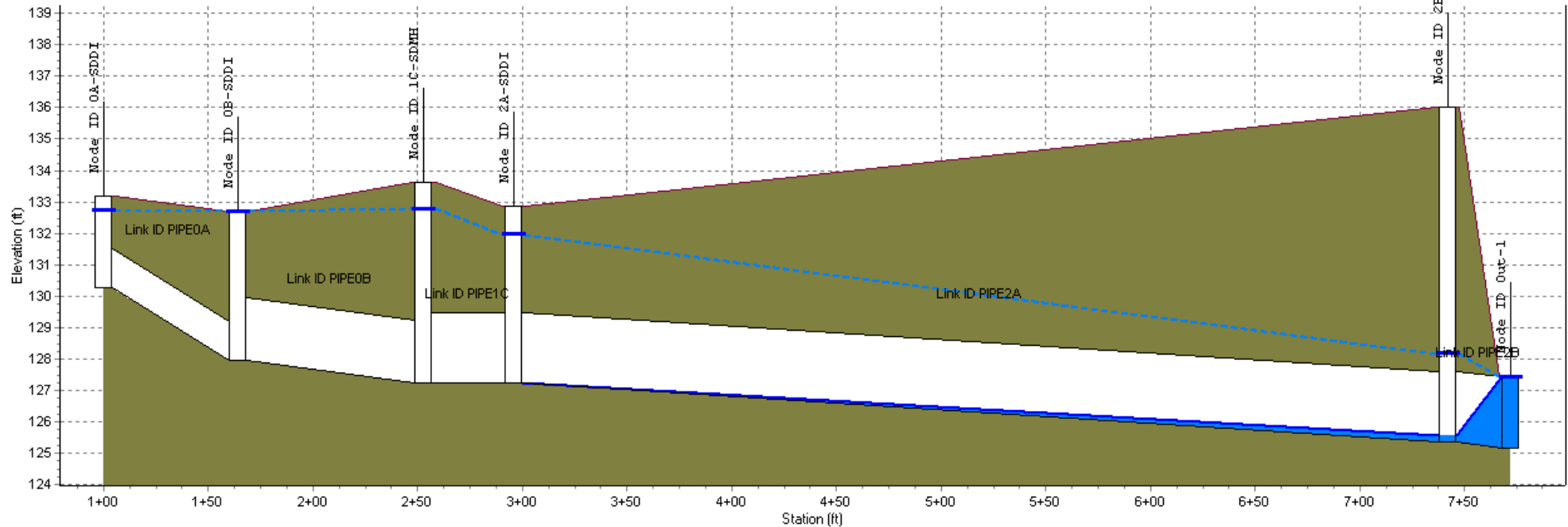
Low Flow Orifice Area (A) =	0.03	sf
Head to Discharge Q _{Pre} (h) =	3.75	ft
Top of Wall =	132.61	
Freeboard =	0.89	ft

APPENDIX C

SYSTEM MAP AND MODELING RESULTS

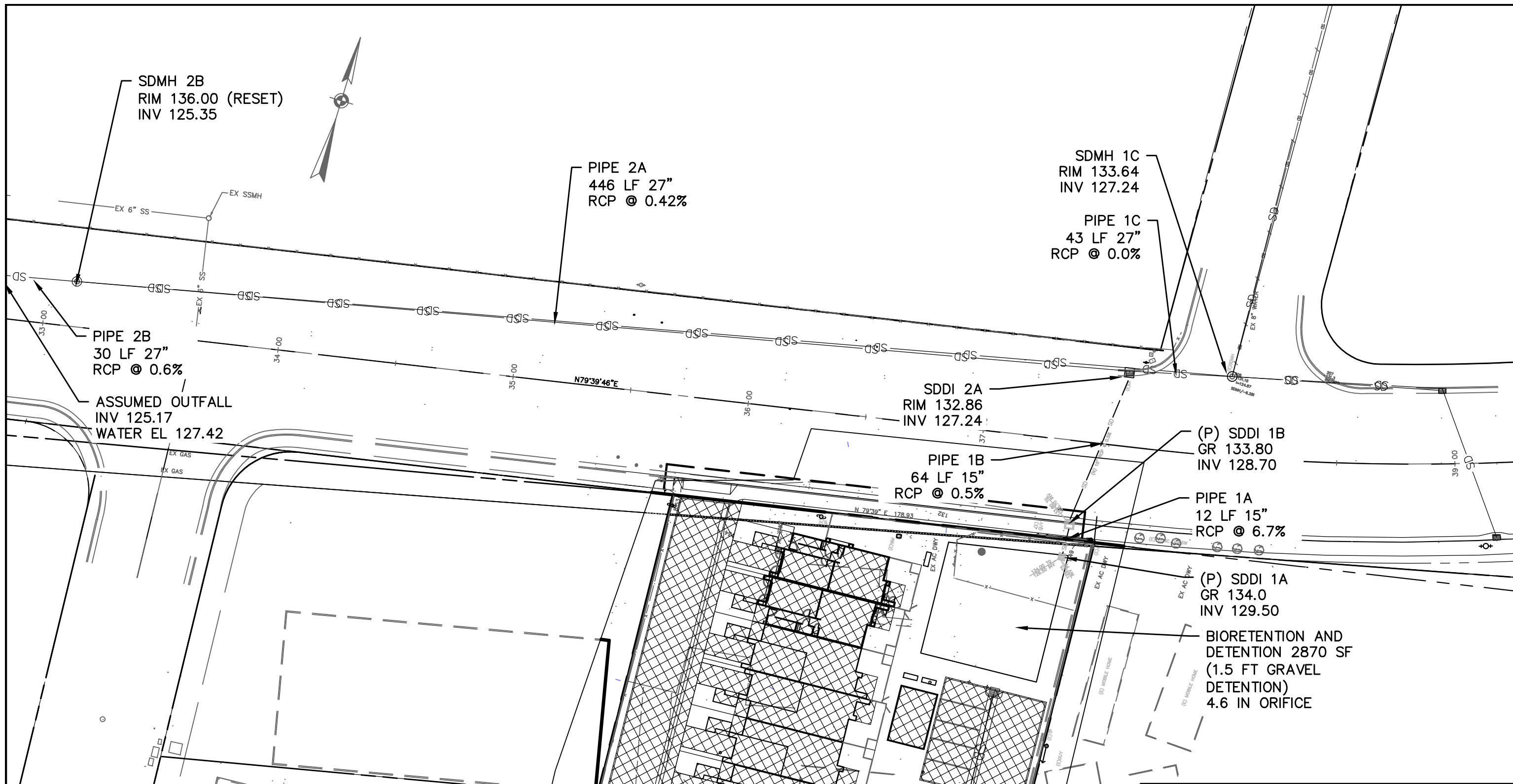
1. EXISTING CONDITIONS (PREDEVELOPMENT)

Existing Airport Blvd SD System
25 Year Storm Event



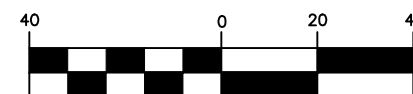
Node ID:	0A-SDDI	0B-SDDI	1C-SDMH	2A-SDDI	2B-SDMH	Out-1
Rim (ft):	133.20	132.69	133.64	132.86	136.00	
Invert (ft):	130.27	127.95	127.24	127.24	125.35	125.17
Min Pipe Cover (ft):	1.68	2.74	4.15	3.37	8.40	
Max HGL (ft):	132.71	132.69	132.78	131.94	128.16	127.42
Link ID:	PIPE0A	PIPE0B	PIPE1C	PIPE2A	PIPE2B	
Length (ft):	64.00	89.00	43.00	446.00	30.00	
Dia (ft):	1.25	2.00	2.25	2.25	2.25	
Slope (ft/ft):	0.0363	0.0080	0.0000	0.0042	0.0060	
Up Invert (ft):	130.27	127.95	127.24	127.24	125.35	
Dn Invert (ft):	127.95	127.24	127.24	125.35	125.17	
Max Q (cfs):	1.27	4.31	22.96	22.96	22.96	
Max Vel (ft/s):	3.81	1.37	5.77	5.77	5.77	
Max Depth (ft):	1.25	2.00	2.25	2.25	2.25	

2. ROPER PROPOSED DEVELOPMENT



ROPER OFFSITE DRAINAGE SYSTEM MAP

GRAPHIC SCALE



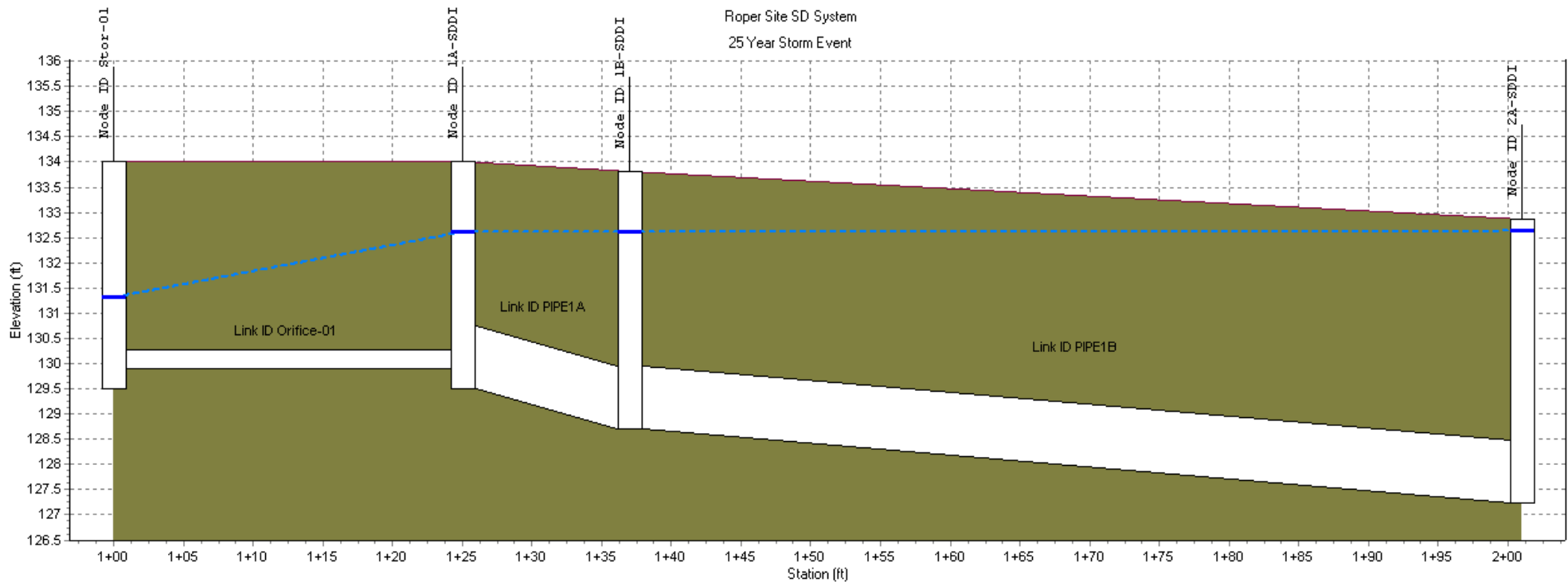
(IN FEET)
1 inch = 40 ft.

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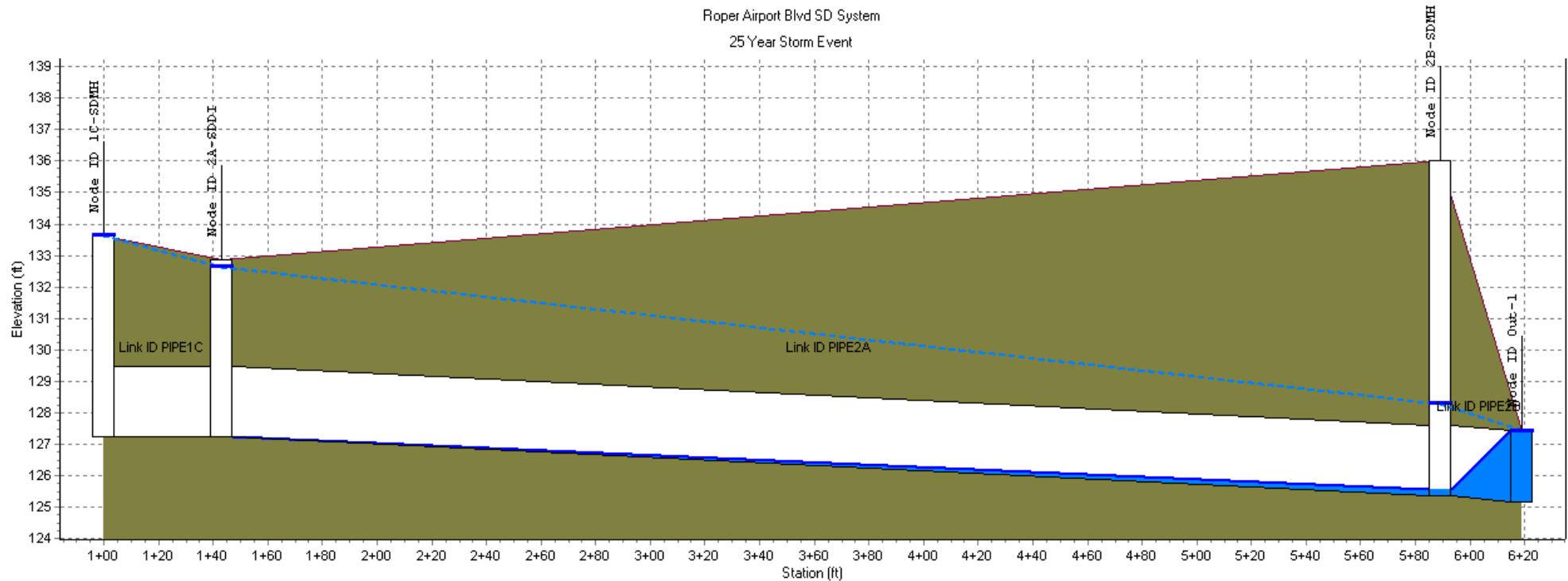
3949 RESEARCH PARK CT., STE. 100, SOQUEL, CA 95073
(831) 426-3560

SCALE 1" = 40'	JOB NO.
DATE	DWG NAME
DRAWN	FILE NO.



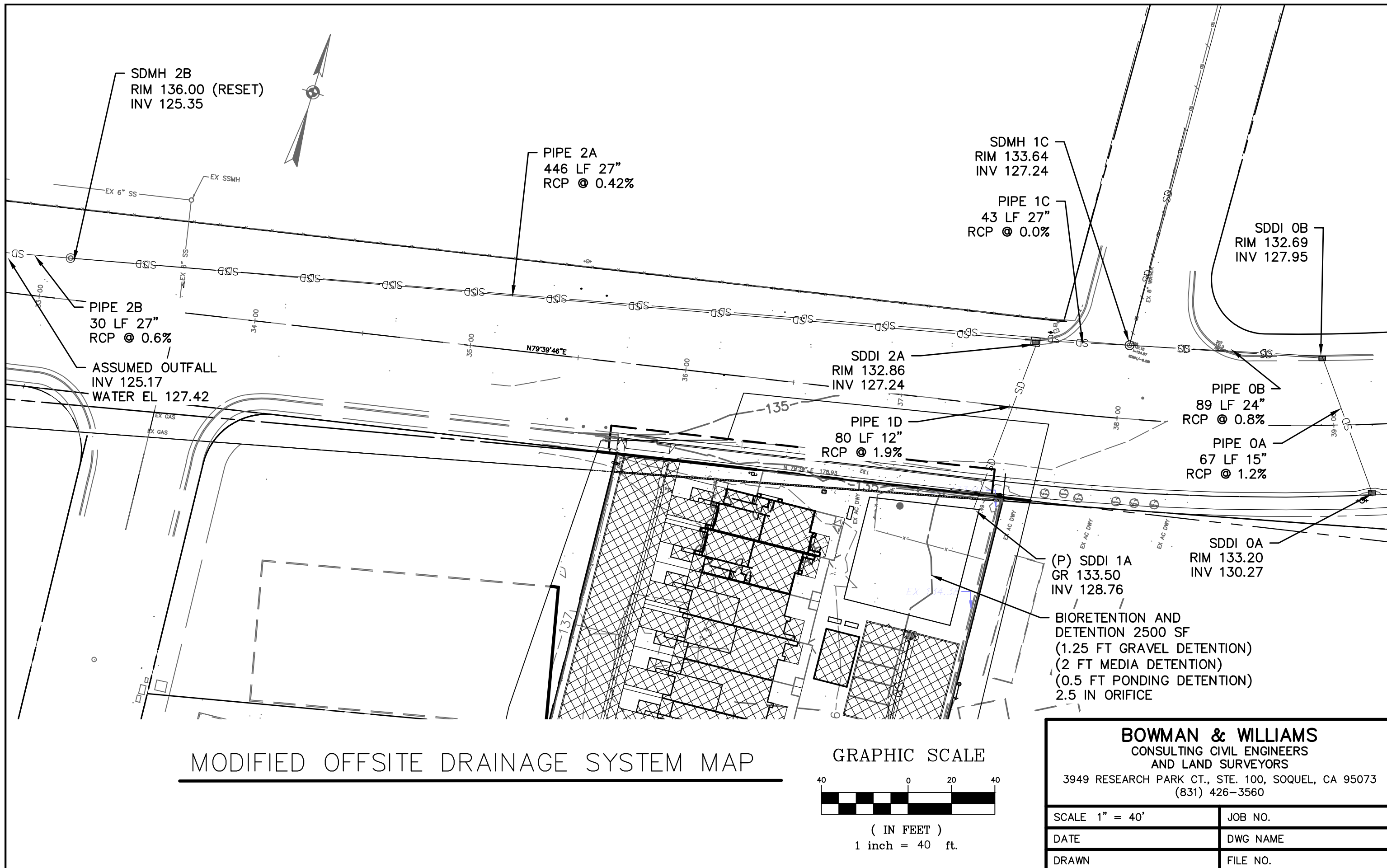
Node ID:	Stor-01	1A-SDDI	1B-SDDI	2A-SDDI
Rim (ft):	134.00	134.00	133.80	132.86
Invert (ft):	129.50	129.50	128.70	127.24
Min Pipe Cover (ft):		0.00	3.85	3.37
Max HGL (ft):	131.31	132.62	132.62	132.63
Link ID:	Orifice-01	PIPE1A	PIPE1B	
Length (ft):		12.00	64.00	
Dia (ft):	0.39	1.25	1.25	
Slope (ft/ft):		0.0667	0.0228	
Up Invert (ft):	129.89	129.50	128.70	
Dn Invert (ft):	129.89	128.70	127.24	
Max Q (cfs):	0.73	1.07	1.15	
Max Vel (ft/s):	0.00	4.41	3.17	
Max Depth (ft):	0.00	1.25	1.25	

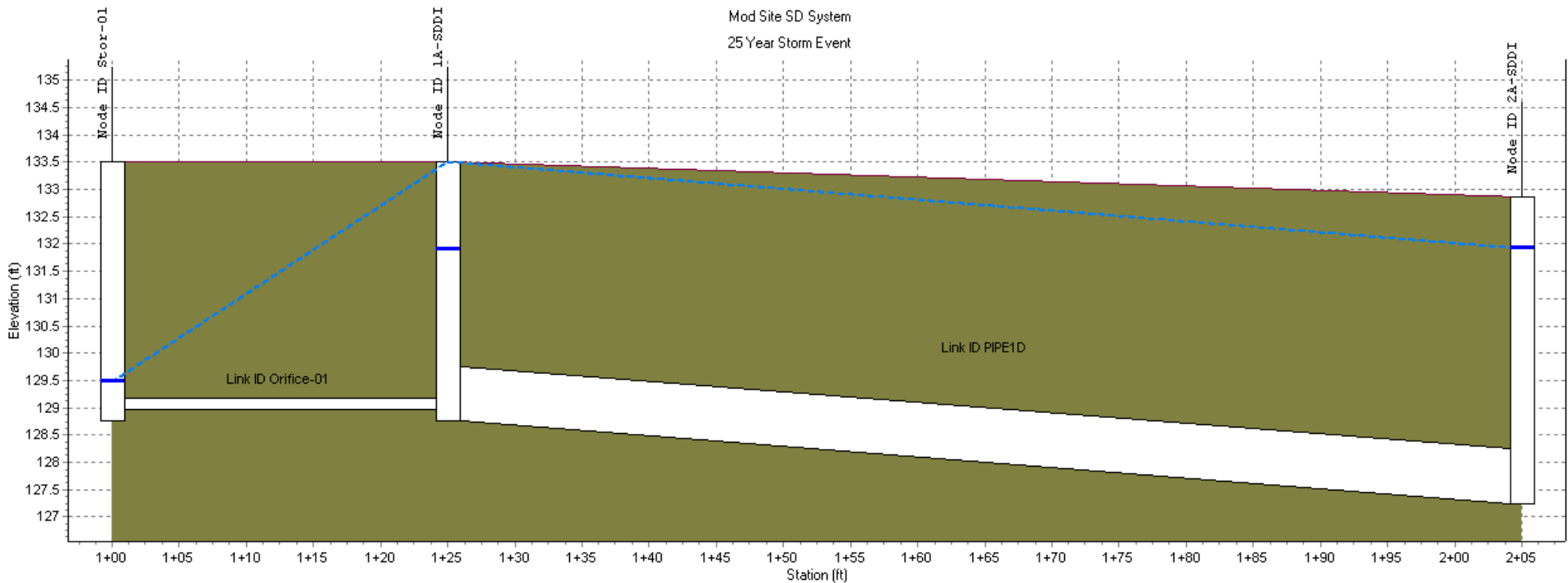
Roper Airport Blvd SD System
25 Year Storm Event



Node ID:	1C-SDMH	2A-SDDI			2B-SDMH	Out-1
Rim (ft):	133.64	132.86			136.00	
Invert (ft):	127.24	127.24			125.35	125.17
Min Pipe Cover (ft):	4.15	3.37			8.40	
Max HGL (ft):	133.64	132.63			128.27	127.42
Link ID:	PIPE1C		PIPE2A		PIPE2B	
Length (ft):	43.00		446.00		30.00	
Dia (ft):	2.25		2.25		2.25	
Slope (ft/ft):	0.0000		0.0042		0.0060	
Up Invert (ft):	127.24		127.24		125.35	
Dn Invert (ft):	127.24		125.35		125.17	
Max Q (cfs):	25.36		24.65		24.65	
Max Vel (ft/s):	6.38		6.20		6.20	
Max Depth (ft):	2.25		2.25		2.25	

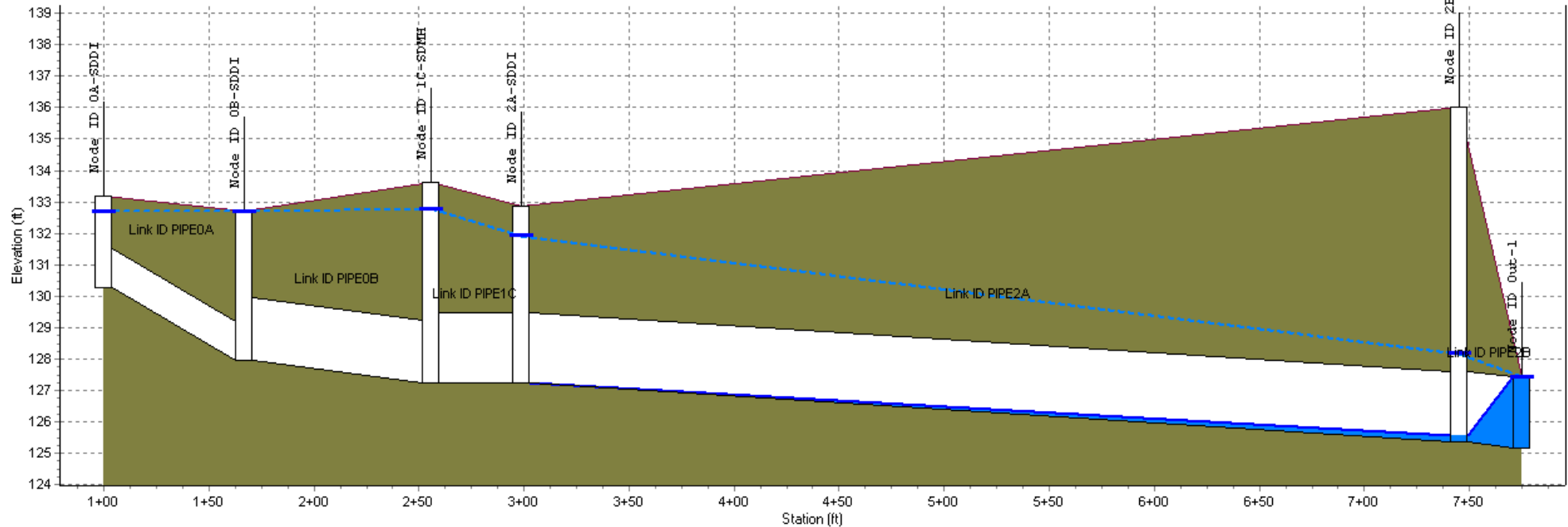
3. MODIFIED PROPOSED DEVELOPMENT





Node ID:	Stor-01	1A-SDDI	2A-SDDI
Rim (ft):	133.50	133.50	132.86
Invert (ft):	128.76	128.76	127.24
Min Pipe Cover (ft):		0.00	3.37
Max HGL (ft):	129.48	133.50	131.92
Link ID:	Orifice-01	PIPE1D	
Length (ft):		80.00	
Dia (ft):	0.21	1.00	
Slope (ft/ft):		0.0190	
Up Invert (ft):	128.96	128.76	
Dn Invert (ft):	128.96	127.24	
Max Q (cfs):	0.30	1.43	
Max Vel (ft/s):	0.00	1.88	
Max Depth (ft):	0.00	1.00	

Mod Airport Blvd SD System
25 Year Storm Event



Node ID:	0A-SDDI	0B-SDDI	1C-SDMH	2A-SDDI		2B-SDMH	Out-1
Rim (ft):	133.20	132.69	133.64	132.86		136.00	
Invert (ft):	130.27	127.95	127.24	127.24		125.35	125.17
Min Pipe Cover (ft):	1.68	2.74	4.15	3.37		8.40	
Max HGL (ft):	132.69	132.69	132.77	131.92		128.15	127.42
Link ID:	PIPE0A	PIPE0B	PIPE1C	PIPE2A		PIPE2B	
Length (ft):	67.00	89.00	43.00	446.00		30.00	
Dia (ft):	1.25	2.00	2.25	2.25		2.25	
Slope (ft/ft):	0.0346	0.0080	0.0000	0.0042		0.0060	
Up Invert (ft):	130.27	127.95	127.24	127.24		125.35	
Dn Invert (ft):	127.95	127.24	127.24	125.35		125.17	
Max Q (cfs):	0.92	4.10	23.17	22.91		22.91	
Max Vel (ft/s):	3.55	1.30	5.83	5.76		5.76	
Max Depth (ft):	1.25	2.00	2.25	2.25		2.25	

Initial Study/Mitigated Negative Declaration (Draft) for the

547 Airport Blvd Project

21 Townhomes at the Existing Monterey Bar Rebar Inc. Site

547 Airport Boulevard
City of Watsonville
August 2020



Prepared by: MIG Inc., Berkeley CA.



Table of Contents

1.	Project Information	5
1.1	Project Title	5
1.2	Lead Agency Name and Address	5
1.3	Contact Person and Phone Number	5
1.4	Project Sponsors Names and Addresses	5
1.5	General Plan Designation	5
1.6	Zoning	5
1.7	Introduction	5
1.8	Project Location and Context	5
1.9	Project Description	6
2.	Summary of Findings: Impacts and Mitigations	17
3.	Environmental Factors Potentially Affected	25
4.	Determination	26
5.	Evaluation of Environmental Impacts	27
6.	Issues	29
6.1	Aesthetics	29
6.2	Agriculture and Forest Resources	32
6.3	Air Quality	34
6.4	Biological Resources	41
6.5	Cultural Resources	51
6.6	Energy Resources	56
6.7	Geology and Soils	57
6.8	Greenhouse Gas Emissions	62
6.9	Hazards and Hazardous Materials	68
6.10	Hydrology and Water Quality	73
6.11	Land Use and Planning	78
6.12	Mineral Resources	80
6.13	Noise	81
6.14	Population and Housing	97
6.15	Public Services	99

6.16 Recreation.....	104
6.17 Transportation.....	106
6.18 Tribal Cultural Resources.....	110
6.19 Utilities and Service Systems	113
6.20 Wildfire.....	119
6.21 Mandatory Findings of Significance	121

List of Figures

Figure 1: Project Vicinity Map.....	8
Figure 2: Project Location Map.....	9
Figure 3: Site Plan	10
Figure 4: Perspective Views (North-Facing).....	11
Figure 5: Preliminary Landscape Plan	12
Figure 6: Preliminary Site Furnishings.....	13
Figure 7: Preliminary Grading Plan	14
Figure 8: Preliminary Utility Plan	15
Figure 9: Site Lighting Plan	16
Figure 10: Land Use Compatibility for Community Noise Environments	87

List of Tables

Table 1. North Central Coast Air Basin Attainment Status.....	36
Table 2. Construction Activity, Duration, and Typical Equipment	36
Table 3. Unmitigated Maximum Daily Criteria Air Pollutant Construction Emissions (lbs/day)	37
Table 4. Unmitigated Maximum Daily Criteria Air Pollutant Operational Emissions (lbs/day).....	39
Table 5. Cultural Resources within One Mile of the Project Area.....	51
Table 6. City of Watsonville Historic Register Entries.....	52
Table 7. Project Construction Greenhouse Gas Emissions	65
Table 8. Project Operational Greenhouse Gas Emissions Over 30 Years.....	65
Table 9. Bioretention/Detention Pond Requirements.....	74
Table 10. Typical Construction Equipment Noise (dBA).....	89
Table 11. Caltrans' Vibration Threshold Criteria for Building Damage.....	93
Table 12. Caltrans Vibration Threshold Criteria for Human Response	94

Table 13. Potential Groundborne Vibration Levels 94

Table 14. School Capacity and Enrollment 101

Table 15. Trip Generation Summary 106

Appendices

- A. Air Quality and Greenhouse Gas Assessment
- B. Biological Resources – Plants and Wildlife
- C. Phase 1 Environmental Site Assessment
- D. Stormwater Control Plan
- E. Traffic Noise Modelling Data
- F. Traffic Impact Analysis

1. Project Information

1.1 Project Title

Initial Study/Mitigated Negative Declaration for the 547 Airport Blvd Project

1.2 Lead Agency Name and Address

City of Watsonville
Community Development Department
Planning Division
250 Main Street
Watsonville, California 95076

1.3 Contact Person and Phone Number

Justin Meek, AICP
Principal Planner
(831)768-3050
justin.meek@cityofwatsonville.org

1.4 Project Sponsors Names and Addresses

Raoul Ortiz
547 Airport Boulevard
Watsonville, CA 95076

1.5 General Plan Designation

Industrial

1.6 Zoning

IP: Industrial Park

1.7 Introduction

This Initial Study of environmental impacts has been prepared to conform to the requirements of the Public Resources Code California Environmental Quality Act (CEQA Statutes), the California Code of Regulations section 15000 et. seq. (CEQA Guidelines), and the regulations and policies of the City of Watsonville. The report is intended to inform City of Watsonville (City) decision-makers, responsible agencies, and the general public of the 547 Airport Blvd Project (project) and its environmental consequences. The City of Watsonville is the Lead Agency under CEQA and has prepared this Initial Study to address the impacts of implementing the proposed project. The primary objective of the project is to provide 21 housing units and increase housing availability in the City.

1.8 Project Location and Context

The following section describes the project site location, characteristics, surrounding land uses, and land use designations.

Location. See Figures 1 and 2. The project site (547 Airport Boulevard) is on the south side of Airport Boulevard across the street from the Watsonville Municipal Airport. The project is located east of Highway 1 and west of Freedom Blvd (Figures 1 and 2). The APN is 015-321-01.

Surrounding Land Uses. The site is located within an industrial area, bordered on the west and south by industrial properties (zoned IP: Industrial Park) and the Colonial Manor Mobile Home Park on the east side (zoned RM-3: Multiple Residential-High Density). Across Airport Boulevard is the Watsonville Municipal Airport (zoned PF: Public Facilities).

Site Characteristics. The proposed project is on a flat 1.57-acre industrial site currently used for processing rebar. The western portion of the site has a long, narrow, rectangular concrete pad on which the rebar processing equipment is located to absorb oil leaks and for a leveled surface. The southern section of the site has a row of trees on an adjacent property, and one cypress tree in the northeastern corner; no other vegetation is located onsite. On the northern end of the site is a single-family residence built around 1968. The residence is currently occupied by tenants of the applicant and would be demolished as part of project construction. The northwest corner is used for storage. There is a portable office space that serves as the business office. The western section of the site borders the Colonial Manor mobile home park. Much of the property remains undeveloped except for the perimeter areas.

1.9 Project Description

Raoul Ortiz (Owner; Applicant) is submitting an application to develop one parcel located at 547 Airport Boulevard (APN 015-321-01), totaling approximately 1.57 acres, collectively called the 547 Airport Boulevard Project (project). Ortiz currently leases the property to operate a rebar processing operation known as Monterey Bay Rebar, Inc. As part of this project, the parcel would be redeveloped into 21 townhomes including three affordable units. The proposed townhomes are grouped in four buildings with a total footprint of approximately 18,927 square feet. Each unit includes three bedrooms and would provide housing for an estimated 78 people. The project also includes development of shared spaces and an open area for recreation. The site plan is shown on Figure 3, and perspective views of project buildings (from the north-facing/public view) are shown on Figure 4.

Construction is anticipated to last about 18-24 months and start with approximately two weeks of abatement followed by two weeks of demolition. The existing residence would be demolished and hauled off with approximately 10 truck trips. Site preparation and grading would be balanced. The building construction period is anticipated to last 10-12 months.

Circulation and Parking. Parking for the homes would be accessed from a private vehicular entrance off of Airport Boulevard (Driveway 1) in the northwest corner of the site. Traffic volumes to the project site are estimated to generate 154 trips (a 99-trip increase per day). A 20-foot-wide access road including a four-foot wide sidewalk wraps around from the access off of Airport Blvd to the back row of buildings along the southern portion of the parcel. A total of 58 residential parking spaces are proposed.

Landscape and Open Space. The project includes both landscaping features as well as open space and recreational facilities. The project would create 17,196 square feet of public open space. The project will include the planting of drought tolerant plants and trees. The following recreational facilities are included with the project: (1) a 384 square-foot “tot-lot” play space; (2) a 2,870¹ square-foot open space/meadow area and bioretention area; (3) a 384 square-foot covered courtyard with tables and charcoal grills. The preliminary landscape plan is shown on Figure 5 and the preliminary site furnishings are shown on Figure 6.

Grading. The project site would be graded and the preliminary grading plan for the project is shown on Figure 7. Stormwater retention would be accomplished through a combination of underground

¹ Roper Engineering, 2017

infiltration and aboveground retention. The project would create 45,584 square feet of impervious surfaces. The project would comply with stormwater treatment requirements and includes bioretention areas in excess of what is required by regulations.

Utilities and Infrastructure. The proposed project would connect to existing water, wastewater, storm drainage, electricity, and telecommunication infrastructure. Water service, wastewater treatment, stormwater management, and solid waste collection are provided by the City. Electricity and natural gas are provided by PG&E. The project proposes relocating a stormwater drainage connection. The proposed bioretention area would meter runoff and direct the water into a new proposed storm drain running north/south across Airport Blvd. The preliminary utility plan is shown on Figure 8 and the site lighting plan is included on Figure 9.

Project Construction and Excavation. Construction is anticipated to begin in June 2021 and be completed 18-24 months after.

City Actions/Approvals. The proposed project would require the following City approvals:

- Adoption of the Mitigated Negative Declaration – City Planning Commission and City Council
- General Plan Map Amendment to Residential High Density – City Planning Commission and City Council
- Zoning Change to Multiple Residential-High Density with a Planned Development Overlay – City Planning Commission and City Council
- Special Use Permit (accompanied by a specific development plan) – City Planning Commission and City Council
- Design Review – City Planning Commission and City Council
- Building/Fire Permit and Plan Check – City of Watsonville, Community Development Department

Figure 1: Project Vicinity Map



Figure 1 Vicinity Map
 547 Airport Blvd
 City of Watsonville, California

Figure 2: Project Location Map



Figure 2 547 Airport Blvd
City of Watsonville, California

Figure 3: Site Plan

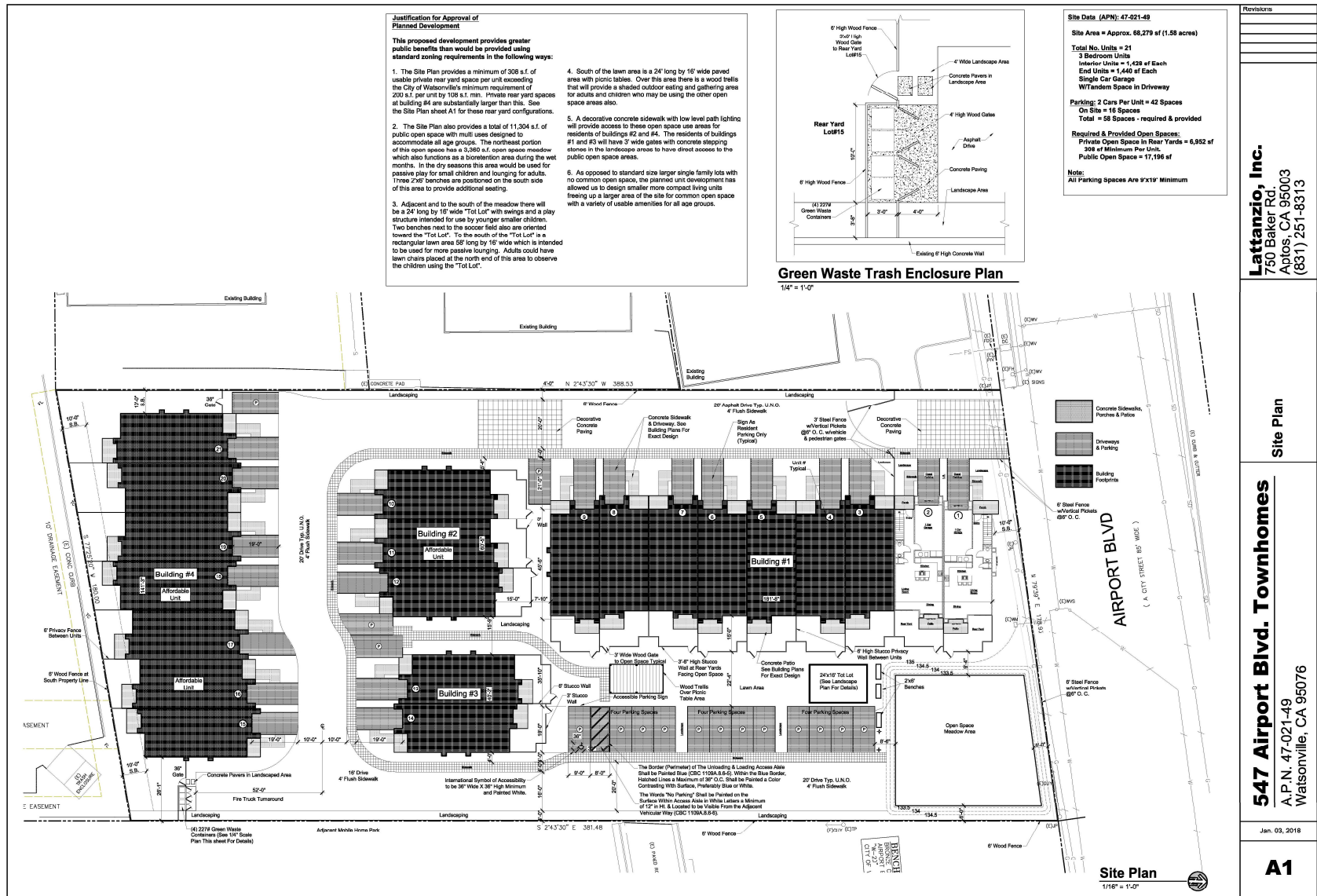


Figure 4: Perspective Views (North-Facing)

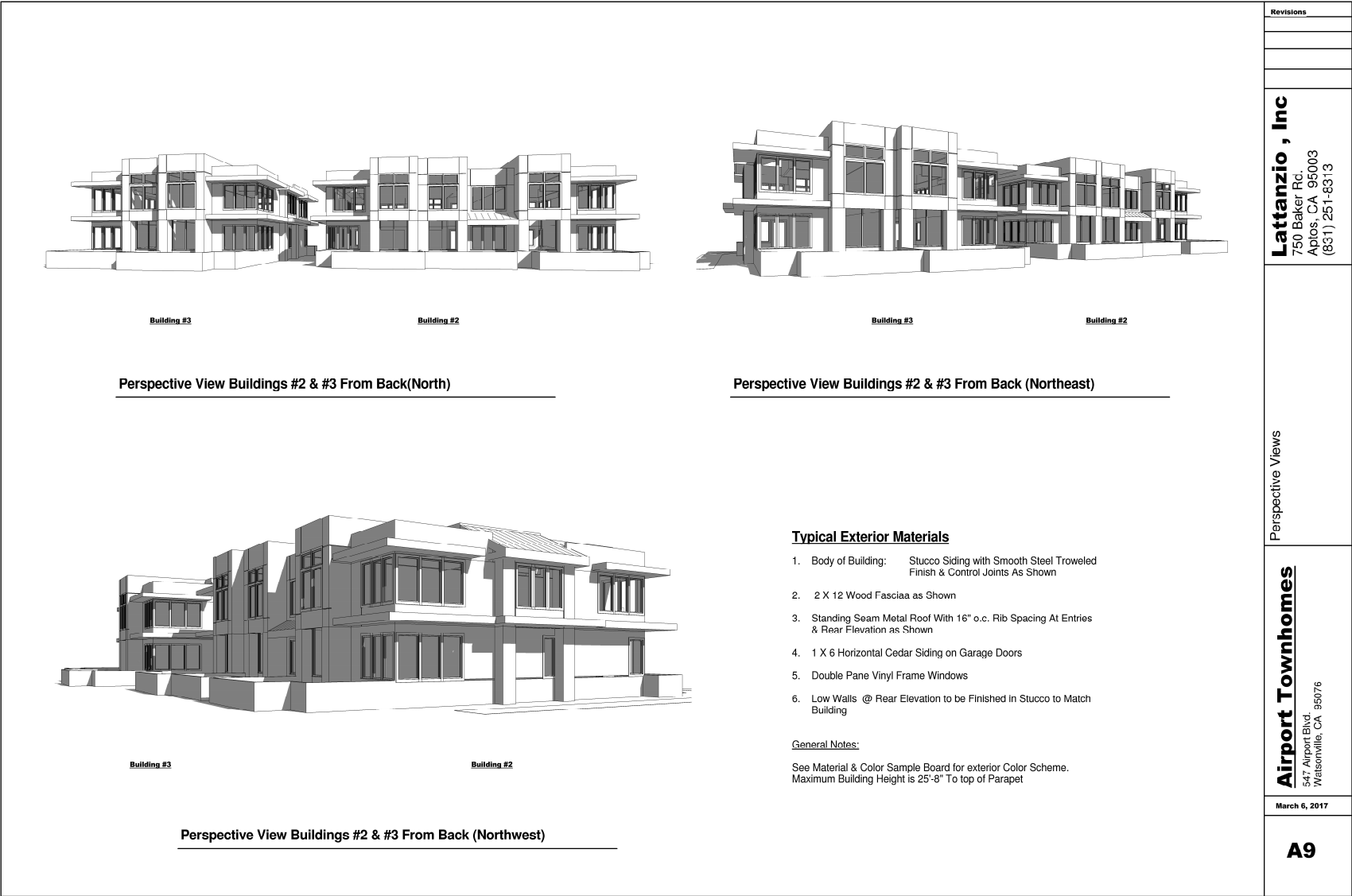


Figure 5: Preliminary Landscape Plan

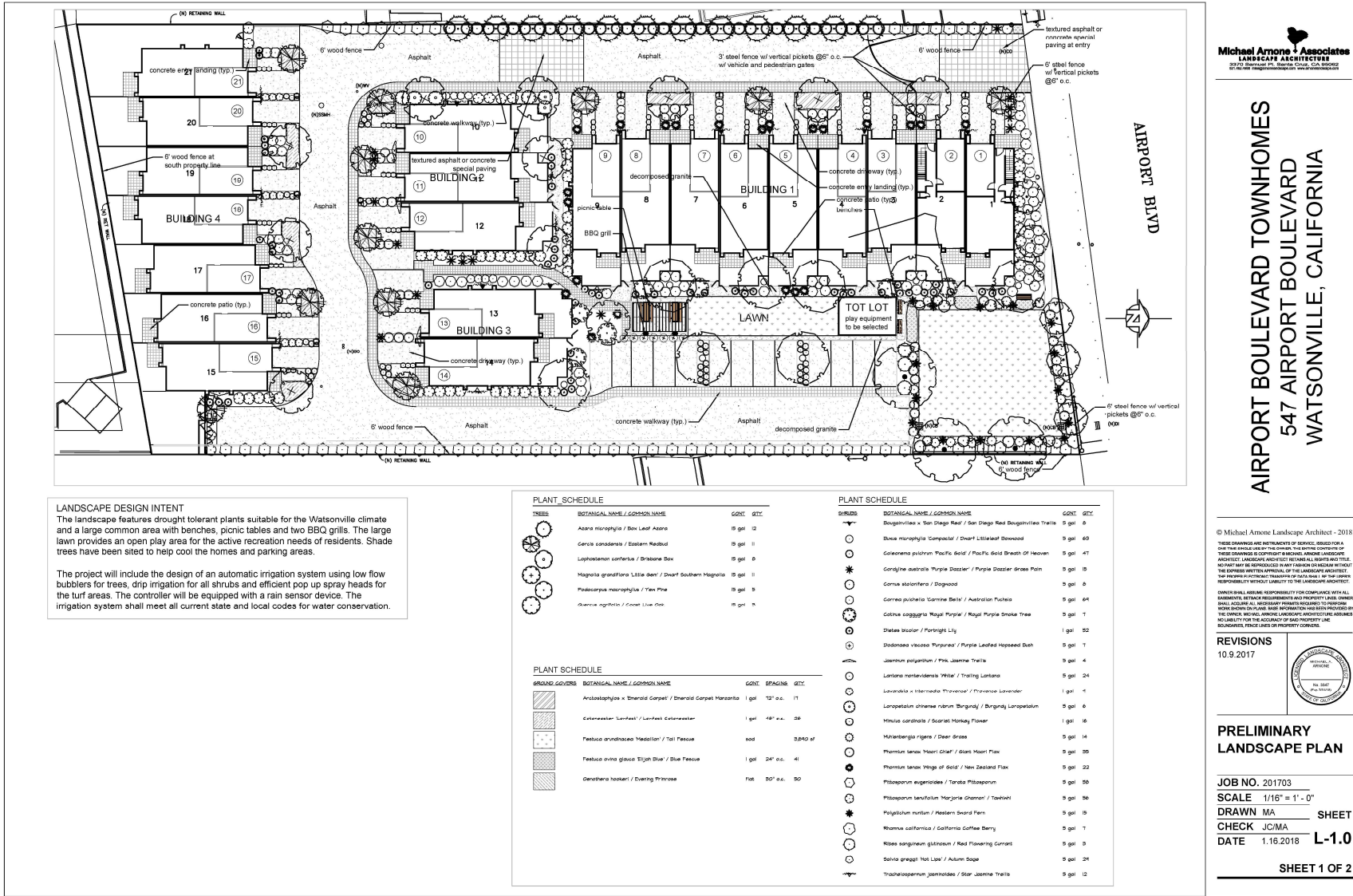
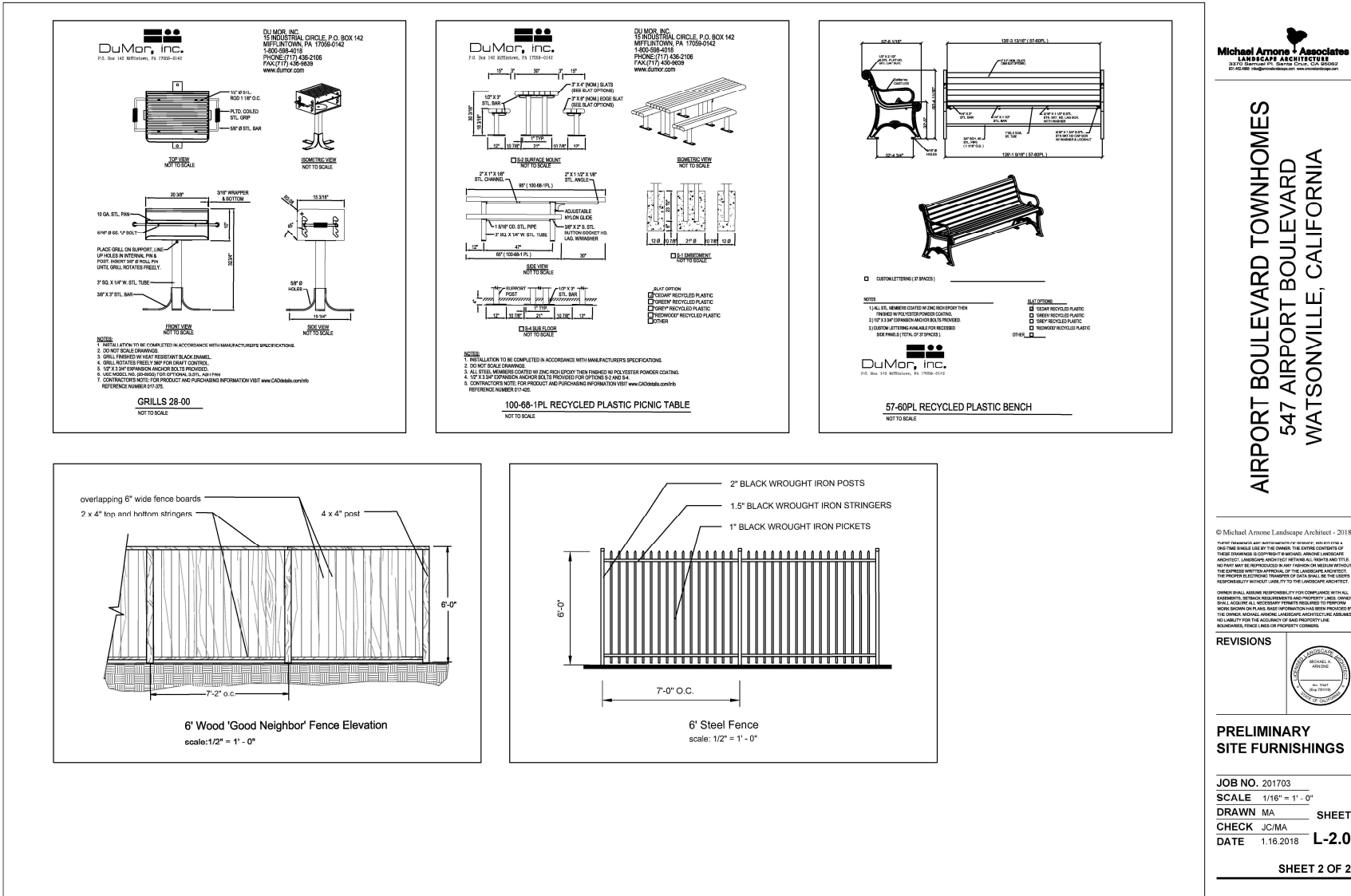


Figure 6: Preliminary Site Furnishings



14 | City of Watsonville: 547 Airport Boulevard Project

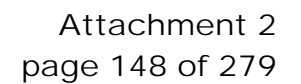
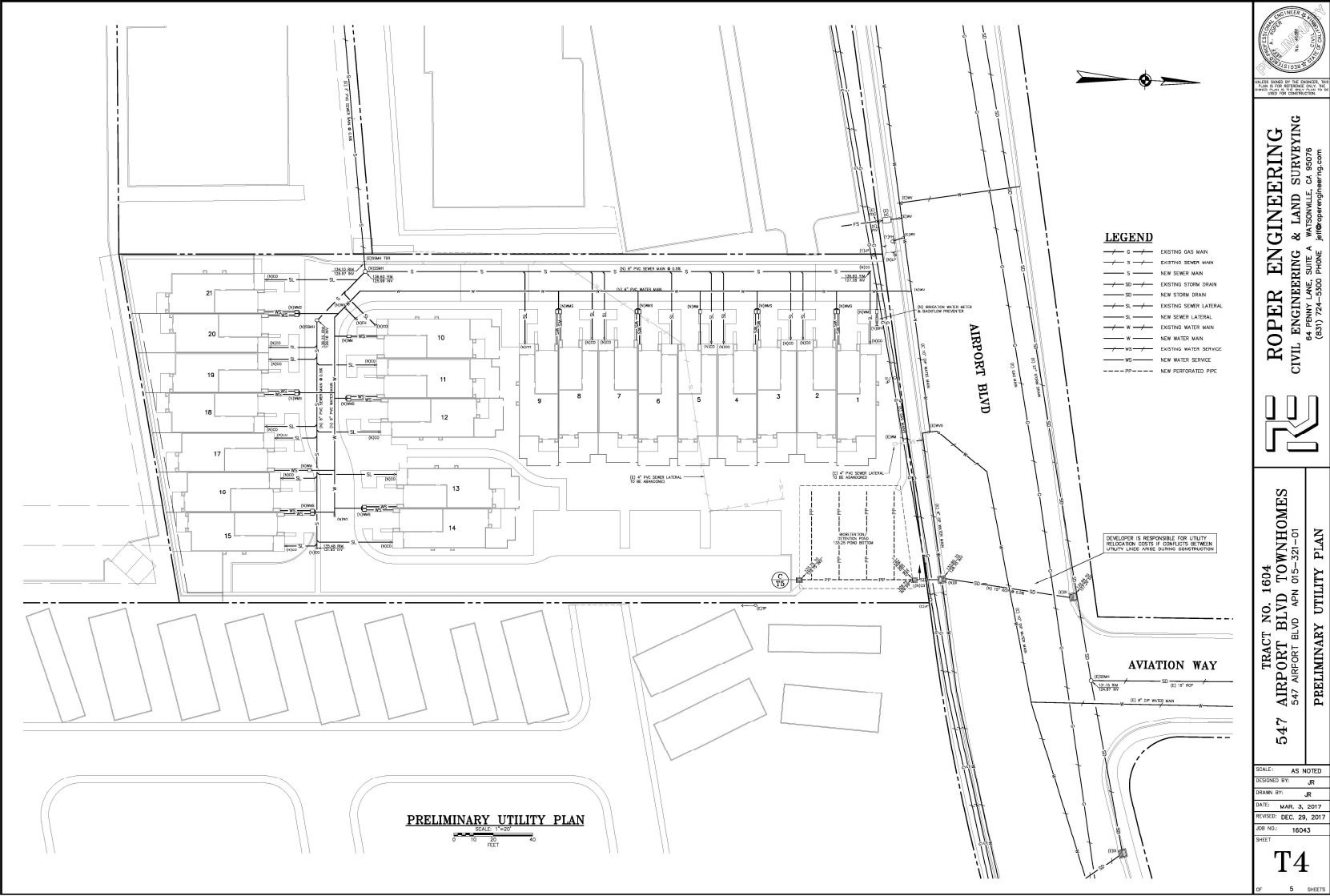
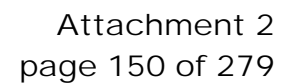


Figure 8: Preliminary Utility Plan



16 | City of Watsonville



2. Summary of Findings: Impacts and Mitigations

Impact findings and mitigation measures identified in this report, the completed Initial Study checklist and narrative are summarized below. The mitigations listed below represent conditions for the Initial Study/Mitigated Negative Declaration for the proposed project.

Aesthetics

No significant impacts have been identified; no mitigation is necessary.

Agricultural and Forestry Resources

No significant impacts have been identified; no mitigation is necessary.

Air Quality

No significant impacts have been identified; no mitigation is necessary.

Biological Resources

Implementation of the following mitigation measures would ensure impacts are less than significant.

Mitigation Measure BIO-1: Nesting Bird Avoidance or Conduct Preconstruction Surveys. If construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds, a focused survey for active nests of such birds shall be conducted by a qualified biologist within seven (7) days prior to the beginning of project-related activities. The results of the survey shall be sent to the City of Watsonville prior to the start of project activities. The minimum survey radii surrounding the work area shall be the following: i) 250 feet for passerines; ii) 500 feet for other small raptors such as accipiters; iii) 1,000 feet for larger raptors such as buteos. Nesting seasons are typically defined as follows: i) March 15 to August 30 for smaller bird species such as passerines; ii) February 15 to August 30 for raptors.

The following measures shall be taken to avoid potential inadvertent destruction or disturbance of nesting birds on and near the project site as a result of construction-related vegetation removal and site disturbance:

- a) To avoid impacts to nesting birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (generally prior to February 1 or after August 31). Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest.
- b) If construction-related activities are scheduled to occur during the nesting season (generally February 1 through August 31), a qualified biologist shall conduct a habitat assessment and preconstruction nesting survey for nesting bird species no more than seven (7) days prior to initiation of work. A qualified wildlife biologist is an individual who possesses, at a minimum, a bachelor's or advanced degree, from an accredited university, with a major in biology, zoology, wildlife biology, natural resources science, or a closely related scientific discipline, at least two years of field experience in the biology and natural history of local plant, fish, and wildlife resources present at the development site, and knowledge of state and federal laws regarding the protection of sensitive and endangered species. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures of birds known to nest in the project site. Surveys shall be conducted at the

appropriate times of day during periods of peak activity (i.e., early morning or dusk) and shall be of sufficient duration to observe movement patterns. Surveys shall be conducted within the project area and 250 feet of the construction limits for nesting non-raptors and 1,000 feet for nesting raptors, as feasible. If the survey area is found to be absent of nesting birds, no further mitigation would be required. However, if project activities are delayed by more than seven (7) days, an additional nesting bird survey shall be performed.

- c) If pre-construction nesting bird surveys result in the location of active nests, no site disturbance (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within the buffer zone established under BIO-2. Monitoring, by a qualified biologist, shall be required to ensure compliance with the relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. Active nests found inside the limits of the buffer zones or nests within the vicinity of the project site showing signs of distress from Project activity, as determined by the qualified biologist, shall be monitored daily during the duration of the project for changes in breeding behavior. If changes in behavior are observed (e.g., distress, disruptions), the buffer shall be immediately adjusted by the qualified biologist until no further interruptions to breeding behavior are detected. The nest protection buffers may be reduced if the qualified biologist determines in compliance with CDFW permit requirements (if any) that construction activities would not be likely to adversely affect the nest. If buffers are reduced, twice weekly monitoring may need to be conducted to confirm that construction activity is not resulting in detectable adverse effects on nesting birds or their young. The qualified biologist may implement an alternative monitoring schedule depending on the construction activity, season, and species potentially subject to impact, subject to compliance with CDFW permits (if any). Construction shall not commence within the prescribed buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use. A report of the findings will be prepared by a qualified biologist and submitted to the City prior to the initiation of construction-related activities that have the potential to disturb any active nests during the nesting season.
- d) City staff will not issue permits for ground disturbing activities until after the site has been surveyed by a qualified biologist to ensure that no active nest disturbance or destruction will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance.

Mitigation Monitoring BIO-1. Prior to issuance of any grading permit(s), the City shall review and approve the results of all pre-construction surveys and any measures recommended by the biologist to avoid sensitive species, which shall be noted on the final project plans. The project proponent shall not initiate any ground disturbing activity until applicant has submitted evidence to the City that Mitigation Measures BIO-1 and BIO-2, have been completed and are consistent with USFWS and/or CDFW permit requirements (if agency involvement is required). In addition, prior to ground disturbing activities, the City shall be provided with a written summary of the results of surveys by a qualified biologist to ensure that no active bird nest disturbance or destruction of breeding bat roosts will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance. A qualified biologist will also provide worker-awareness training prior to any work within aquatic habitats or adjacent upland habitat where California red-legged frog have potential to occur.

Mitigation Measure BIO-2: Active Nest Buffer. The applicant shall designate active nests as “Ecologically Sensitive Areas” (ESA) and protect the nest (while occupied) during project activities with the establishment of a fence barrier surrounding the nest site.

- a) Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the qualified biologist. The buffer distances should be specified to protect the bird’s normal behavior to prevent nesting failure or abandonment.
- b) The qualified biologist shall have authority to order the cessation of all nearby project activities if the nesting birds exhibit abnormal behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established.
- c) Typical protective buffers between each identified nest site and construction site are as follows: 1) 300 feet for hawks, owls and eagles; 2) 50 feet for passerines.
- d) The qualified biologist shall monitor the behavior of the birds (e.g., adults and young, when present) at the nest site to ensure that they are not disturbed by project activities.
- e) Nest monitoring shall continue during project work until the young have completely left the nest site; as determined by the qualified biologist.
- f) No habitat removal or modification shall occur within the ESA-fenced nest zone until the young have fully fledged and will no longer be adversely affected by the project.

Cultural Resources

Implementation of the following mitigation measures would ensure impacts are less than significant.

Mitigation Measure CUL-1: Conduct Archaeological Sensitivity Training for Construction Personnel. The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior’s Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior’s Professional Qualifications and Standards. The Applicant and/or qualified professional archaeologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary.

Mitigation Measure CUL-2: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior’s Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.

Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center.

Energy

No significant impacts have been identified; no mitigation is necessary.

Geology and Soils

Implementation of the following mitigation measure would ensure impacts are less than significant.

Mitigation Measure GEO-1: California Building Code. All construction activities shall meet the California Building Code regulations for seismic safety. Construction plans shall be subject to review and approval of the City prior to the issuance of a building permit. All work shall be subject to inspection by the City and must conform to all applicable code requirements and approved improvement plans prior to final inspection approval or the issuance of a certificate of occupancy. The Applicant shall be responsible for notifying construction contractors about California Building Code regulations for seismic safety.

Mitigation Measure GEO-2: Finalize the Stormwater Pollution Control Plan. The Applicant shall submit a Finalized Stormwater Pollution Control Plan prepared by a registered professional engineer or qualified stormwater pollution prevention plan developer as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during construction, including run-on control, sediment control, and pollution control measures for the entire site to prevent discharge of sediment and contaminants into the drainage system. The Plan shall include the following measures as applicable:

- a) Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.
- b) All drainage ways, wetland areas and creek channels shall be protected from silt and sediment in storm runoff using appropriate BMPs such as silt fences, diversion berms and check dams. Fill slopes shall be stabilized and covered when appropriate. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with hay mulch and/or erosion control blankets, as appropriate.
- c) All erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15th. Erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15th.

The applicant shall be responsible for notifying construction contractors about erosion control requirement.

- d) Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas; minimizing disturbance on slopes exceeding 30 percent; using berms, swales, ditches, vegetative filter strips, and catch basins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover.
- e) The applicant will also develop an inspection program to evaluate if there is any significant on-site erosion as a result of the rainfall. If there were problem areas at the site, recommendations will be made to improve methods to manage on-site erosion.

Mitigation Measure GEO-3: Conduct Paleontological Sensitivity Training for Construction Personnel. The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The Applicant and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

Mitigation Measure GEO-4: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered. If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

Greenhouse Gas Emissions

No significant impacts have been identified; no mitigation is necessary.

Hazards and Hazardous Materials

Implementation of the following mitigation measure would ensure impacts are less than significant.

Mitigation Measure HAZ-1: Asbestos Containing Materials. Per recommendations in the Phase I Environmental Site Assessment (ESA) performed for the project site, prior to any redevelopment or demolition activities the Applicant shall: (1) survey the existing on-site structures for the presence of asbestos containing materials (to be conducted by an OSHA-certified inspector); and (2) if building elements containing any amount of asbestos are present, prepare a written Asbestos

Abatement Plan describing activities and procedures for removal, handling, and disposal of these building elements using EPA- and/or OSHA-approved procedures, work practices, and engineering controls.

Mitigation Measure HAZ-2: Lead-based Paints. The Applicant shall test the existing on-site structures for lead-based paint. If present, the lead-based paint shall be removed and disposed of following lead abatement performance standards included in the U.S. Department of Housing and Urban Development Guidelines for Evaluation and Control of Lead-Based Paint program, in compliance with Title 8 California Code of Regulations (including Section 1532.1).

Hydrology and Water Quality

No significant impacts have been identified; no mitigation is necessary.

Land Use and Planning

No significant impacts have been identified; no mitigation is necessary.

Mineral Resources

No significant impacts have been identified; no mitigation is necessary.

Noise

Implementation of the following mitigation measures would ensure impacts are less than significant.

Mitigation Measure NOISE-1: Construction Noise Control Best Management Practices: The City shall require the Applicant to incorporate the following construction noise best management practices into all applicable project bid, design, and engineering documents:

- 1) Construction work hours shall be limited to the hours of 7 AM to 7 PM.
- 2) A sign on site shall identify the project by name and shall also provide a contact name and phone number for the job site and the project's representative for addressing noise concerns.
- 3) Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition.
- 4) Stationary equipment such as compressors, generators, and welder machines shall be located as far away from surrounding residential land uses as possible. The project shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators, if feasible.
- 5) Impact tools such as jack hammers shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, it shall be ensured the tool will not exceed a decibel limit of 85 dBA at a distance of 50 feet. Pneumatic tools shall also include a noise suppression device on the compressed air exhaust.
- 6) No radios or other amplified sound devices shall be audible beyond the property line of the construction site.
- 7) Prior to the start of any construction activity, the Applicant or its contractor shall prepare a Construction Noise Complaint Plan that identifies the name and/or title and contact information (including phone number and email) of the Contractor and District-representatives responsible for addressing construction-noise related issues and details how the District and its construction contractor will receive, respond, and resolve to construction noise complaints. At a minimum, upon receipt of a noise complaint, the Applicant and/or Contractor representative identified in

the Plan shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

Mitigation Measure NOISE-2: Reduce Residential Interior Noise Exposure. Prior to the issuance of a building permit for the proposed project, the City shall review and approve an acoustical analysis, prepared by or on behalf of the Applicant, that confirms actual noise levels for the project will not exceed:

1. 70 CNEL along northern portion of the site where building facades would be located, per the land use compatibility standards contained in the City's General Plan;
2. 45 CNEL in habitable rooms; and
3. 50 dBA Leq (1-hour) in other occupied rooms.

Potential noise insulation site and building design features capable of achieving this requirement may include, but are not limited to: sound barriers; enhanced exterior wall construction/noise insulation design; use of enhanced window, door, and roof assemblies with above average sound transmission class (STC) or outdoor/indoor transmission class (OITC) values; or use of mechanical, forced air ventilation systems to permit a windows closed condition in residential units.

Population and Housing

No significant impacts have been identified; no mitigation is necessary.

Public Services

No significant impacts have been identified; no mitigation is necessary.

Recreation

No significant impacts have been identified; no mitigation is necessary.

Transportation

Implementation of the following mitigation measure would ensure impacts are less than significant.

Mitigation Measure TRANS-1: Construction Period Transportation Impacts. The Applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications ("Construction Area Traffic Control Devices") to be followed during construction. The plan shall also specify provision of adequate signing and other precautions for public safety to be provided during project construction. In particular, the plan shall include a discussion of bicycle and pedestrian safety needs due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Public Works & Utilities Department and local emergency services (i.e., the Police and Fire Departments) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented.

Tribal Cultural Resources

Implementation of the following mitigation measures would ensure impacts are less than significant.

Application of **Mitigation Measures CUL-1** and **CUL-2** would result in less than significant impacts with respect to tribal cultural resources.

Utilities and Service Systems

No significant impacts have been identified; no mitigation is necessary.

Wildfire

No significant impacts have been identified; no mitigation is necessary.

3. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

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

4. 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 by 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.

Signature

Justin Meek, AICP, Principal Planner

Printed Name

Date

Date

5. Evaluation of Environmental Impacts

- (1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- (2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- (3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation incorporated, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- (4) "Less than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analysis," as explained in [5] below, may be cross-referenced).

It is noted that many potential environmental impacts can be avoided or reduced through implementation of uniformly applied development policies, standards, or regulations – such as building and fire codes, design guidelines, a noise ordinance, a historic resource ordinance, a tree preservation ordinance, and other requirements that the lead agency applies uniformly toward all project proposals. Consistent with CEQA streamlining provisions (e.g., section 15183), these uniformly applied requirements are not distinguished as project-specific “mitigation measures,” primarily because they have already been adopted to avoid or reduce potential environmental impacts of all future project proposals, not only the particular project being evaluated at the moment.

- (5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines section 15063[b][1][c]). In this case, a brief discussion should identify the following:
 - (a) Earlier Analysis Used. Identify and state where they are available for review.
 - (b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Incorporated," describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- (7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- (8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- (9) The explanation of each issue should identify:
 - (a) The significance criteria or threshold, if any, used to evaluate each question; and
 - (b) The mitigation measure identified, if any, to reduce the impact to less than significant.

6. Issues

6.1 Aesthetics

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, Would the project:				
a) Have a substantial adverse effect on a scenic vista?			✓	
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c) In nonurbanized areas, 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?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ("Glare" is defined in this EIR as the reflection of harsh bright light sufficient to cause physical discomfort or loss in visual performance and visibility.)			✓	

Conclusion: Regarding aesthetics, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. Less than Significant Impact.** The project would not have a substantial adverse effect on a scenic vista, as the site is located within an industrial area, bordered on the west and south by industrial properties (zoned IP: Industrial Park) and the Colonial Manor Mobile Home Park on the east side (zoned RM-3: Multiple Residential-High Density). Across Airport Boulevard from the project site is the Watsonville Municipal Airport (zoned PF: Public Facilities). A component of the project includes a General Plan Map Amendment to RM from IP. The project vicinity does not afford expansive scenic views and has no aesthetic features, such as prominent ridges or scenic vistas. The proposed project would create 21 townhomes including three affordable units on a former rebar processing facility. The proposed townhomes are two stories grouped in four buildings with a total footprint of approximately 18,927 square feet. The buildings proposed are contemporary in design. Since there are no officially designated scenic views in the City of Watsonville, the project would not have a substantial adverse effect on a scenic vista, and impacts resulting from the project would be less than significant.
- b. No Impact.** State Scenic Highways are designed by the California Department of Transportation (Caltrans) to promote the protection and enhancement of the natural scenic beauty of California's highways and adjacent corridors. Three designated or eligible for designation State Scenic Highways are within City limits, the closest of which is State Route (SR) 152, which is officially designated as

a scenic highway from the Merced-Santa Clara county line, and is eligible for designation where it intersects with California State Highway 1 over 3,000 feet south/southeast of the project site. The project is not visible from any of these State Scenic Highways.

As discussed on page 70 of the General Plan in Chapter 5 (Urban Design and Scenic Resources), Airport Boulevard is a designated scenic street. Airport Boulevard provides views to the north and west of open space areas, as well as offers a route from urban commercial areas to rural agricultural areas. The General Plan states that new development along Airport Boulevard would contribute to the scenic qualities of the corridor with attractive building design and landscaping. In renderings provided by the applicant, the buildings would look contemporary and have vegetation screening.

The project site is located on a partly developed industrial site in an urbanized area and contains no scenic resources such as significant trees or unique rock outcroppings. The proposed project would not substantially degrade scenic resources because the project is not visible from a designated state scenic highway or an identified a scenic resource near the project site. As such, there would be no impact.

- c. **Less than Significant Impact.** The project is located in an urbanized area, and public vantage points are accessed along Airport Blvd. which offers limited views to the north and east of the Santa Cruz Mountains. Project buildout would not interfere with these views. The parcel would be redeveloped into two-story townhomes with a maximum building height of 25'-8". A component of the project includes a General Plan Map Amendment to RM from IP. Assuming the amendment is approved, the project would slightly change the character of the neighborhood which is a mostly industrial area. The surrounding area is zoned RM-3: Multiple Residential-High Density, IP: Industrial Park, and PF: Public Facilities. The proposed project would contribute to more residences in the area and would be processed for Design Review with the City of Watsonville. The project includes both landscaping features as well as open space and recreational facilities. The applicant provided a landscaping plan that includes the planting of drought tolerant plants, trees and shrubs that would act as natural screening of the buildings, in addition to privacy fencing.

The Watsonville General Plan has Goals which guide development.

- Goal 5.2 Community Appearance: Blend new development with recognized values of community appearance and scenic qualities, and ensure that new development enhances, rather than detracts from, its surroundings.
- Goal 5.6 Urban Design: Achieve high standards of street, site and building design that are both efficient, and aesthetically pleasing.
- Policy 5.A Project Design Review: The preservation of visual resources shall be accomplished through the design review process.
- Policy 5.B Design Consistency: The City shall review new development proposals to encourage high standards of urban design and to ensure that elements of architectural design and site orientation do not degrade or conflict with the appearance of existing structures.

The project is located in an urbanized area, has a robust landscaping plan, and is consistent with the General Plan Goals and Policies, Design Guidelines regarding landscaping and design. The project would not substantially degrade the existing visual character or quality of the site and its surroundings. The impact would be less than significant.

d. Less than Significant Impact. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources, or by reflective surfaces (i.e., polished metal, window treatments). The proposed lighting is adequate to illuminate the project area and is consistent with typical lighting for an urban residential setting. The parking lot lighting is sufficient for creating a fairly even distribution of light at low to moderate levels of intensity. The photometric analysis indicates the outdoor fixtures would create low and moderate light levels in and adjacent to the project location and should not create a glare nuisance. The project would not create a glare nuisance for the adjoining residential properties.

Although the project would increase the overall light in the project vicinity it would not create readily detectable glare along the adjacent roads or surrounding residential uses. In addition, the project would be required to comply with the General Plan Urban Design and Scenic Resources element Goal 5.2 “Community Appearance.” Therefore, the project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. The impact would be less than significant.

References:

Caltrans. Map Viewer website, “California Scenic Highways,” Available at:
<https://www.arcgis.com/home/webmap/viewer.html?layers=f0259b1ad0fe4093a5604c9b838a486a>
(accessed March 3, 2020).

City of Watsonville, 2005. General Plan, Urban Design and Scenic Resources Chapter 5. Available at:
<https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed March 3, 2020).

Lattanzio, Inc., January 11, 2017. Elevations (Building #1) (sheet A-5).

Lattanzio, Inc., January 03, 2018. Site Lighting Plan (sheet A1.a).

Michael Arnone Landscape Architect, October 9, 2017. Preliminary Landscape Plan (sheet L-1.0).

6.2 Agriculture and Forest Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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 Dept. of Conservation as an optional model to use in assess in impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51140 (g))?				✓
d) Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

Conclusion: Regarding agricultural and forest resources, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. No Impact.** The project site and vicinity are located within an established, developed urban area that does not allow agriculture or forest uses per the City's General Plan. The map of Important Farmland in California (2016) prepared by the Department of Conservation does not identify the project site as being Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The site is classified as "Urban and Built-Up-Land" which is described as "occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel." Because the project site is classified as Urban and Built-Up-Land, the project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use. As such, there would be no impact.

- b. No Impact.** No land within the City limits is zoned for agricultural use. The project site is zoned for industrial usage, with the proposal to change to RM-3, intended for multi-family residential development. Lands within the project are not under Williamson Act contracts nor would the project impact any lands under Williamson Act contracts. The proposed project would not impact existing zoning for agricultural use, or a Williamson Act contract and no impact would occur.
- c. No Impact.** The project site and vicinity are located within an urban area and there is no forest land or timberland located on or near the project site. The project site is surrounded by residential, industrial and public facilities zoned land. There would be no impact.
- d. No Impact.** The project site does not contain any forest land onsite or nearby. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses. Project development would not impact forest land and there would be no impact.
- e. No Impact.** Refer to Sections 6.2.a and 6.2.c. The project site is a currently partly developed site within an urbanized, industrial environment. None of the surrounding sites contain existing forest or agricultural uses. Development of the project would not change the existing environment in a manner that will result in the conversion of forest land to a non-forest land use or agricultural land to a non-agricultural use because the existing zoning is residential. Therefore, no impact would occur.

References:

California Department of Conservation, California Important Farmland Finder 2016. Available at: <https://maps.conservation.ca.gov/DLRP/CIFF/> (accessed March 04, 2020).

6.3 Air Quality

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?				✓
b) 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?			✓	
c) Expose sensitive receptors to substantial pollutant concentrations?			✓	
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?			✓	

Conclusion: Regarding air quality, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. No Impact.** In May 2017, the Monterey Bay Air Resources District (MBARD) adopted the *2012-2015 Air Quality Management Plan (AQMP)*, which assesses and updates the elements of the *2008 AQMP and the Triennial Plan Revision 2009-2011*, including the air quality trends analysis, emission inventory, and mobile source programs (MBARD, 2017; MBARD, 2013).

The MBARD's *CEQA Air Quality Guidelines* provides a list of actions that are intended to ensure consistency with the AQMP (MBARD, 2008). The most applicable actions from the *CEQA Air Quality Guidelines* is assessing the proposed growth assumptions associated with a proposed project with the population and dwelling unit forecasts adopted by the Association of Monterey Bay Area Governments (AMBAG), since the AMBAG population and dwelling unit forecasts are used to generate emission forecasts upon which the AQMP is based. As such, projects that are consistent with the AMBAG's regional forecasts would be considered consistent with the AQMP. Another criterion for evaluating project consistency with the AQMP, is based on the project's potential to increase criteria air pollutant emissions. Projects that result in a significant increase in emissions, defined as in excess of MBARD significance thresholds, would also be considered to potentially conflict with or obstruct implementation of the AQMP.

The project is anticipated to house 78 residents, which is within the growth forecasts developed by the AMBAG's 2010 Monterey Bay Area Metropolitan Transportation Plan (MTP), *Monterey Bay Area Mobility 2035* (AMBAG, 2010).² As such, the project would not conflict with the AQMP with

² Although there is a new MTP for the region, the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy, the AQMP's air quality projections are based on the growth assumptions in the previous MTP. Therefore, consistency with regard to the AQMP is based on the previous iteration of the MTP.

regard to the first criterion. In addition, as described under response Section 6.3(b), the proposed project would not exceed the MBARD's construction or operational significance thresholds for criteria air pollutant emissions. Therefore, the project would not conflict with nor obstruct implementation of the AQMP. No impact would occur.

- b. Less than Significant Impact.** The project is located within the North Central Coast Air Basin (NCCAB), which encompasses Santa Cruz, San Benito, and Monterey Counties. Efforts to attain state and federal air quality standards in the NCCAB are governed by the MBARD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as *criteria pollutants*). These pollutants include ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), inhalable particulate matter with a diameter of 10 microns or less (PM₁₀), fine particulate matter with a diameter of 2.5 microns or less (PM_{2.5}), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS are more stringent than the national AAQS.

The United States Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and MBARD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment. Air pollution levels are measured at monitoring stations located throughout the air basin.

Table 1, *North Central Coast Air Basin Attainment Status*, summarizes the attainment status in the NCCAB for criteria pollutants.

Table 1. North Central Coast Air Basin Attainment Status

Pollutant	Federal	State
Ozone (O ₃)	Nonattainment/Transitional	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified
PM _{2.5}	Attainment	Unclassified/Attainment
Carbon Monoxide (CO)	Attainment	Unclassified/Attainment
Nitrogen Dioxide (NO ₂)	Attainment	Unclassified/Attainment
Sulfur Dioxide (SO ₂)	Attainment	Unclassified
Sulfates	Attainment	--
Lead	Attainment	Unclassified/Attainment
Hydrogen Sulfide	Unclassified	--
Visibility Reducing Particles	Unclassified	--

Source: CARB, 2017

The proposed project would generate both short-term construction emissions and long-term operational emissions. The project's potential emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed MBARD-recommended criteria air pollutant thresholds.

Construction Emissions: The proposed project involves the construction of 21 new residential townhomes over an approximately 12-month period. Construction activities would disturb the entire site (approximately 1.57 acres,) and would include demolition of the existing single-family house, site preparation, grading, construction, paving, and architectural coating work. Soil and earthwork quantities are anticipated to be balanced on site during grading.

The proposed project's potential construction emissions were estimated using CalEEMod, based on default assumptions, and are shown in Table 2, *Construction Activity, Duration, and Typical Equipment*.

Table 2. Construction Activity, Duration, and Typical Equipment

Construction Activity	Duration (days) ^(A)	Typical Equipment Used ^(B)
Demolition	20	Concrete/Industrial Saw, Dozer, Backhoe
Site Preparation	2	Grader, Tractor/Loader/Backhoe
Grading	4	Grader, Dozer, Backhoe
Building Construction	200	Crane, Forklift, Generator, Backhoe, Welder
Paving	10	Cement Mixer, Paver, Roller, Backhoe
Architectural Coating	10	Air Compressor

Source: MIG, 2020 (See Appendix A).

(A) Days refer to total active work days in the construction phase, not calendar days.

(B) The typical equipment list does not reflect all equipment that would be used during the construction phase. Not all equipment would operate eight hours per day each work day.

The proposed project's maximum daily unmitigated construction emissions are shown in Table 3, *Unmitigated Maximum Daily Criteria Air Pollutant Construction Emissions (lbs/day)*. Please refer to Appendix A for CalEEMod output files and detailed construction emissions assumptions.

Table 3. Unmitigated Maximum Daily Criteria Air Pollutant Construction Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>Summer</i>						
2020 ^(A)	55.4	21.2	15.2	<0.0 ^(B)	6.7	3.7
<i>Winter</i>						
2020 ^(A)	55.4	21.2	15.2	<0.0 ^(B)	6.7	3.7
Threshold	--	--	--	--	82	--
Substantial?	--	--	--	--	No	--
Source: MIG, 2019 (See Appendix A).						
(A) As a conservative approach, all construction emissions were assumed to occur in 2020. In actuality, construction emissions may occur in 2021, too. Construction equipment in anticipated to become cleaner over time as older, dirtier, construction equipment is phased out and replaced with newer, cleaner burning pieces of equipment.						
(B) <0.0 does not mean emissions are zero; rather, it means emissions are greater than 0.00, but less than 0.1.						

The proposed project would not result in construction emissions that exceed the MBARD's only established construction criteria air pollutant emission threshold of 82 lbs/day for PM₁₀. As stated in the MBARD's *CEQA Air Quality Guidelines*, "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 [NO_x], are accommodated in the emission inventories of State- and federally-required air plans and would not have a significant impact on the attainment and maintenance of ozone AAQS" (MBARD, 2008; pg. 5-3). The project would utilize usual construction equipment, and therefore emissions of VOC/ROG and NO_x would not hinder attainment of ozone standards in the NCCAB. In addition, compliance with existing MBARD rules and regulations, such as Rule 426 (Architectural Coatings) and Rule 425 (Use of Cutback Asphalt) would further minimize potential short-term criteria air pollutant emissions.

Although the proposed project would not exceed the MBARD's only established construction criteria air pollutant emission threshold, construction activities still have the potential to conflict with MBARD Rule 402 (Nuisances). Accordingly, the City would implement the following air quality Best Management Practices (BMPs) to reduce fugitive dust emissions and potential nearby sensitive receptor exposure to exhaust emissions.

Construction Air Quality Best Management Practices: The City shall require the Applicant to incorporate the following construction air quality best management practices into all applicable project bid, design, and engineering documents:

- 1) All exposed surfaces (e.g., parking areas, staging area, soil piles, graded areas, and unpaved access roads) shall be watered at once per day, at a minimum.
- 2) All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- 3) All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- 4) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- 5) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- 6) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- 7) Stage construction equipment and materials as far away from residential land uses to the extent feasible.

Operational Emissions: Upon completion of construction activities, the proposed project would operate as 21, new townhomes. The operation of this land use would generate emissions of regulated air pollutants from:

- **“Area” Sources.** The proposed land use would generate emissions from small area sources, including landscaping equipment, and the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption.** The proposed land uses would generate emissions from the combustion of natural gas in water and space heating equipment.
- **Mobile Sources.** The proposed project site would generate emissions from vehicles traveling to and from the project site.

The proposed project’s operational emissions were estimated using CalEEMod. The operational emissions generated in CalEEMod are based on the project’s full first year of operation (presumed to be 2021) using default data assumptions provided by CalEEMod, with the following project-specific modification:

- The default weekday trip generation rate for the townhomes was replaced with the trip generation rates contained in the Transportation Memorandum prepared for the project by W-Trans. The weekend trip generation rates were left as model defaults. According to the Traffic Memorandum, the proposed project would generate an increase of approximately 3 AM peak hour, 5 PM peak hour, and 99 net, new, daily trips on average weekdays. As such, the mobile source emissions reflect the net change in trip generation between the existing and proposed land uses.

The proposed project’s maximum daily unmitigated operational emissions are shown in Table 4, *Unmitigated Maximum Daily Criteria Air Pollutant Operational Emissions (lbs/day)*.

Table 4. Unmitigated Maximum Daily Criteria Air Pollutant Operational Emissions (lbs/day)

Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
<i>Summer</i>						
Area Sources	0.8	<0.0 ^(A)	1.7	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)
Energy Demand	<0.0 ^(A)	0.1	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)
Mobile Sources	0.3	1.0	3.5	<0.0 ^(A)	0.8	0.2
<i>Summer Total^(B)</i>	<i>1.1</i>	<i>1.1</i>	<i>5.3</i>	<i><0.0^(A)</i>	<i>0.8</i>	<i>0.2</i>
<i>Winter</i>						
Area Sources	0.8	<0.0 ^(A)	1.7	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)
Energy Demand	<0.0 ^(A)	0.1	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)	<0.0 ^(A)
Mobile Sources	1.0	5.6	12.6	<0.0 ^(A)	2.9	0.8
<i>Winter Total</i>	<i>0.3</i>	<i>1.1</i>	<i>3.7</i>	<i><0.0^(A)</i>	<i>0.8</i>	<i>0.2</i>
MBARD Daily Threshold	137	137	500	150	82	--
Potentially Significant?	No	No	--	No	No	--
Source: MIG, 2019 (See Appendix A).						
(A) <0.0 does not mean emissions are zero; rather, it means emissions are greater than 0.00, but less than 0.1.						
(B) Totals may not equal the sum of aggregate emissions due to rounding.						

The proposed maximum daily unmitigated operational emissions would be below the MBARD's operational criteria air pollutant emissions thresholds. Therefore, operation of the proposed project would not generate operational-related emissions that exceed MBARD thresholds, and impacts would be less than significant.

c. Less than Significant Impact. Some populations are more susceptible to the effects of air pollution than the population at large; these populations are defined as sensitive air quality receptors. Sensitive receptors include children, the elderly, the sick, and the athletic. Land uses associated with sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. The sensitive air quality receptors adjacent or in close proximity to the perimeter of the project include:

- The Colonial Manor Mobile Home Park, immediately east of the project site; and
- Single-family homes along Jeanette Way, San Tomas Way, and San Tomas Court, south / south-east of the project site. The closest of these receptors are approximately 185 feet from the project site.

In addition to criteria air pollutants such as NO_x (an ozone precursor), CO, PM₁₀, and PM_{2.5}, the U.S. EPA and CARB have classified certain pollutants as hazardous air pollutants (HAPs) and toxic air contaminants (TACs), respectively. These pollutants can cause severe health effects at very low concentrations, and many are suspected or confirmed carcinogens. The U.S. EPA has identified 187 HAPs, including such substances as arsenic and chlorine; CARB considers all U.S. EPA designated HAPs, as well as diesel particulate matter (DPM) emissions from diesel-fueled engines and other substances, to be a TAC.

During project construction, the heavy-duty, diesel-powered, off-road construction equipment, as well as diesel-powered vendor and haul trucks, would emit DPM as part of their exhaust emissions; however, these emissions would not result in pollutant concentrations that could generate substantial adverse health risks to adjacent sensitive receptors for several reasons.

First, as shown in Table 3, the proposed project's emissions would be below all MBARD construction emissions thresholds. Second, project construction emission activities would only occur intermittently, between the hours of 7 AM and 7 PM, Monday through Friday, and between the hours of 8 AM and 5 PM on Saturday, in accordance with a standard condition of project approval for all development projects. The intermittent nature of project construction activities would provide time for emitted pollutants to disperse on an hourly and daily basis according to the prevailing wind in the area. Finally, the project site is large, and the equipment used for project construction would be mobile – meaning that emission sources would move around the site and not expose the same receptor to pollutant concentrations continuously throughout the day, week, or construction-period as a whole. Furthermore, the proposed project would be required to comply with applicable MBARD rules and regulations, such as Rule 402 (Nuisances) and Rule 424 (National Emission Standards for Hazardous Air Pollutants (NESHAPS)), which covers the handling of potential existing asbestos-containing building materials that could be present at the project site. Furthermore, the proposed project would implement BMPs for air quality, which would help reduce fugitive dust emissions, and would require construction equipment be staged as far away from residential receptors, as possible, thus reducing the quantity of exhaust emitted in proximity to sensitive receptors.

In summary, the proposed project would not expose sensitive receptors to substantial pollutant concentrations because the proposed project consists of short-term construction activities; emission sources would be temporary, intermittent, and move throughout the approximately 1.57-acre project site; and the project Applicant would comply with applicable MBARD rules and regulations. This impact would be less than significant.

- d. Less than Significant Impact.** Construction of the project would generate typical odors associated with construction activities, such fuel and oil odors, asphalt paving odors and painting/coating odors. The odors generated by the project would be intermittent and localized in nature and would disperse quickly. Therefore, the project would not create objectionable odors affecting a substantial number of people. This impact would be less than significant.

References:

Association of Monterey Bay Area Governments (AMBAG), 2010. *Monterey Bay Area Mobility 2035*. Available at: <https://ambag.org/pdf/MTP%202010%20-%20Monterey%20Bay%20Area%20Mobility%202035.pdf> (accessed October 4, 2019).

California Air Resources Board (CARB), 2017. Area Designations Map/State and National. Available at: <http://www.arb.ca.gov/desig/adm/adm.htm> (accessed December 28, 2018).

City of Watsonville, 2020. Watsonville Municipal Code. Available at: <https://www.codepublishing.com/CA/Watsonville> (accessed March 25, 2020).

Monterey Bay Air Resources District (MBARD), 2008. CEQA Air Quality Guidelines. Available at: https://www.mbard.org/files/f665829d1/CEQA_full+%281%29.pdf (accessed October 4, 2019).

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6.4 Biological Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?		✓		
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c) Have a substantial adverse effect on federally protected wetlands (including, but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

Conclusion: The project would not result in any significant environmental impacts to biological resources. The project site is a mixture of ruderal, disturbed and developed habitat. Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to less than significant levels.

Regulatory Environment: The following describes the regulatory environment that supports the conclusions to the impact questions.

Special-Status Species Regulatory Framework

Federal Endangered Species Act (FESA): The FESA establishes a broad public and federal interest in identifying, protecting, and providing for the recovery of threatened or endangered species. The Secretary of the Interior and the Secretary of Commerce are designated in FESA as responsible for identifying endangered and threatened species and their critical habitat, carrying out programs for the conservation of these species, and rendering opinions regarding the impact of proposed federal actions on listed species. The USFWS and the National Oceanic and Atmospheric Administration's National

Marine Fisheries Service (NOAA Fisheries) are charged with implementing and enforcing the FESA. USFWS has authority over terrestrial and continental aquatic species, and NOAA Fisheries has authority over species that spend all or part of their life cycle at sea, such as salmonids. Section 9 of FESA prohibits the unlawful “take” of any listed fish or wildlife species. Take, as defined by FESA, means “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such action.” USFWS’s regulations define harm to mean “an act which actually kills or injures wildlife.” Such an act “may include “significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering” (50 CFR § 17.3). Take can be permitted under FESA pursuant to sections 7 and 10. Section 7 provides a process for take permits for federal projects or projects subject to a federal permit, and Section 10 provides a process for incidental take permits for projects without a federal nexus. FESA does not extend the take prohibition to federally listed plants on private land, other than prohibiting the removal, damage, or destruction of such species in violation of state law.

Critical Habitat: Critical habitat is a term defined in the ESA as a specific geographic area that contains features essential for the conservation of a threatened or endangered species and that may require special management and protection. The ESA requires federal agencies to consult with the USFWS to conserve listed species on their lands and to ensure that any activities or projects they fund, authorize, or carry out will not jeopardize the survival of a threatened or endangered species. In consultation for those species with critical habitat, federal agencies must also ensure that their activities or projects do not adversely modify critical habitat to the point that it will no longer aid in the species’ recovery. In many cases, this level of protection is similar to that already provided to species by the ESA jeopardy standard. However, areas that are currently unoccupied by the species but which are needed for the species’ recovery are protected by the prohibition against adverse modification of critical habitat.

Migratory Bird Treaty Act of 1918 (MBTA): The Federal Migratory Bird Treaty Act (MBTA) (16 USC. 703 et seq.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term “take” is defined as meaning, “to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires.” With a few exceptions, most birds are considered migratory under the MBTA. Disturbances that cause nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

California Endangered Species Act (CESA): Provisions of CESA protect state-listed threatened and endangered species. The California Department of Fish and Wildlife (CDFW) is charged with establishing a list of endangered and threatened species. CDFW regulates activities that may result in “take” of individuals (i.e., “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill”). Habitat degradation or modification is not expressly included in the definition of “take” under the California Fish and Game Code, but CDFW has interpreted “take” to include the killing of a member of a species which is the proximate result of habitat modification.

California Fully Protected Species and Species of Special Concern: The classification of California “fully protected” (CFP) was the CDFW’s initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibians and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at §5515, amphibians and reptiles at §5050, birds at §3503 and §3511, and mammals at §4150 and §4700) dealing with “fully protected” species state that these species “...may not be taken or possessed at any time and no provision of this code or

any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species,” although take may be authorized for necessary scientific research. This language makes the “fully protected” designation the strongest and most restrictive regarding the “take” of these species. In 2003, the code sections dealing with “fully protected” species were amended to allow the CDFW to authorize take resulting from recovery activities for state-listed species.

California Species of Special Concern (CSC) are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or because they historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required.

California Fish and Game Code Sections 3503 and 3513: Nesting birds, including raptors, are protected under California Fish and Game Code Section 3503, which reads, “It is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by this code or any regulation made pursuant thereto.” In addition, under California Fish and Game Code Section 3503.5, “it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto”. Passerines and non-passerine land birds are further protected under California Fish and Game Code 3513. As such, CDFW typically recommends surveys for nesting birds that could potentially be directly (e.g., actual removal of trees/vegetation) or indirectly (e.g., noise disturbance) impacted by project-related activities. Disturbance during the breeding season could result in the incidental loss of fertile eggs or nestlings, or otherwise lead to nest abandonment. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered “take” by CDFW.

Non-Game Mammals: Sections 4150-4155 of the California Fish and Game Code protects non-game mammals, including bats. Section 4150 states “A mammal occurring naturally in California that is not a game mammal, fully protected mammal, or fur-bearing mammal is a nongame mammal. A non-game mammal may not be taken or possessed except as provided in this code or in accordance with regulations adopted by the commission”. The non-game mammals that may be taken or possessed are primarily those that cause crop or property damage. Bats are classified as a non-game mammal and are protected under California Fish and Game Code.

Native Plant Protection Act: The Native Plant Protection Act (NPPA) was created in 1977 with the intent to preserve, protect, and enhance rare and endangered plants in California (California Fish and Game Code sections 1900 to 1913). The NPPA is administered by CDFW, which has the authority to designate native plants as endangered or rare and to protect them from “take.” CDFW maintains a list of plant species that have been officially classified as endangered, threatened or rare. These special-status plants have special protection under California law and projects that directly impact them may not qualify for a categorical exemption under CEQA guidelines.

Habitat-Level Regulatory Framework

Removal of Trees and Other Vegetation: Construction grading and drainage shall not remove or disturb trees and other vegetation except in compliance with the City's best management practices for

construction grading and drainage and the approved plans and specifications. Construction grading and drainage shall be conducted in compliance with the following requirements.

- a) The limits of work-related ground disturbance shall be clearly identified and delineated on the approved plans and specifications and defined and marked on the site to prevent damage to surrounding trees and other vegetation.
- b) Trees and other vegetation within the limits of work-related ground disturbance that are to be retained shall be identified and protected from damage by marking, fencing, or other measures.

Sensitive Natural Vegetation Community Regulatory Framework

California Fish and Game Code Section 1600-1603: Streams, lakes, and riparian vegetation, as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code. Any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake generally require a 1602 Lake and Streambed Alteration Agreement. The term “stream”, which includes creeks and rivers, is defined in the California Code of Regulations (“CCR”) as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life”. This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72). In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife (CDFW 1994). Riparian vegetation is defined as, “vegetation which occurs in and/or adjacent to a stream and is dependent on, and occurs because of, the stream itself” (CDFW 1994). In addition to impacts to jurisdictional streambeds, removal of riparian vegetation also requires a Section 1602 Lake and Streambed Alteration Agreement from the CDFW.

Sensitive Natural Communities: Sensitive natural communities are vegetation communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special-status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW (i.e., CNDDDB) or the USFWS. The CNDDDB identifies a number of natural communities as rare, which are given the highest inventory priority. Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA California Code of Regulations (CCR): Title 14, Div. 6, Chap. 3, Appendix G.

Documentation:

- a. **No Impact to Special Status Plants.** No special-status plant species were determined to have the potential to occur onsite due to the lack of onsite habitat. A site visit was conducted to confirm absence of special-status plant species in May 2020 by an MIG, Inc. biologist during the blooming period for potentially present species. None were observed during the visit; therefore, no rare plants were determined to be present on site.

Less than Significant with Mitigation Incorporated to Special Status Wildlife. No special-status bird species were determined to have potential to nest in the project area due to the lack of habitat on site. However, there is potential for non-status species to forage on the ruderal edges of the project site. Implementation of **Mitigation Measure BIO-1 and BIO-2** would be required to reduce

potential impacts to nesting and foraging birds to a less than significant level. A description of on-site resources and mitigation measures follows.

Project Site Plant Communities and Associated Wildlife Habitats:

The project site contains two (2) habitat types, described below. A list of plant and wildlife species observed within the study area and their native or non-native status are provided in Appendix B.

Developed Land (1.25-acres). The project site is composed primarily of disturbed and developed habitat. Developed areas include one permanent home and multiple RVs, an office, gravel lot, dirt driveway, and ornamental landscaping. Landscaping is limited to a small area of turf adjacent to the permanent house and one ornamental pine tree species (*Pinus* sp.) adjacent to the house and near the street. This tree and all other landscaping on the site will be removed as part of the development of the site.

Ruderal (0.32-acres). A disturbed portion of the site is occupied primarily by ruderal species, containing non-native annual grasses including wild oats (*Avena fatua*), slim oat (*Avena barbata*), meadow barley (*Hordeum brachyantherum*), foxtail barley (*Hordeum marinum*), Italian ryegrass (*Festuca perennis*), and ripgut brome (*Bromus diandrus*). Other species observed include: cheese weed (*Malva parviflora*), bristly ox-tongue (*Helminthotheca echioides*), common dandelion (*Taraxacum officinale*), rabbits foot grass (*Polypogon monspeliensis*), wild radish (*Raphanus sativus*), Himalayan blackberry (*Rubus armeniacus*), English Ivy (*Hedera helix*), bedstraw (*Gallium angustifolium*), cranes bill (*Geranium dissectum*), Italian thistle (*Carduus pycnocephalus*), and scarlet pimpernel (*Lysimachia arvensis*).

This habitat occurs on the borders of the project site, primarily in the northern portion adjacent to the onsite housing and around the perimeters of the dirt parking and gravel lots. These portions of the site are continuously disturbed by machinery and trucks entering and exiting the project site.

Special-Status Species with Potential to Occur on Project Site:

A search of current resource agency database records (e.g., CNDDDB, CNPS Electronic Inventory, and USFWS Information for Planning and Consultation (IPaC) databases) within the Watsonville West and eight surrounding USGS 7.5-minute quadrangles. The potential occurrence of these species was then evaluated based on the habitat requirements of each species relative to the conditions observed during the general botanical survey and habitat evaluation conducted by MIG, Inc. biologists. The following species do not have potential to occur on site but occur in nearby habitats. Species were eliminated based on habitats found within the project site, CNDDDB occurrences within a ten-mile radius of the project area, and observations of site conditions made during the biological surveys.

Potential impacts and associated impact avoidance, minimization, and mitigation measures are discussed below.

Special-Status Plant Species: Special-status plants are defined here to include: (1) plants that are federal- or state-listed as rare, threatened or endangered, (2) federal and state candidates for listing,

(3) plants assigned a Rank of 1 through 4 by the CNPS Inventory, and (4) plants that qualify under the definition of "rare" in the California Environmental Quality Act, section 15380.

A table of special-status plant species with the potential to occur on the project site is provided in Appendix B. The project area was determined to provide no suitable habitat for all special-status plant species that were evaluated for their potential occurrence, based on the distance of the project area to previously recorded occurrences in the region, lack of typical vegetation types, disturbed habitat conditions, topography, elevation, soil types, and other species-specific habitat requirements. The project site consists of disturbed and developed land including a dirt parking lot, temporary and permanent housing, a gravel lot with ruderal species along the borders and landscaped turf. The closest recorded CNDDDB special status plant species is the San Francisco popcorn flower (*Plagiobothrys diffusus*) which occurs approximately 0.5 miles north of the project site adjacent to the Watsonville Municipal Airport. This species occurs in valley and foothill grassland and coastal prairie habitats. Historically, the project site would likely have provided suitable habitat for this species, however, due to the urbanization of the area the project site no contains suitable habitat. The project site is disturbed and partially developed with a mix of ruderal and landscaped vegetation. The project site visit was conducted during this species blooming period and was not observed. This project site contains no suitable habitat for San Francisco popcorn flower and therefore has no potential to occur.

Special-Status Wildlife Species: Special-status wildlife species include those species listed as endangered or threatened under the FESA or CESA; candidates for listing by the USFWS or CDFW; California fully protected and species of special concern; non-game mammals protected by Sections 4150-4155 of the CFGC; and nesting birds protected by the CDFW under CFGC Sections 3503 and 3513.

Special-status wildlife species are considered absent within the project area based on a review of the USFWS, CNDDDB, CNPS, NOAA Fisheries, and University of California databases, the biologist's knowledge of sensitive species within the City of Watsonville, and an assessment of the types of habitats within the project site. This determination was made due to the absence of essential habitat requirements for these species. The areas surrounding the project site consist mostly of urban development or parcels that are frequently disked. Both of these factors limit wildlife movement in the area. The project site itself is a mixture of disturbed, developed and ruderal habitat. No resources to support special-status species are available on site. In addition, the project site is fenced in on all sides, limiting wildlife access. Two special-status bird species had recorded CNDDDB occurrences within approximately 2-miles of the project site: Cooper's hawk (*Accipiter cooperii*) and Tricolored blackbird (*Agelaius tricolor*). Neither of these species have potential to occur on site due to the absence of suitable habitat. In addition, no resources (i.e. food or water) for these species occur within the project site. Therefore, Cooper's hawk and tricolored blackbird do not have to potential to occur in the project area.

It should be noted that there are two CNDDDB-documented occurrences of special-status amphibian and reptile species within a two-mile radius of the project area. These species include California red-legged frog (*Rana draytonii*) and Western pond turtle (*Emys marmorata*). These species have low potential to occur within the study area due to habitat suitability as well as distance and connectivity to other occupied waterbodies. The project area does not contain any aquatic features or suitable habitat for these species.

There is a California red-legged frog occurrence approximately 1-mile from the project site. With multiple other occurrences within 5-miles of the site. The closest occurrence for western pond turtle is approximately 1.2-miles from the project site. However, it is very unlikely that either CRLF or WPT will occur on site due to the lack of aquatic habitat, high level of development and frequently disked parcels in between the occurrence and the project site.

Other Protected Nesting Birds. Vegetation communities within the study area provide suitable nesting habitat for common, as well as special-status resident and passerine and raptor species. Nesting birds may nest within trees, shrubs, shallow scrapes on bare ground, and man-made structures within the study area. Numerous passerines were noted during the field survey. If construction activities occur during the avian breeding season (generally February to August), injury to individuals or nest abandonment could occur. In addition, noise and increased construction activity could temporarily disturb nesting or foraging activities, potentially resulting in the abandonment of nest sites. The loss of an active nest of common or special-status bird species would be considered a violation of Fish and Game Code sections 3503, 3503.5, and 3513.

Mitigation Measure BIO-1: Nesting Bird Avoidance or Conduct Preconstruction Surveys. If construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds, a focused survey for active nests of such birds shall be conducted by a qualified biologist within seven (7) days prior to the beginning of project-related activities. The results of the survey shall be sent to the City of Watsonville prior to the start of project activities. The minimum survey radii surrounding the work area shall be the following: i) 250 feet for passerines; ii) 500 feet for other small raptors such as accipiters; iii) 1,000 feet for larger raptors such as buteos. Nesting seasons are typically defined as follows: i) March 15 to August 30 for smaller bird species such as passerines; ii) February 15 to August 30 for raptors.

The following measures shall be taken to avoid potential inadvertent destruction or disturbance of nesting birds on and near the project site as a result of construction-related vegetation removal and site disturbance:

- a) To avoid impacts to nesting birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (generally prior to February 1 or after August 31). Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest.
- b) If construction-related activities are scheduled to occur during the nesting season (generally February 1 through August 31), a qualified biologist shall conduct a habitat assessment and preconstruction nesting survey for nesting bird species no more than seven (7) days prior to initiation of work. A qualified wildlife biologist is an individual who possesses, at a minimum, a bachelor's or advanced degree, from an accredited university, with a major in biology, zoology, wildlife biology, natural resources science, or a closely related scientific discipline, at least two years of field experience in the biology and natural history of local plant, fish, and wildlife resources present at the development site, and knowledge of state and federal laws regarding the protection of sensitive and endangered species. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures of birds known to nest in the project site. Surveys shall be conducted at the appropriate times of day during periods of peak activity (i.e., early morning or dusk) and shall be of sufficient duration to observe movement patterns. Surveys shall be conducted

within the project area and 250 feet of the construction limits for nesting non-raptors and 1,000 feet for nesting raptors, as feasible. If the survey area is found to be absent of nesting birds, no further mitigation would be required. However, if project activities are delayed by more than seven (7) days, an additional nesting bird survey shall be performed.

- c) If pre-construction nesting bird surveys result in the location of active nests, no site disturbance (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within the buffer zone established under BIO-2. Monitoring, by a qualified biologist, shall be required to ensure compliance with the relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. Active nests found inside the limits of the buffer zones or nests within the vicinity of the project site showing signs of distress from Project activity, as determined by the qualified biologist, shall be monitored daily during the duration of the project for changes in breeding behavior. If changes in behavior are observed (e.g., distress, disruptions), the buffer shall be immediately adjusted by the qualified biologist until no further interruptions to breeding behavior are detected. The nest protection buffers may be reduced if the qualified biologist determines in compliance with CDFW permit requirements (if any) that construction activities would not be likely to adversely affect the nest. If buffers are reduced, twice weekly monitoring may need to be conducted to confirm that construction activity is not resulting in detectable adverse effects on nesting birds or their young. The qualified biologist may implement an alternative monitoring schedule depending on the construction activity, season, and species potentially subject to impact, subject to compliance with CDFW permits (if any). Construction shall not commence within the prescribed buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use. A report of the findings will be prepared by a qualified biologist and submitted to the City prior to the initiation of construction-related activities that have the potential to disturb any active nests during the nesting season.
- d) City staff will not issue permits for ground disturbing activities until after the site has been surveyed by a qualified biologist to ensure that no active nest disturbance or destruction will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance.

Mitigation Monitoring BIO-1. Prior to issuance of any grading permit(s), the City shall review and approve the results of all pre-construction surveys and any measures recommended by the biologist to avoid sensitive species, which shall be noted on the final project plans. The project proponent shall not initiate any ground disturbing activity until applicant has submitted evidence to the City that Mitigation Measures BIO-1 and BIO-2, have been completed and are consistent with USFWS and/or CDFW permit requirements (if agency involvement is required). In addition, prior to ground disturbing activities, the City shall be provided with a written summary of the results of surveys by a qualified biologist to ensure that no active bird nest disturbance or destruction of breeding bat roosts will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance. A qualified biologist will also provide worker-awareness training prior to any work within aquatic habitats or adjacent upland habitat where California red-legged frog have potential to occur.

Mitigation Measure BIO-2: Active Nest Buffer. The applicant shall designate active nests as “Ecologically Sensitive Areas” (ESA) and protect the nest (while occupied) during project activities with the establishment of a fence barrier surrounding the nest site.

- a) Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the qualified biologist. The buffer distances should be specified to protect the bird's normal behavior to prevent nesting failure or abandonment.
 - b) The qualified biologist shall have authority to order the cessation of all nearby project activities if the nesting birds exhibit abnormal behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established.
 - c) Typical protective buffers between each identified nest site and construction site are as follows: 1) 300 feet for hawks, owls and eagles; 2) 50 feet for passerines.
 - d) The qualified biologist shall monitor the behavior of the birds (e.g., adults and young, when present) at the nest site to ensure that they are not disturbed by project activities.
 - e) Nest monitoring shall continue during project work until the young have completely left the nest site; as determined by the qualified biologist.
 - f) No habitat removal or modification shall occur within the ESA-fenced nest zone until the young have fully fledged and will no longer be adversely affected by the project.
- b. No Impact.** No riparian habitat or other sensitive natural vegetation communities occur onsite.
- c. No Impact.** The proposed project does not contain any state or federally jurisdictional features or protected wetlands.
- d. No Impact.** No designated wildlife migration corridors are present on the project site. The project site is a rectangular parcel enclosed by fencing on all sides. Localized movements of common, non-status wildlife may occur through the project site and neighboring habitats, but no major migrations are expected to occur across the project site. Surrounding uses are primarily developed with major roads and highways, commercial and industrial development and residential housing. The project location is separated by approximately 0.6 miles from the nearest undeveloped open space area, the Harkin Slough. Two barriers to species include Highway 1 and the Watsonville Municipal Airport. The high level of development and frequent disking of the surrounding parcels makes it very unlikely option for wildlife migrations.

The project site does not function as a wildlife habitat linkage or movement corridor, nor would project implementation adversely affect any offsite designated wildlife habitat linkage or movement corridor. Regional movement of common wildlife species through the project site is limited due to surrounding development. In addition, the project site does not support any native wildlife nursery sites. Thus, the project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. As a result, construction and operation of the project is not expected to substantially affect breeding productivity or population viability of any common species or cause a change in species diversity locally or regionally.

- e. No Impact.** One ornamental pine tree species (*Pinus* sp.) is proposed to be removed as part of the project activities. The tree is a common type that has been heavily altered by trimming to keep it clear of the overhead power lines that front the site. The tree is not a typically protected species such as oak, sycamore or bay laurel. Loss of the existing tree would not conflict with any local policies or ordinances protecting biological resources, and the existing tree would be replaced in excess of the required 1:1 ratio, upon completion of the proposed landscaping plan. Therefore, there will be no impacts related to conflicts with local tree protection regulations.

- f. **No Impact.** The project site is not located within the plan area of any adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other approved local, regional, or state Habitat Conservation Plan.

References:

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[NRCS] Natural Resources Conservation Service. 2018a. Web Soil Survey. U.S. Department of Agriculture. Accessed April 2019 from <http://websoilsurvey.nrcs.usda.gov>. (accessed May 20, 2020)

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6.5 Cultural Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines §15064.5?		✓		
c) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

Conclusion: Implementation of Mitigation Measures CUL-1 through CUL-2 would reduce potential impacts to less than significant levels. Regarding cultural resources, the proposed project would not result in any significant environmental impacts.

Documentation:

- a) **No Impact.** The cultural resources records search results from the California Historical Resources Information System (CHRIS) search at the Northwest Information Center (NWIC) indicate there are 12 historic buildings/structures located within a one-mile radius of the project site. These resources are summarized in Table 5 below:

Table 5. Cultural Resources within One Mile of the Project Area

Resource Number	Resource Name	Resource Type	Age
P-44-000406	Highway 1 (Santa Cruz County)	Structure	Historic
P-44-000408	OC-152, MC-152	Structure, Other	Historic
P-44-000410	Converted Barn Structure in Vista Verde Townhomes Project Area	Building	Historic
P-44-000643	Plowing Golf Balls	Site	Historic
P-44-000644	Historic Golf Fence	Structure	Historic
P-44-000774	Cracker Barrel Antiques	Building	Historic
P-44-000775	Vista Verde Townhomes Project	Building	Historic
P-44-000776	The Monument	Object	Historic
P-44-000777	2013 Freedom Blvd	Building	Historic
P-44-000778	2141 Freedom Blvd	Building	Historic
P-44-000779	2313 Freedom Blvd	Building	Historic
P-44-001084	1934 Freedom Boulevard	Building	Historic

The 12 historic buildings/structures identified by the NWIC will not be impacted by the proposed project, as these historic resources are located outside of the project's boundary.

The City of Watsonville keeps its own historic register which contains 14 structures, 6 of which are on the National Register of Historic Places (NRHP). These are shown in Table 6, below:

Table 6. City of Watsonville Historic Register Entries

Address	Resource Name	National Register Eligible
261–261A East Beach Street	Richard Pearson Home	No
332 East Beach Street	Bockius-Orr House	Yes
128 East Beach Street	Julius Lee Home	Yes
12 Brennan Street	Watsonville Women’s Club	No
225 East Lake Ave	N/A	No
305 East Lake Ave	Mitchell Resetar Home	No
335 East Lake Ave	Madison House	Yes
280 Main Street	Porter Building	No
406 Main Street	Lettunich Building	Yes
418–428 Main Street	Mansion House	Yes
426–434 Main Street	Kalich Building	No
Main/Beach/Peck/Union	Watsonville City Plaza	Yes
139 Maple Street	Horgan House	No
37 Sudden Street	Pajaro Valley Arts Council	No

All of the resources on the City’s historic register are outside the project boundary and are not within line of sight of the project boundary.

The project site does not contain historic buildings or structures identified on the CHRIS search, or on a local, State or national register of historic resources. Therefore, there are no impacts to known historic resources or built environments included on a historic register as a result of the proposed project.

Archival research suggests that there was a structure on this site built in or around 1906. Early aerial photography confirms there was a structure on the project site in 1952. However, this building was removed, and a new building was placed on approximately the same location sometime prior to 1981, and after 1968. A rear addition was made to this structure in the late 1990’s or early 2000’s.

The building does not display any unusual or distinctive architectural features and research does not suggest that the building was designed or built by an architect of significance. Additionally, there is no evidence to show that the building is connected with famous historic people or events in history. Therefore, the building is not considered eligible for inclusion in the California Register of Historic Resources (CRHR), as it does not meet any of the relevant criteria for inclusion. As such, the building is not considered a historic resource under CEQA, and demolition and removal of the building would not result in an impact.

- b) Less than Significant with Mitigation Incorporated.** The cultural resources records search results conducted by the NWIC indicate there are no archaeological resources (prehistoric and historic) located within the project’s boundaries. There is one historic period archaeological resource located within one mile of the project boundary. The resource is an archaeological site (P44-000643) that includes a small collection of historic debris, concentrated around a broken iron plow. The site is over 0.5 miles to the south-west of the project site.

A Sacred Lands File (SLF) search was conducted through the Native American Heritage Commission (NAHC), which was returned with a positive result, indicating that the Costanoan

Ohlone Rumsen-Mutsen Tribe had more information on potential resources in the project vicinity. It was also recommended that the *Amah Mutsun Tribal Band*, *Amah Mutsun Tribal Band of Mission San Juan Bautista*, *Indian Canyon Mutsun Band of Costanoan*, and the *Muwekma Ohlone Indian Tribe of the SF Bay Area* were contacted as an extension of the SLF. Emails were sent to the tribes, which included a topographic map of the project area and details of the proposed project undertaking.

After contacting the Costanoan Ohlone Rumsen-Mutsen Tribe, the tribe requested additional information on the project, which was sent to the tribe. After sending the information, MIG requested that the tribe indicate if the project could impact the resource. Despite several attempts at further communication, no response was received, and it is understood by MIG, that the tribe do not believe the project could impact the Native American archaeological resource(s) they have specific knowledge of.

The remaining tribes were also contacted, as recommended by the NAHC. The initial contact was made by email. All of the tribes who did not respond were then contacted by follow-up phone calls. The only tribe who did not provide a response was the *Muwekma Ohlone Indian Tribe of the SF Bay Area*, who received an email and two voicemails. No specific information on tribal resources was provided by the tribes. However, all these tribes indicated the area was considered sensitive.

Based on the results of the SLF search and Native American outreach, although no specific resources were discovered, cultural resources could be present and project excavation could result in the discovery of prehistoric archaeological resources. In the event that project ground-disturbing activities disturb, damage, or destroy previously unknown buried prehistoric features, sites or artifacts, a significant impact could occur. Implementation of Mitigation Measure CUL-1 and CUL-2 would reduce potential impacts to undiscovered archeological resources to a less than significant level.

Mitigation Measure CUL-1: Conduct Archaeological Sensitivity Training for Construction Personnel. The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The Applicant and/or qualified professional archaeologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary.

Mitigation Measure CUL-2: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered

artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.

Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center.

- c. **Less than Significant Impact.** No burial sites are known in the vicinity of the project site. Background research failed to show any evidence for the presence of burials, either historic or prehistoric. In the event of accidental discovery, adherence to existing laws and regulations (California Health and Safety Code, Sections 7050 and 7052; Chapter 10 of Part 3 of Division 2 of Title 3 of the California Government Code; and Section 5097.98 of the California Public Resources Code) would ensure that any human remains would be protected. The impact is less than significant.

References:

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Historic Aerials, 2020. Topographic maps and aerial photographs 1914 – 2018 of 547 Airport Blvd. Available at: <https://www.historicaerials.com/viewer> (accessed on May 28, 2020).

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Orozco, P. 2020. Personal Communication, Costanoan Ohlone Rumsen-Mutsun Tribe, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

Sayers, A.M. 2020. Personal Communication, Indian Canyon Mutsun Band of Costanoan, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

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6.6 Energy Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?			✓	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			✓	

Conclusion: Regarding energy resources, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. Less than Significant Impact.** Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary and needed to conduct development activities, it would not be wasteful or inefficient. Due to energy efficiency standards being improved over time, the new structures erected at the project site would be far more efficient than the existing structures at the site. The improvements to energy efficiency are in large part related to updates to the California Green Building Standards Code (2019). As estimated in CalEEMod, the proposed project is estimated to consume approximately 105,954 kWh of electricity and 393,183 kBTU on an annual basis. Although more electricity and natural gas would be consumed on an annual basis compared to the existing land use (e.g., single family residential development), the structures would use the energy in a more efficient manner and would serve a larger subset of the population in Watsonville. As such, the proposed project's energy consumption would not be wasteful, inefficient, or unnecessary. This impact would be less than significant.
- b. Less than Significant Impact.** The proposed project would not conflict with nor obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed under response a), the proposed 21 townhomes would be constructed to the latest CALGreen Code, which would make them more energy efficient than the existing structure at the project site. Furthermore, the proposed project would not conflict with the City's Climate Action Plan, since many of the actions in the CAP consist of items the City will pursue (see Section 6.8, Greenhouse Gas Emissions) and do not apply to the project. This impact would be less than significant.

References:

California Green Building Standards Commission (CalGreen), 2019. Section 4.201. Available at: <https://up.codes/viewer/california/ca-green-code-2019/chapter/4/residential-mandatory-measures#4.201> (accessed April 28, 2020).

6.7 Geology and Soils

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the 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.				✓
ii) Strong seismic ground shaking?			✓	
iii) Seismic-related ground failure, including liquefaction?			✓	
iv) Landslides?			✓	
b) Result in substantial soil erosion or the loss of topsoil?		✓		
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				✓
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		

Conclusion: Regarding geology and soils, the proposed project would not result in any significant environmental impacts.

Documentation:

- ai. No Impact.** The proposed project site is not located in an Alquist-Priolo fault zone, and thus there would be no impact.
- aii. Less than Significant Impact.** Much of the region is subject to seismic shaking that results from earthquakes along the San Andreas Fault Zone System. Predicting seismic events is not possible, nor is providing mitigation that can entirely reduce the potential for injury and damage that could occur

during a seismic event. However, by applying geotechnical evaluation techniques and appropriate engineering practices, potential injury and damage from seismic activity can be diminished by exposing fewer people and less property to the effects of a major earthquake. The design and construction of new structures are subject to engineering standards of the California Building Code (CBC), which consider soil properties, seismic shaking, and foundation type.

All construction activities must meet the California Building Code regulations for seismic safety. Construction plans will be subject to review and approval of the City prior to the issuance of a building permit, and the project site would be subject to inspection by the City. Standard conditions of approval require that building permits be obtained for all construction and that the project meet all standard seismic and soil test/compaction requirements. Implementation of Mitigation Measure GEO-1 will ensure that potential impacts from strong seismic ground shaking would be reduced to less than significant.

Mitigation Measure GEO-1: California Building Code. All construction activities shall meet the California Building Code regulations for seismic safety. Construction plans shall be subject to review and approval of the City prior to the issuance of a building permit. All work shall be subject to inspection by the City and must conform to all applicable code requirements and approved improvement plans prior to final inspection approval or the issuance of a certificate of occupancy. The Applicant shall be responsible for notifying construction contractors about California Building Code regulations for seismic safety.

- a.iii. Less than Significant Impact.** Strong ground shaking can result in liquefaction, the sudden loss of shear strength in saturated sandy material, resulting in ground failure and displacement. The project site is located in a region that has low liquefaction potential (City of Watsonville, 2012) and impacts from liquefaction and ground failure would be less than significant.
- a.iv. Less than Significant Impact.** The urban and developed areas of Watsonville are primarily characterized by gradual to moderate slopes. In areas underlain by weak or unconsolidated earth materials, landslides are a hazard. The project is located on a relatively flat site, with minimal elevation change. According to the Landslide Hazard Mapping for Selected California Highway Corridors (Wills et al, 2019), the proposed project site is not located in an area susceptible to landslides. The impact would be less than significant.
- b. Less than Significant Impact with Mitigation.** The project includes limited grading occurring on a heavily impacted site. It is anticipated that grading would be balanced. The grading, cuts, and fills require the issuance of a grading permit. Improper grading, both during and post-construction, has the potential to increase the volume of runoff from a site and subsequently increased erosion. Increased runoff and soil erosion on- and off-site could adversely impact downstream water quality. The potential soil erosion impact of the project would be less than significant with incorporation of **Mitigation Measures GEO-2.**

Mitigation Measure GEO-2: Finalize the Stormwater Pollution Control Plan. The Applicant shall submit a finalized Stormwater Pollution Control Plan prepared by a registered professional engineer or qualified stormwater pollution prevention plan developer as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during construction, including run-on control, sediment control, and pollution control measures for the entire site to

prevent discharge of sediment and contaminants into the drainage system. The Plan shall include the following measures as applicable:

- a) Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.
- b) All drainage ways shall be protected from silt and sediment in storm runoff using appropriate BMPs such as silt fences, diversion berms and check dams. Fill slopes shall be stabilized and covered when appropriate. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with hay mulch and/or erosion control blankets, as appropriate.
- c) All erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15th. Erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15th. The applicant shall be responsible for notifying construction contractors about erosion control requirement.
- d) Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas; minimizing disturbance on slopes exceeding 30 percent; using berms, swales, ditches, vegetative filter strips, and catch basins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover.
- e) The applicant will also develop an inspection program to evaluate if there is any significant on-site erosion as a result of the rainfall. If there were problem areas at the site, recommendations will be made to improve methods to manage on-site erosion.

- c. **Less than Significant.** The parcel is subject to seismic shaking, and a discussion of impacts related to landslides and liquefaction is in Section 6.7 (aii, aiv). Lateral spreading occurs when soils liquefy during an earthquake event and the liquefied soils along with the overlying soils move laterally to unconfined spaces causing horizontal ground displacements. In the low probability event that on-site soil is saturated at the time of a fault rupture, the isolated layer of sand has a high potential of liquefying which could potentially result in significant lateral spreading.

The parcel is flat and would not use a well, reducing the probability of on-site subsidence. Therefore, impacts will be Less than Significant.

- d. **Less than Significant.** The project parcel has shallow soils consisting of silty clays. No bedrock was encountered. Onsite soil types are categorized as Hydrologic Soil Group C by the USDA Natural Resource Conservation Service (NRCS). The NRCS (2020) maps the project's soils as Pinto loam (0 to 2 percent slopes) with trace Watsonville and Elkhorn sandy loam. Group C soils typically have slow infiltration rates and consist mostly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Project construction and grading activities must be conducted in compliance with the California Building Code and City Code Chapter 13-7 (Construction Grading and Drainage Ordinance). Compliance with all applicable construction and grading regulations would reduce impacts to life and property created from soil expansion to less than significant levels.

- e. **No Impact.** The proposed project is within City boundaries and would be served by a public sewer system. The project does not include installation of septic tanks or alternate wastewater disposal systems.
- f. **Less than Significant Impact with Mitigation.** The site is in a developed area, and geological analysis does not reveal the presence of, or potential for, unique geological features. There would be no impact to unique geologic features. The USDA Web Soil Survey indicates the surficial soils are comprised of Pinto loam. This is a very deep, moderately well drained soil that typically occurs on coastal terraces and old alluvial fans.

Within the City limits, the geology is composed of Paleozoic to Cretaceous age granitic and metamorphic rocks, that form the basement rock. More recent non-marine terrace and alluvial deposits derived from the Santa Cruz Mountains (north and east of the City) comprise the surface sedimentary materials in the City.

The geology for the project area, according to a geological map showing the Pajaro Valley, consist of Quaternary alluvium and marine deposits ranging in age from the Holocene to Pleistocene (California Division of Mines and Geology, Geologic Map of California, 1977). The project area is within the geological area floodplain of the Pajaro River and the geology of the project area is comprised of alluvial fan deposits (Pajaro Valley Water Management Agency, 2020). Based on the pinto loam soil present at the site, this is likely to be at least older Holocene or younger Pleistocene in age.

Although the underlying geology of granitic and metamorphic rocks do not normally yield fossilized material, older alluvial deposits have the potential to contain fossils, especially at depths. Development of the site would encounter previously undisturbed soils. However, as alluvial material is deposited slowly over time, the depths of excavation required for the project are not anticipated to be of a depth where fossilized material is likely to be discovered.

Although it is unlikely, given the geology of the site, that paleontological resources will be discovered, such resources could be present and project excavation could result in their discovery. In the event that project ground-disturbing activities disturb, damage, or destroy previously unknown buried paleontological resources, a significant impact could occur. Implementation of **Mitigation Measures GEO-3 and GEO-4** would reduce potential impacts to undiscovered paleontological resources to a less than significant level.

Mitigation Measure GEO-3: Conduct Paleontological Sensitivity Training for Construction Personnel. The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The Applicant and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

Mitigation Measure GEO-4: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered. If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.

References:

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California Division of Mines and Geology, 1977. Jennings, C.W., Strand, R.G., and Rogers, T.H., Geologic map of California: scale 1:750,000., available at: <https://mrdata.usgs.gov/geology/state/state.php?state=CA> (Accessed May 7, 2020)

City of Watsonville, 2012. General Plan. Liquefaction Potential Map Figure 13.2. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/2564/Liquefaction-Potential-Map?bidId=> Plan (accessed March 12, 2020).

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Pajaro Valley Water Management Agency, 2020. Geology. Available at: <https://www.pvwater.org/geology> (accessed May 7, 2020)

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U.S. Department of Agriculture (USDA). Natural Resource Conservation Service (NRCS), Web Soil Survey. <https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx> (accessed April 23, 2020)

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6.8 Greenhouse Gas Emissions

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

Conclusion: Regarding greenhouse gas emissions, the proposed project would not result in any significant environmental impacts.

Documentation:

a. Less than Significant Impact. Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as greenhouse gases (GHGs). The six most common GHGs are listed below.

- Carbon dioxide (CO₂)
- Methane (CH₄)
- Nitrous oxide (N₂O)
- Sulfur hexafluoride (SF₆)
- Hydrofluorocarbon (HFCs)
- Perfluorocarbons (PFCs)

GHGs that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants, as previously discussed in Section 6.3, Air Quality, because climate change is global in scale, both in terms of causes and effects. Some GHGs are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, which affects climate regulation and results a changing climate globally. Examples of the effects of global climate change include rising temperatures, increased severe weather events such as drought and flooding.

GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO₂, which has a GWP of one. By comparison, CH₄ has a GWP of 25, which means that one molecule of CH₄ has 25 times the effect on global warming as one molecule of CO₂. Multiplying the estimated emissions for non-CO₂ GHGs by their GWP determines their carbon dioxide equivalent (CO₂e), which enables a project's combined global warming potential to be expressed in terms of mass CO₂ emissions. Most often, GHG emissions associated with projects are referred to in terms of metric tons of CO₂e, or MTCO₂e.

In 1997, the United Nations' Kyoto Protocol was adopted in Kyoto, Japan, establishing an international treaty that set targets for reductions in emissions of four specific GHGs – CO₂, CH₄, N₂O, and SF₆ – and two groups of gases – HFCs and PFCs. As previously mentioned, these GHGs are the primary GHGs emitted into the atmosphere by human activities. The United States is, and has been, a participant in the United Nations Framework Convention on Climate Change.

The State of California has numerous regulations and executive directives aimed at reducing GHG emissions. In 2005, for instance, the governor issued Executive Order S-3-05, establishing statewide GHG emissions reduction targets. Executive Order S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (CalEPA 2006). In 2006, the California Global Warming Solutions Act (AB 32) was signed into law. AB 32 codifies the statewide GHG emission reduction targets and required CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline, which was approved in 2008 and updated in 2014.

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, sets a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. By directing state agencies to take measures consistent with their existing authority to reduce GHG emissions, this order establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown went on to sign SB-32 and AB-197 on September 8, 2016. SB-32 made the GHG reduction target to reduce GHG emissions by 40 percent below 1990 levels by 2030 a requirement as opposed to a goal. AB-197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the state’s most impacted and disadvantaged communities ...[and] consider the social costs of the emissions of greenhouse gases.”

On December 14, 2017 CARB adopted the second update to the Scoping Plan, the *2017 Climate Change Scoping Plan Update (2017 Scoping Plan Update; CARB 2017)*. The primary objective of the *2017 Scoping Plan Update* is to identify the measures needed to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030), as established under Executive Order B-30-15 and SB 32. The *2017 Scoping Plan Update* identifies an increasing need for coordination among state, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. It notes emission reduction targets set by more than one hundred local jurisdictions in the state could result in emissions reductions of up to 45 million MTCO₂e and 83 million MTCO₂e by 2020 and 2050, respectively. To achieve these goals, the *2017 Scoping Plan Update* includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons by 2050.

MBARD, as the regional air agency for the Basin, has air-permitting authority in Santa Cruz County. As of March 2020, MBARD has not adopted recommended GHG significance thresholds applicable to development projects, and instead recommends the use of GHG thresholds adopted by other air districts in California, such as the Sacramento Metropolitan Air Quality Management District (SMAQMD) and the Bay Area Air Quality Management District (BAAQMD). Both the SMAQMD and BAAQMD have adopted GHG mass-emission thresholds of 1,100 MTCO₂e for new

development projects. These adopted thresholds, however, were developed by the SMAQMD and BAAQMD to meet State-GHG emissions reductions for 2020 established under AB 32 (i.e., to reduce GHG emissions to 1990 levels by 2020). Since the proposed project is scheduled to become operational in 2021, the 1,100 MTCO₂e threshold does not directly address the next GHG reduction target identified under SB 32 (i.e., to reduce GHG emissions 40 percent below 1990 levels by 2030). At the time of this writing, no air district within the State has released updated thresholds, including SMAQMD and BAAQMD, or provided guidance to lead agencies for how to address post-2020 emissions.

To evaluate the significance of the proposed project's GHG emissions, this analysis compares the proposed project's estimated emissions against a 1,100 MTCO₂e SMAQMD and BAAQMD threshold, as well as a project specific GHG reduction target of 660 MTCO₂e/yr³ to meet the State's 2030 reduction goal required under SB 32. This allows the City to demonstrate compliance with currently adopted thresholds by the SMAQMD and BAAQMD, as well as future GHG reduction goals.

The proposed project would generate GHG emissions from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, site preparation, grading, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHGs upon completion, unlike operational emissions that continue year after year until the commercial buildings constructed as part of building of the project close or cease operation. Since neither the SMAQMD nor BAAQMD have an adopted construction GHG-emission threshold, construction related-GHG emissions are amortized over the lifetime of the proposed project (presumed to be a minimum of 30 years). This normalizes construction emissions so they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. GHG emissions from construction the proposed project were estimated using CalEEMod, version 2016.3.2, based on the anticipated construction schedule, activities, and equipment, described in Section 6.3, Air Quality. The proposed project's total construction emissions, as estimated in CalEEMod, are shown in Table 7, *Project Construction Greenhouse Gas Emissions*.

* The 660 MTCO₂e/yr goal was developed by taking the 1,100 MTCO₂e/yr threshold, which was the threshold to reduce emissions back to 1990 level and reducing it by 40 percent ($1,100 \text{ MTCO}_2\text{e/yr} * (1 - 0.4) = 660 \text{ MTCO}_2\text{e/yr}$). This demonstrates the progress required under SB 32. This linear reduction approach oversimplifies the threshold development process. The City is not adopting nor proposing to use 660 MTCO₂e as a CEQA GHG threshold for general use; rather, it is only intended for use on this project.

Table 7. Project Construction Greenhouse Gas Emissions

Construction Year	GHG Emissions (MT/YR)			
	CO ₂	CH ₄	N ₂ O	TOTAL ^(A)
2020	232.0	<0.0 ^(B)	0.0	233.1
Total	232.0	<0.0 ^(B)	0.0	233.1
<i>Amortized^(C)</i>	7.7	<0.0 ^(B)	0.0	7.8
Source: MIG 2019 (see Appendix A) Note: (A) MTCO _{2e} (B) <0.0 does not mean emissions are zero; rather, it means emissions are greater than zero, but less than 0.05. (C) Amortized over 30-years. Slight variations may occur due to rounding.				

Once operational, the proposed project would generate GHG emissions from area, mobile, water/wastewater, and solid waste sources. The proposed project's operational GHG emissions, combined with the amortized construction emissions are shown in Table 8, *Project Operational Greenhouse Gas Emissions Over 30 Years*, the proposed project's potential gross increase in GHG emissions would be below the BAAQMD and SMAQMD's established 2020 GHG emissions threshold, as well as the 2030 derived GHG emission goal. Therefore, this impact would be less than significant.

Table 8. Project Operational Greenhouse Gas Emissions Over 30 Years

Source	GHG Emissions (MT/YR)			
	CO ₂	CH ₄	N ₂ O	TOTAL ^(A)
Area	0.4	<0.0 ^(B)	0.0	0.4
Energy	51.8	<0.0 ^(B)	<0.0 ^(B)	52.1
Mobile	119.1	<0.0 ^(B)	0.0	119.3
Solid Waste	2.0	0.1	0.0	4.9
Water/Wastewater	3.5	<0.0 ^(B)	<0.0 ^(B)	4.9
Amortized Construction	7.7	<0.0 ^(B)	0.0	7.8
<i>Total Project Emissions^(C)</i>	184.4	0.2	<0.0^(B)	189.5
BAAQMD/SMAQMD 2020 Threshold	--	--	--	1,100
Derived 2030 Emission Goal	--	--	--	660
Exceeds Goals?	--	--	--	No
Source: MIG 2019 (see Appendix A) Note: (A) MTCO _{2e} (B) <0.0 does not mean emissions are zero; rather, it means emissions are greater than zero, but less than 0.05. (C) Slight variations may occur due to rounding.				

- b. Less than Significant Impact.** The proposed project would not conflict with CARB's Scoping Plan, AMBAG's 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy, or the City of Watsonville's Climate Action Plan. The project's consistency with these plans is described in more detail below.

CARB Scoping Plan

The 2017 *Climate Change Scoping Plan* is CARB's primary document used to ensure State GHG reduction goals are met. The plan identifies an increasing need for coordination among State, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. The major elements of the 2017 Climate Change Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal include:

- Continued implementation of SB 375.
- Implementing and/or increase the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- Low Carbon Fuel Standard (LCFS), with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewable Portfolio Standard (RPS) to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH₄ and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Nearly all of the specific measures identified in the *2017 Climate Change Scoping Plan* would be implemented at the state level, with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. The proposed project, therefore, would not directly conflict with any of the specific measures identified in the *2017 Climate Change Scoping Plan*. The project is consistent with vehicle miles traveled (VMT) guidelines outlined in Senate Bill (SB) 743, and discussed in Transportation section 6.17. According to the guidelines, the screening threshold for small projects that do not require a quantitative VMT analysis and implementation of mitigation measures 110 or fewer trips per day. For the project, the daily traffic was 99 trips, which is less than 110 trips screening criteria.

2040 Metropolitan Transportation Plan/Sustainable Communities Strategy

AMBAG is the Metropolitan Planning Organization responsible for preparing the region's Sustainable Communities Strategy (SCS), in compliance with SB 375. The SCS is developed as part of regional transportation planning and is incorporated in the Metropolitan Transportation Plan prepared for the AMBAG region. The most recent plan adopted by AMBAG is the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) (AMBAG, 2018). The 2040 MTP/SCS sets forth a forecasted development pattern for the region, which, when integrated with the transportation network and other transportation measures and policies, is intended to reduce GHG emissions from passenger vehicles and light duty trucks to achieve the regional GHG reduction targets set by CARB.

CARB set targets for the AMBAG region as "not to exceed 2005 per capita levels of GHGs" by 2020 and a five percent reduction from 2005 levels by 2035 (CAP). These targets applied to the AMBAG region as a whole for all on-road light duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. Therefore, AMBAG, through the 2040 MTP/SCS, must maintain or reduce these levels to meet the 2020 target and reduce these levels to meet the 2035 targets.

As described under Section 6.14, Population and Housing, the proposed project is within the growth forecasts of the 2040 MTP/SCS. Therefore, the growth (and associated traffic) facilitated under implementation of the proposed project has been accounted for in the 2040 MTP/SCS's growth projections, and the project would be consistent with the 2040 MTP/SCS.

Watsonville Climate Action Plan

On April 9, 2015, the City of Watsonville released its final version of the City's Climate Action Plan (CAP). The CAP sets forth 13 actions to help reduce GHG emissions in 2020 and 2030. Many of the actions identified in the CAP consist of items the City will pursue, such as reducing or removing permit fees for solar PV and solar water heaters, promoting infill development along transportation corridors, promoting traffic signal synchronization, and implementing formal bike lanes and infrastructure programs. The proposed project would not conflict with the City's implementation of these actions. In addition, as described under response a), the project's emissions would be consistent with the State's 2030 reduction goals. Therefore, the proposed project would not conflict with or obstruct the implementation of a plan, policy, or regulation adopted for the purposes of reducing greenhouse gas emissions. This impact would be less than significant.

References:

Association of Monterey Bay Area Governments (AMBAG), 2018. 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy.

Bay Area Air Quality Management District (BAAQMD), 2017. CEQA Air Quality Guidelines. Available at: http://www.baaqmd.gov/~media/files/planning-and-research/ceqa/ceqa_guidelines_may2017-pdf.pdf?la=en (accessed October 6, 2019).

California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Available at: https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf (accessed October 6, 2019).

California Environmental Protection Agency (CalEPA). 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. Available at: https://www.climatechange.ca.gov/climate_action_team/reports/2006report/2006-04-03_FINAL_CAT_REPORT.PDF (accessed October 6, 2019).

City of Watsonville, 2015. City of Watsonville Climate Action Plan (CAP).
Sacramento Metro Air Quality Management District (SMAQMD), 2018. CEQA Guidance & Tools. Chapter 6: Greenhouse Gases. Available at: <http://www.airquality.org/LandUseTransportation/Documents/Ch6GHGFinal5-2018.pdf> (accessed October 6, 2019).

6.9 Hazards and Hazardous Materials

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?			✓	

Conclusion: Regarding hazards and hazardous materials resources, the proposed project would not result in any significant environmental impacts.

Documentation:

a. Less than Significant Impact. Construction of the proposed project, as well as ongoing maintenance, may involve the intermittent transport, use and disposal of potentially hazardous materials, including fuels and lubricants, paints, solvents, and other common materials. To maintain the health and safety of the public and environment during construction, any on-site hazardous materials that may be used, stored, or transported would be required to follow protocols determined by the U.S. EPA, California Department of Health and Safety, and City of Watsonville.

The Watsonville General Plan has Goals which guide development in compliance with hazardous material management:

- Goal 12.1 Land Use Safety Plan for and regulate the uses of land in order to provide a pattern of urban development which will minimize exposure to hazards from either natural or human related causes.
- Goal 12.5 Hazardous Materials: Reduce the potential danger related to the use, storage, transport, and disposal of hazardous materials to an acceptable level of risk for city residents.
- Goal 12.A.5 Risk Reduction: The City shall identify avoid, and or minimize natural and human caused hazards in the development of property and the regulation of land use.
- Goal 12.7 Emergency Preparedness. Anticipate the potential for disasters, maintain continuity or life support functions during an emergency, and maximize efforts for post-emergency recovery.

Buildout of the project includes a General Plan Map Amendment and zoning change to Residential High Density (RM-3). To manage hazardous waste associated with residential use, free household hazardous waste disposal is available to Watsonville residents at the City's designated waste and recycle drop-off location (Watsonville Public Works).

Project construction may also involve short-term transport, storage, and use of hazardous materials. Any hazardous substances generated, stored, transported, used, or disposed during construction would be subject to applicable federal, State, and local regulations. Given the existing General Plan goals, Federal, State, and local regulation and oversight of hazardous materials, the threat to public health and safety and the environment would be less-than-significant.

- b. Less than Significant Impact with Mitigation Incorporated.** An Environmental Site Assessments (ESA) was performed for the project covering the entire parcel. The Phase I ESA was prepared for the project site by AEI Consultants on March 18, 2020 (Appendix C). Construction of the proposed project would require the use and possible release of hazardous materials, such as paints and other solvents. However, the project would be required to comply with construction practices and mitigation measures to prevent, contain and/or clean-up potential spills and contamination from fuels, solvents, concrete wastes, and other potentially hazardous materials, such as asbestos-containing materials and lead-based paint. Because the use and transport of hazardous materials would be required to follow Federal, State, and local regulations, the risk of releasing hazardous materials from accidents would be less than significant with mitigation incorporated.

Asbestos-containing Materials

The Phase I ESA determined that, due to the age of the existing residence, asbestos-containing materials (ACMs) could be present. ACMs were commonly used in building construction until the 1980s. Asbestos generally does not pose a threat when it remains intact. However, when asbestos is disturbed and becomes airborne during demolition activities, significant impacts to human health could occur. Construction workers completing demolition activities, as well as surrounding uses, have the potential to be exposed to airborne asbestos emissions due to the potential presence of ACM. EPA's National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants requires that a thorough asbestos survey be performed prior to demolition or renovation activities that may disturb ACMs. This requirement may be enforced by federal, state and local regulatory agencies, and specifies that all suspect ACMs be sampled to determine the presence or absence of asbestos prior to any renovation or demolition activities which may disturb them to prevent potential exposure to workers, building occupants, and the environment.

Mitigation Measure HAZ-1: Asbestos Containing Materials. Per recommendations in the Phase I ESA performed for the project site, prior to any redevelopment or demolition activities the

Applicant shall: (1) survey the existing on-site structures for the presence of asbestos containing materials (to be conducted by an OSHA-certified inspector); and (2) if building elements containing any amount of asbestos are present, prepare a written Asbestos Abatement Plan describing activities and procedures for removal, handling, and disposal of these building elements using EPA- and/or OSHA-approved procedures, work practices, and engineering controls.

Lead-based Paints

The Phase I ESA determined that, due to the age of the existing residence, lead-based paints (LBPs) could be present. AEI recommended that the applicant consult with a certified Lead Risk Assessor to determine options for control of possible LBP hazards (see **Mitigation Measure HAZ-2**). Stringent local and State regulations may apply to LBP in association with building demolition/renovations and worker/ occupant protection. Construction activities that disturb materials or paints containing any amount of lead may be subject to certain requirements of the OSHA lead standard contained in 29 CFR 1910.1025 and 1926.62

Mitigation Measure HAZ-2: Consult with a Lead Risk Assessor. The Applicant shall consult with a lead risk assessor to determine the options for control of possible LBP hazards. If present, the lead-based paint shall be removed and disposed of following lead abatement performance standards included in the U.S. Department of Housing and Urban Development Guidelines for Evaluation and Control of Lead-Based Paint program, in compliance with Title 8 California Code of Regulations (including Section 1532.1).

- c. **Less than Significant Impact.** The closest schools are more than one-quarter mile from the project site. The schools are Freedom Elementary (0.47 miles east of the project site) and Rolling Hills Middle (0.34 miles to the southeast of the project site). As discussed in Section 6.9.a, construction and operation of the project would not generate hazardous emissions, nor result in the storage, handling, production, or disposal of acutely hazardous materials. Therefore, the impacts to schools from the project's production or emission of hazardous materials or substances would be less than significant.
- d. **Less than Significant Impact.** The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code 65962.5 (Cortese List). The Phase I ESA performed a regulatory database search and found the project property has been listed as a FINDS site since 2018. FINDS is a Facility Index System/Facility Registry System designation of a site that contains both facility information and directs to other sources that contain more detail. No violations or releases were identified at the site. The EPA Facility Registry Service website indicated the listing was associated with the property due to the presence of an OSHA facility, which means the business is subject to OSHA requirements and regulations. The project site is not expected to represent a significant environmental concern.

Adjacent to the parcel on the west side, the following two sites were listed on regulatory databases.

- Shasta Scientific Glass, Inc., and Laser Devices Inc. The facility is listed as a small quantity generator and a handler of hazardous waste. No violations were found in association with this facility. In 1995, 0.36 tons of unspecified solvent mixture was generated and recycled. Based on a lack of violations and lack of a documented release, a review of regulatory agency files for this site was deemed unnecessary and is not expected to represent a significant environmental concern.
- NUSAN Corporation. This facility is listed as a small quantity generator since at least 1996. This property is listed as a RCRA, FINDS and ECHO site in association with the above

RCRA listing. No violations or enforcement actions were identified on the EPA websites Envirofacts and ECHO. Based on the nature of this listing, lack of violations, and lack of a documented release, a review of regulatory agency files for this site was deemed unnecessary, and is not expected to represent a significant environmental concern.

- North of the project, across Airport Boulevard, is the Watsonville Municipal Airport and Watsonville Diesel. The airport is listed on regulatory databases as a hazardous waste generator, a handler, and a chemical storage facility with a Hazardous Materials Business Plan. Most recently, no onsite violations were found in 2019 after inspection. In 2014, several administrative violations were found, but the facility became compliant in 2015. The facility had a LUST case that was closed in 2005. There were two 12,000-gallon tanks containing aviation gasoline that were leaking in 1994 due to corrosion of the piping and removed in 1996. Remedial action included excavating the tank and contaminated soil, then treating the area. Completion of remedial actions and the case closure status rendered the review of regulatory files unnecessary. This facility is not expected to represent a significant environmental concern.

While there are open and closed status Cortese List sites in the general area of the project, the project site is not located on a hazardous materials site pursuant to Government Code 65962.5 (Cortese List). Therefore, this impact would be less than significant.

- e. **Less than Significant Impact.** The project is within two miles of the Watsonville Municipal Airport, which is a public airport and is located across the street from the project site. Santa Cruz County has been identified as a “no procedures county” as there is only one public use airport—the Watsonville Municipal Airport. In accordance with Public Utilities Code (PUC) Section 21670.1(e), the preparation of an airport land use compatibility plan is not required; however, the City must submit future general and specific plans for review by the Caltrans Division of Aeronautics.”

The *California Airport Land Use Planning Handbook* (CalTrans, 2011) provides guidance for airport land use compatibility planning, as required by PUC Section 21670-21679.5. The Handbook is intended to ensure compatible airport land uses by ensuring the safe and efficient operation of airports and the safety of people living or working near airports. The Handbook defines six Airport Safety Zones, ranging from Zone 1 (Runway Protection Zone) to Zone 6 (Traffic Pattern Zone), and outlines land use restrictions for each zone. The Handbook indicates that all new structures and residential land uses are prohibited in Airport Safety Zone 1 because the risk level is “very high” due to the high percentage of near-runway accidents in this zone. For Zone 6, the handbook does not recommend prohibiting any residential or nonresidential uses and recommends avoiding “outdoor stadiums and similar uses with very high intensities.” The risk level is “low” for Zone 6. While the site is geographically close to the airport, the site is located in Zone 6, the Traffic Pattern Zone, which is the furthest zone from the airport’s runways. Therefore, the project would not result in a safety hazard for people residing or working in the project area and the impact would be less than significant.

- f. **No Impact.** The City of Watsonville does not have an adopted emergency response plan or emergency evacuation plan. A Local Hazard Mitigation Plan is under development (and not yet adopted) in Santa Cruz County. There is a proposed intersection improvement east of the project site at the intersection of Airport Boulevard and Holm Road, but project buildout would not create, interrupt, or otherwise reduce the ability of streets to circulate traffic. Any need for construction-related traffic partial street closures would be temporary, intermittent, localized, and subject to

standard City traffic management practices. The project would not result in significant change in existing circulation patterns and would have no effect on emergency response routes.

- g. Less Than Significant Impact.** The project site is urban and located in a local responsibility area according to the CalFire FRAP Map. The City's General Plan maps a high fire hazard zone in Watsonville west of the project site in a wildland-dominated area. The project is not within the high fire hazard severity zone and impacts to people or structures involving wildland fires would be less than significant (see Section 6.20 Wildfire for further discussion).

References:

AEI Consultants. *Phase I Environmental Site Assessment*. March 18, 2020

CalFire, 2019. Santa Cruz County Fire Hazard Severity Zones.
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CalTrans, 2011. *California Airport Land Use Planning Handbook*. <https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf> (accessed June 11, 2020)

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WJV Acoustics, for the City of Watsonville, 2018. Aircraft Noise Monitoring Report, Watsonville Municipal Airport. Available online:
<https://cityofwatsonville.org/DocumentCenter/View/12654/Watsonville-Airport-Noise-Report-8-29-18> (accessed May 8, 2020)

6.10 Hydrology and Water Quality

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?			✓	
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?			✓	
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces in a manner which would:				
i. Result in a substantial erosion or siltation on- or off-site;			✓	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;			✓	
iii. 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) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				✓
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			✓	

Conclusion: Regarding hydrology and water quality, the proposed project would not result in any significant environmental impacts.

Documentation:

This hydrology analysis references the Stormwater Control Plan developed by Roper Engineering and the modified Tentative plans prepared by Bowman & Williams (Appendix D).

- a. Less than significant.** Violations of water quality standards due to urban runoff can be prevented through implementation of existing regional water quality regulations and plans, including compliance with the City of Watsonville Stormwater post-Construction Standards (Resolution No. 4-14, Adopted January 14, 2014, WMC Section 6-3.535), and the City's Sewer Services (WMC Section 6-3.501 *et seq.*). The proposed project is subject to the following post-construction requirements: No. 1 Site Design and Runoff, Reduction, No. 2 Water Quality Treatment, No. 3

Runoff Retention and No. 4 Peak Management. All runoff from new impervious surfaces would be directed to the onsite bioretention facility in the northeast corner of the site.

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the City of Watsonville Stormwater post-Construction Standards. The Water Quality Treatment, Peak Management Requirements, and additional detention measures to mitigate for existing stormwater system capacity issues have been met onsite by the proposed measures (Table 9).

Table 9. Bioretention/Detention Pond Requirements

Bioretention	Required Size	Provided Size
	2,047 square feet	2,600 sf
Retention	Required Depth	Provided Depth
	3.92 feet	3.92 feet
Runoff Retention	Required Volume	Provided Volume
	4,077 cubic feet	4,077 cf
Detention	Required Volume	Provided Volume
	3,539 cubic feet	3,720 cf
Source: Bowman and Williams Civil Engineers and Land Surveyors, 2021 modified design calculations for 547 Airport Blvd.		

The City has a Small Municipal Separate Storm Sewer Systems (MS4) National Pollutant Discharge Elimination System (NPDES) permit (WQ Order No. 2013-0001-DWQ, General Permit CAS000004) and is required to implement all pertinent regulations of the program to control pollution discharges from new development. These regulations reduce non-point source pollutants through the implementation of Best Management Practices (BMPs) and other control measures that minimize or eliminate pollutants from urban runoff, thereby protecting downstream water sources. BMPs implemented to address commercial pollutant sources generally involve maintenance of storm drain facilities, parking lots, vegetated areas, and dissemination of educational materials. Project construction would be subject to City's NPDES permit requirements during construction activities in addition to standard NPDES operational requirements.

The City also has a Low Impact Development Ordinance which are also known at the City's Post Construction Ordinance. In the project design, the applicant has included a drainage system consisting of an onsite collection basin and landscaped areas to collect and filter on-site stormwater and irrigation run-off. The impact would be less than significant.

- b. Less than significant.** The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. The project does not include the installation of a well, rather the project would use water provided by the City's water distribution system. The estimated amount of water that would be used by the project is provided in the Utilities and Service Systems section (6.19).

Further, and all runoff from the site would be metered out into the storm drainpipe underneath Airport Blvd. An impermeable liner would be placed along the east side of the pond to minimize infiltration onto the neighboring property. There are no riparian areas nor sensitive habitats onsite. Additional BMPs would be implemented and are discussed in Section 6.10(cii-ciii). The retention

basins included as a part of the project would, in fact, result in an increase in groundwater recharge. Impacts would be less than significant.

- ci. Less than Significant.** The proposed project would result in an increase of impervious area, resulting in approximately 44,626 square feet of new coverage, totaling approximately 51,634 square feet of impervious surfaces. Currently onsite there is a residence, office trailer and large concrete slab that will be removed. Runoff from all proposed impervious surfaces will be directed to the bioretention facilities where water quality treatment will begin. The project must comply with post construction requirements including performance requirement No. 2, which requires the project to treat stormwater runoff to reduce pollutant loads and concentrations using physical, biological, and chemical removal. Runoff treatment is flow-based using a minimum four percent bioretention ratio to new or replaced impervious area. The project's 51,169 square feet of impervious area $\times 0.04 = 2,047$ square feet of required bioretention, but onsite there is 2,600 square feet of bioretention area provided. The impact would be less than significant.
- cii. Less than Significant.** The project design incorporates several strategies to reduce runoff. At the parcel, there are no natural drainage features and no native vegetation exists on the site, except for four trees at the site's southern border. Impervious surfaces will cover most of the site, with recreation areas designed to capture runoff with large open space areas that will take runoff safely away from building foundations and footings, consistent with California building code.

All runoff from new impervious surfaces is to be directed to the bioretention facility, and the project would comply with the following site design measures:

- Direct roof runoff onto vegetated areas safely away from building foundations and footings, consistent with California building code.
- Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings, consistent with California Building Code
- Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings, consistent with California Building Code.

BMPs are in place to prevent surface runoff and flooding on- and offsite. The City will require the project's use of BMPs, as listed in the post-construction requirements. BMPs preventing flooding and runoff include protection of storm drains through vegetated filter traps and/or catch basins. With these BMPs in place, the impact would be less than significant.

- ciii. Less than significant.** The proposed project would not create or contribute runoff water that would exceed capacity of existing or planned stormwater drainage systems. In order to satisfy water quality requirements, runoff from events up to the 95th percentile 24-hour rainfall event (1.3 inches) shall be retained on site. Per the Stormwater Control Plan, the project's total required stormwater capacity is 3,539 cubic feet (cf); the project includes bioretention pond with 3,720 cf capacity, which is in excess of the required amount as shown in Table 9 above.

Discharge generated from project development is less than the existing discharge for the site [See answers c.ii and c.iii. The proposed basin has adequate capacity for the proposed development. Drainage patterns would not be altered, and the impact would be less than significant.

- d. **No impact.** The project is not located in a tsunami zone, nor seiche zone. The project is not located within a 100- or 500-year floodplain, as mapped by the Federal Emergency Management Agency (FEMA). The parcel is rated by FEMA as Zone X, defined as an “area of minimal flood hazard.”
- e. **Less than significant.** As a result of planned treatment features, impacts related to violation of water quality standards would be less than significant. A Storm Water Control Plan was prepared by Roper Engineering, in accordance with Watsonville Municipal Code Section 6-3.535 Post-construction requirements. The stormwater control measures proposed for this development are the bioretention facilities for Stormwater Quality and Runoff Retention. The bioretention facility will comply with the City of Watsonville's Standard Bioretention Facility LID-001. This bioretention facility specification is used by the Central Coast Regional Water Quality Control Board (RWQCB).

The 2015 adoption of the State’s Model Water Efficient Landscape Ordinance (MWELo) applies to projects requiring a planning-level permit that contains over 500 square feet of new or rehabilitated landscape areas. The new MWELo reduces the size of turf areas in residential projects and prohibits turf in commercial projects. It also requires the use of highly efficient irrigation methods and is predicted to reduce landscape water use in new projects by 30 percent or more. During construction, temporary BMPs and erosion control measures would be put in place to reduce construction and post-construction siltation. For more information on BMPs, see Section 6.10(cii-ciii). Once developed, the project site would have no exposed soils and would not provide for any erosion potential.

The Pajaro Valley Water Management Agency is responsible for sustainable groundwater management in the region. The City of Watsonville does obtain potable water from groundwater resources in the basin. However, the project would not conflict with sustainable groundwater management in the area as the project is consistent with the City’s Urban Water Management Plan. Compliance with the existing plans reduces the project’s impacts to less than significant.

References:

City of Watsonville, 2016. Urban Water Management Plan. Available at:

<https://www.cityofwatsonville.org/DocumentCenter/View/2046/2015-Urban-Water-Management-Plan-Chapters-1-10-PDF> (accessed April 30, 2020).

City of Watsonville, 2014. Watsonville Municipal Code, Post-construction Requirements. Available at: <https://www.codepublishing.com/CA/Watsonville/#!/Watsonville06/Watsonville0603.html#6-3.535> (accessed March 6, 2020)

Federal Emergency Management Administration (FEMA). 100 and 500 Year Flood Zones for the City of Watsonville. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/1088/Federal-Emergency-Management-Administration-FEMA-100--500-Year-Flood-Zones-A?bidId=> (accessed March 4, 2020)

State of California Department of Conservation, 2009. Tsunami Inundation Map for Emergency Planning. Available at:

https://www.conservation.ca.gov/cgs/Documents/Tsunami/Maps/Tsunami_Inundation_WatsonvilleWest_Quad_SantaCruz.pdf (accessed March 6, 2020).

Roper Engineering, June 20, 2019 “Preliminary Stormwater Control Plan for Tract No. 1604 547 Airport Blvd. Townhomes.”

Bowman and Williams Civil Engineers and Land Surveyors, February, 2021 “Off-site Storm Water Analysis for Tract No. 1604, 547 Airport Blvd. Townhouse Project”

6.11 Land Use and Planning

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Physical divide an established community?				✓
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			✓	

Conclusion: Regarding land use and planning, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. No Impact.** The project represents infill development on property with existing access that would remain unchanged. The project would not physically divide an established community. While it does involve the construction of four residential buildings and demolition of an existing residence, the project does not include the construction of a physical structure or removal of a primary access route that would limit mobility within an established community or between a community and outlying areas. There would be no impact.
- b. Less than Significant Impact.** The proposed project requires approval from the City Planning Commission and City Council for a General Plan Map Amendment and rezoning from current zoning of Industrial Park (IP) to Multiple Residential-High Density (RM-3). Assuming adoption of the General Plan amendment, the project would not cause a significant environmental impact due to conflict with any applicable land use plan adopted for the purpose of avoiding or mitigating an environmental effect, including the City's 2005 General Plan and Zoning Ordinance. The project is not located within an adopted specific plan area.

The project is not consistent with the General Plan's Land Use and Community Development Policy 4.D to promote modernization and protection of industrial lands for future industry. The 1.57 acre project represents approximately 0.3% of the 496.9 acres of land designated as Industrial in the General Plan, and the same percentage of the 505 acres zoned either Industrial Park (IP) or General Industrial (IG). The existing industrial operation is small and not a major employer in the City. The site also abuts the Residential Medium (RM-2) designation to the east. Therefore, changing the designation will represent a small, marginal adjustment to the overall Land Use plan with minimal changes to the City's industrial base and the ability to maintain a robust number of jobs in the City. While the project is not consistent with the Policy related to industrial lands, it is consistent with the City's 2015-2023 the Housing Element, the project is consistent with providing housing (Goal 3.0) that helps meet the needs of all income levels or economic segments (Policy 3.1) and provides high-quality ownership housing opportunities for current and future residents (Policy 3.2). Residential development on this infill site with 21 new dwelling units, including 3 units affordable to lower-income residents, will help the City meet the housing needs outlined in the Housing Element while avoiding the inducement of sprawl associated with developing a vacant site elsewhere.

The project would also be consistent with all relevant Goals and Policies including the policies below concerning water quality resources and preservation, including the following:

- Goal 9.5 Water Quality – Ensure that surface and groundwater resources are protected.
- Policy 9.D Water Quality – The City shall provide for the protection of water quality to meet all beneficial uses, including domestic, agricultural, industrial, recreational, and ecological uses.

The project would be required to comply with regional waste discharge requirements and the City’s regulations to minimize stormwater, surface water, and groundwater pollution, including utilization of BMPs.

The project is generally consistent with the purpose of the RM-3 Zoning District, because the development would “...provide for the development of areas for greater residential density; to stabilize and protect residential characteristics of the district; and to promote a suitable environment for the lives of families and single persons living in the district.” WMC § 14-16.400. While townhouse projects involving 10 or fewer dwelling units are principally permitted, projects involving 11 or more units are allowed conditionally with approval of a Special Use Permit. WMC § 14-16.403. Allowed residential densities for land designated high density are between 14 and 36.99 units per net acre. The project is proposing 21 units on 1.57 acres. The project’s residential density is based on the net developable acreage (i.e., the portion of a site remaining after public or private rights-of-way and land not developable are subtracted from the total acreage, used for density calculations). As the private drives represent 0.27± acres, the project would result in a density of 16.2 units per net acre, and is within the permitted range for land designated high density.

The site is already heavily impacted as it is currently used for industrial processing of rebar, and the current zoning is not designed to mitigate environmental impacts. The proposed General Plan Amendment and Zone Change for the site will not significantly affect the employment base in the City but it will help the City meet the housing needs of its residents. The project would not 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. The impact is less than significant.

References:

City of Watsonville, 2005. General Plan. Available at: <https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed May 7, 2020).

City of Watsonville, 2019. Zoning Ordinance. Available at: <https://www.codepublishing.com/CA/Watsonville/> (accessed May 7, 2020).

6.12 Mineral Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?				✓
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

Conclusion: Regarding mineral resources, the proposed project would not result in any significant environmental impacts.

Documentation:

a. No Impact. The State Board of Mining and Geology has adopted regulations to protect lands classified as MRZ-2 (i.e., lands where information indicates that significant stone, sand, and/or gravel deposits are present, or where a high likelihood for their presence exists; and lands otherwise designated as areas of statewide or regional significance relative to mineral resources). Mapping conducted in 1986 and 1987 of the project site area by the State Division of Mines and Geology did not indicate that the City of Watsonville contained any MRZ-2 designated resource zones.

The General Plan designates a Regionally Significant Construction Aggregate Resources site along the south side of Buena Vista Drive and southwest of Harkins Slough Road, over one mile east of the proposed project but the project would have no impact on this resource. The proposed project would not result in the loss of availability of a known mineral resource of value to the region and the residents of the State and no impact would occur.

b. No Impact. Refer to Section 6.12.a, above. The project would have no impact in mineral availability.

References:

City of Watsonville, 2005. General Plan, Chapter 9, Environmental Resources page 118. Available at: <https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed March 5, 2020).

State of California Department of Conservation, 1987. Division of Mines and Geology Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area. Page 49.

State of California Department of Conservation, 1987. Division of Mines and Geology Mineral Land Classification: Report No.7, Designation of Regionally Significant Construction Aggregate Resource Areas in the South San Francisco Bay, North San Francisco Bay, Monterey Bay Production-Consumption Regions.

6.13 Noise

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a) Generation of 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?		✓		
b) Generation of excessive groundborne vibration or groundborne noise levels?			✓	
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓

Conclusion: Regarding potential noise and vibration impacts, the proposed project would not result in any significant environmental impacts after the incorporation of mitigation. In addition, best management practices (BMPs) for the control of temporary construction noise levels are identified and incorporated into the project below.

Documentation:

- a. **Less than significant with mitigation incorporated.** As described below, the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project site. This impact would be less than significant.

Noise Fundamentals: “Sound” is a vibratory disturbance created by a moving or vibrating source and is capable of being detected. For example, airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. “Noise” may be defined as unwanted sound that is typically construed as loud, unpleasant, unexpected, or undesired by a specific person or for a specific area.

Sound has three properties: frequency (or pitch), amplitude (or intensity or loudness), and duration. Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. The frequency, amplitude, and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as “noisy” or annoying. Despite the ability to measure sound, human perceptibility is subjective, and the physical response to sound

complicates the analysis of its impact on people. People judge the relative magnitude of sound sensation in subjective terms, such as “noisiness” or “loudness.”

Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear. Since decibels are logarithmic units, an increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, etc. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50 \text{ decibels} + 50 \text{ decibels} \neq 100 \text{ decibels}$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * 10 \log \left(10^{\left(\frac{50}{10}\right)} + 10^{\left(\frac{50}{10}\right)} \right) = 53 \text{ decibels}$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz most of the sound humans are normally exposed to do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument’s detectors to replicate human hearing. This filter known as the “A-weighting” or “A-weighted sound level” filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (Leq) descriptor is used to represent the average character of the sound over a period of time. The Leq represents the level of steady-state noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. Leq is useful for evaluating shorter time periods over the course of a day. The most common Leq averaging period is hourly, but Leq can describe any series of noise events over a given time period.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Accordingly, a variety of methods for measuring and normalizing community environmental noise have been developed. The California

Office of Planning and Research's General Plan Noise Element Guidelines identifies the following common metrics for measuring noise (OPR, 2017):

- **Ldn (Day-Night Average Level):** The average equivalent A-weighted sound level during a 24-hour day, divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM). A 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45-dBA nighttime sound level (e.g., at 2 AM) would contribute as much to the overall day-night average as a 55-dBA daytime sound level (e.g., at 7 AM).
- **CNEL (Community Noise Equivalent Level):** The CNEL descriptor is similar to Ldn, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). For example, a 45-dBA evening sound level (e.g., at 8 PM) would contribute as much to the overall day-night average as a 50-dBA daytime sound level (e.g. at 8 AM).

The artificial penalties imposed during Ldn and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods. As such, the Ldn and CNEL metrics are usually applied when describing longer-term ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. In contrast, the Leq metric is usually applied to shorter reference periods where sensitivity is presumed to remain generally the same.

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise generating source. The strength of the source is often characterized by its "sound power level." Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, sound pressure level at the receiver point can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal "point" source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a "line" source of sound, such as roadway traffic or a rail line, spreads out in a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called "excess attenuation." Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects on Human Beings: Human response to sound is highly individualized because many factors influence a person's response to a particular noise, including the type of noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the noise occurs. In addition, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence a person's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed" with annoyance being an expression of negative feelings resulting from interference with activities, the disruption of one's peace of mind, or degradation of the enjoyment of one's environment.

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects. Noise can mask important sounds and disrupt communication between individuals in a variety of settings, resulting in a slight irritation to a serious safety hazard, depending on the circumstance. Noise-induced sleep interference is a critical factor in community and personal annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep resulting in short-term adverse effects such as mood changes, job/school performance, etc.

Physiological effects are usually limited to prolonged and/or repeated exposure to high noise environments at facilities such as, but not limited to, industrial and manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it to the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible; however, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Existing Noise and Vibration Environment: Located on the border between an industrial portion of the City and residential land uses, the approximately 1.57-acre project area is generally configured in a north-south orientation and bounded by Airport Blvd to the north, industrial land uses to the west and south, and residential properties to the east. The Watsonville Municipal Airport is across Airport Blvd.

The General Plan Public Safety Element identifies that transportation noise is the predominant source of noise in the City. Highway 1 and State Route 129 are specifically identified as major sources of noise in the city due to their high traffic volumes and high vehicle travel speed (City of Watsonville, 1990 pgs. 185 and 191); however, the project area is located approximately 0.5 miles from Highway 1 and more than a mile from State Route 129. The northern end of the project site is located approximately 40 feet from the centerline of Airport Boulevard, a two-way, undivided, five-to-six lane roadway with a posted speed limit of 45 miles per hour (mph).

The existing traffic noise level for Airport Boulevard was computed using the U.S. Department of Transportation Federal Highway Administration's Traffic Noise Model (TNM), Version 2.5. The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute 24-hour traffic noise levels at user-defined receptor distances from the roadway center. The TNM modeling conducted for the project incorporates worst-case assumptions about motor vehicle traffic and noise levels; specifically, calculations are based on "hard" site conditions and do not incorporate any natural or artificial shielding.

Information on existing average daily traffic volumes was obtained from a Focused Traffic Analysis prepared by W-Trans for the project (W-Trans, 2020). Traffic noise levels were estimated on a 24-hour, CNEL exposure basis assuming equal hourly distribution of vehicle traffic. The mix of automobiles (94%), medium (2%) and heavy-duty trucks (1%), and motorcycles (3%) assigned to the roadway system was generated using the CARB EMFAC2017 model, which contains vehicle population data by different geographic regions. Vehicles were assumed to travel 45 miles per hour. The results of the modeling indicate existing traffic noise levels at the site are approximately 74.8 CNEL at the northern property line. Please refer to Appendix E for detailed information on existing traffic noise modeling assumptions.

The General Plan Public Safety Element also identifies portions of the City are affected by airport and railroad noise sources. The project area is approximately 90 feet from the southern border of the Watsonville Municipal Airport and does not have any rail lines in proximity. Based on an Aircraft Noise Monitoring Report prepared by WJV acoustics in 2018 it is anticipated the site is also exposed to aircraft noise levels of approximately 46.5 CNEL (WJV Acoustics, 2018).

Non-transportation sources also contribute to the City's existing noise environment. Residential and commercial land uses located near the project area generate noise from daily operations of landscaping equipment, stationary sources such as heating, ventilation, and air conditioning (HVAC) equipment, business deliveries, solid waste pickup services, etc. Such sources are considered local source of noise that only influence the immediate surroundings.

Based on the above information, it is anticipated traffic on Airport Boulevard is the primary source of ambient noise in the project vicinity and that 24-hour noise level is approximately 74.8 CNEL along the project site's northern property line.

Noise Sensitive Receptors

Noise sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, hospitals, schools, and parks are examples of noise sensitive receptors that could be sensitive to changes in existing environmental noise levels. The noise sensitive receptors adjacent or in close proximity (within 1,000 feet) of the perimeter of the proposed project include:

- The Colonial Manor Mobile Home Park, immediately east of the project site; and
- Single-family homes along Jeanette Way, south / south-east of the project site. At the closest, these receptors are approximately 185 feet from the project site.

Applicable Noise Standards: **The California Building Standards Code** is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that set various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies. Specifically, Section 1207.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room.

The California Green Building Standards Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section 5.507 establishes the following requirements for non-residential development that may be applicable to the proposed project.

- 5.507.4.1.1 sets forth that buildings exposed to a noise level of 65 dB Leq (1-hour) during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composting sound transmission class (STC) rating of at least 45 (or an outdoor indoor transmission class (OITC) of 35), with exterior windows of a minimum STC of 40.
- Section 5.507.4.2 sets forth that wall and roof assemblies for buildings exposed to a 65 dBA Leq pursuant to Section 5.507.4.1.1, shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA Leq in occupied areas during any hour of operation. This requirement shall be documented by preparing an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

Watsonville General Plan Chapter 12, Public Safety, of the Watsonville General Plan includes the following goals and policies relevant to the proposed project:

- **Goal 12.8 Noise Hazard Control.** Evaluate new and existing land uses in the city for compatibility related to noise effects and require, as appropriate, mitigation where harmful effects can be identified, and measurable improvement will result.
- **Policy 12.M Noise.** The City shall utilize land use regulations and enforcement to ensure that noise levels in developed areas are kept at acceptable levels, and that future noise-sensitive land uses are protected from noise that is harmful.

The Public Safety Element also identifies the City's noise compatibility guidelines for different land uses. According to Figure 12-6 of the General Plan, the normally acceptable noise limit for multi-family residential land uses is 70 CNEL and the conditionally acceptable noise limit is 75 CNEL (Watsonville, 2005; Figure 12-6).

Figure 10. Land Use Compatibility for Community Noise Environments

LAND USE CATEGORY	COMMUNITY NOISE Ldn or CNEL, dB						INTERPRETATION
	55	60	65	70	75	80	
Residential - Single Family Duplex, Mobile Home							<p>NORMALLY ACCEPTABLE</p> <p>Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>
Residential - Multi-Family							
Transient Lodging - Motel, Hotel							
School, Library, Church, Hospital, Nursing Home							<p>CONDITIONALLY ACCEPTABLE</p> <p>New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p>
Auditorium, Concert Hall, Amphitheatre							
Sports Arena, Outdoor Spectator Sports							
Playground, Neighborhood Park							<p>NORMALLY UNACCEPTABLE</p> <p>New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p>
Golf Course, Stable, Water Recreation, Cemetery							
Office Building, Business, Commercial & Professional							
Industrial, Manufacturing, Utilities, Agriculture							<p>CLEARLY UNACCEPTABLE</p> <p>New construction or development should generally not be undertaken</p>

Noise Source Characteristics

The land use - noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic, but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment.

Suitable Interior Environments

One objective of locating [both single and multi-family] residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL or Ldn. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

Watsonville Municipal Code To implement the City’s noise policies, the City adopted Chapter 8, Noise, in Title 5, Public Welfare, Morals, and Conduct, of the Watsonville Municipal Code (WMC). WMC Chapter 5-8 prohibits specific types of noises, such as continuous or unusually loud noise which disturbs residential property or public ways within the City. Specifically, it is unlawful for any person to generate noise which either annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others on residential property or public ways within the City, including, but not limited to:

- The use of radios, music instruments, stereos, televisions, or other similar devices that disturb the peace and quiet of neighboring residential inhabitants, including the use of such devices between the hours of 7 PM and 7 AM that are plainly audible at a distance of 50 feet from the structure in which the device is located (WMC Section 5-8.02(a)).
- Yelling, shouting, hooting, whistling, or signing originating from any residential property or upon any public way at any time so as to annoy or disturb the quiet comfort and repose of nearby persons (WMC Section 5-8.02(c)).

Noise Impact Analysis

Temporary Construction Noise: As described in Section 6.3, Air Quality, the proposed project involves the construction of a 21-unit townhouse development on an existing rebar processing facility over an approximately 12-month period. Construction activities would disturb approximately 1.57 acres, and would include demolition, site preparation, grading, construction, paving, and architectural coating work. Project construction activities, duration, and typical equipment usage are shown in Table 2, *Construction Activity, Duration, and Typical Equipment*.

Project construction would require the use of heavy-duty construction equipment that could temporarily increase noise levels at adjacent property lines near work areas. The type of equipment used would include bulldozers, backhoes, a grader, a scraper, compactors/rollers, small cranes, and material handlers, lifts, and trucks. Data from Table 2 *Typical Construction Equipment Noise Levels (dBA)*, in Section 6.3 Air Quality, presents the estimated, worst-case noise levels that could occur from operation of typical construction equipment used to develop the project. Given the site is narrow and construction would be taking place along the peripherals of the site, potential construction noise levels are estimated for worst-case equipment operations at a distance of 50-feet (from a property line) for all project phasing.

Table 10. Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (L_{max})^(A)	Percent Usage Factor^(B)	Predicted Noise Levels (Leq) at 50 Feet
Bulldozer	85	40	81
Backhoe	80	40	76
Compact Roller	80	20	73
Concrete Mixer	85	40	81
Crane	85	16	77
Excavator	85	40	81
Generator	82	50	79
Pneumatic tools	85	50	82
Scraper	85	40	82
Delivery Truck	85	40	81
Sources: Caltrans, 2013 and FHWA, 2010.			
(A) L _{max} noise levels based on manufacturer's specifications.			
(B) Usage factor refers to the amount of time the equipment produces noise over the time period.			

The worst-case Leq noise levels associated with the operation of a bulldozer and scraper are predicted to be approximately 81 and 82 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. A single bulldozer provides a sound level of 81 dBA Leq at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA Leq and when three identical sound levels are combined, the noise level increases to 86 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas. These maximum noise levels would occur for a short period time; as demolition (20 days), site preparation (2 days) and grading (4 days) is completed. The majority of activities at the site (i.e., building construction; 200 days) would likely involve less operation of heavy-duty off-road equipment and, as the townhomes are developed, they would provide shielding from on-site noise levels at nearby sensitive receptor locations.

The noise generated from project construction would be temporary and would not produce the same sound levels every day. In addition, the City does not maintain numeric thresholds for the purposes of evaluating construction noise level. Neither the General Plan nor the Watsonville Municipal Code specify a noise level for construction activities. Project construction noise, therefore, would not exceed an applicable standard and would not result in a significant impact. Nonetheless, noise levels of 85 dBA Leq on an hourly basis are typically considered intrusive and would have the potential to interfere with the quiet, comfort, and use of adjacent, exterior residential areas, particularly the residential areas east of the site (Colonial Manor) and southeast of the site (along Jeanette Way). The City will require the implementation of BMPs as conditions of project approval to reduce the potential for construction noise levels to annoy and intrude upon adjacent residential areas. These BMPs outlined in **Mitigation Measure NOISE-1** would reduce construction noise levels and provide a mechanism for responding to construction noise complaints, thereby ensuring project construction would not result in a substantial, temporary increase in noise levels.

Mitigation Measure NOISE-1: Construction Noise Control Best Management Practices: The City shall require the Applicant to incorporate the following construction noise best management practices into all applicable project bid, design, and engineering documents:

- 1) Construction work hours shall be limited to the hours of 7 AM to 7 PM.
- 2) A sign on site shall identify the project by name and shall also provide a contact name and phone number for the job site and the project's representative for addressing noise concerns.
- 3) Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition.
- 4) Stationary equipment such as compressors, generators, and welder machines shall be located as far away from surrounding residential land uses as possible. The project shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators, if feasible.
- 5) Impact tools such as jack hammers shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, it shall be ensured the tool will not exceed a decibel limit of 85 dBA at a distance of 50 feet. Pneumatic tools shall also include a noise suppression device on the compressed air exhaust.
- 6) No radios or other amplified sound devices shall be audible beyond the property line of the construction site.
- 7) Prior to the start of any construction activity, the Applicant or its contractor shall prepare a Construction Noise Complaint Plan that identifies the name and/or title and contact information (including phone number and email) of the Contractor and District-representatives responsible for addressing construction-noise related issues and details how the District and its construction contractor will receive, respond, and resolve to construction noise complaints. At a minimum, upon receipt of a noise complaint, the Applicant and/or Contractor representative identified in the Plan shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.

Exterior Noise / Land Use Compatibility: The proposed project consists of a 21-unit townhouse development. According to the City's General Plan land use and noise compatibility guidelines, the normally acceptable and conditionally acceptable noise limit for multi-family residential land uses, such as the proposed project, is 70 and 75 CNEL, respectively. The predominant noise source in the vicinity of the project site is vehicle traffic on Airport Boulevard, which results in an ambient noise level of 74.8 CNEL based on the TNM2.5 traffic noise modeling conducted for the proposed project. As such, consistent with City's General Plan Noise Element, development should only be undertaken after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. The project's consistency with interior noise standards is identified below under "Interior Noise Level Compatibility."

Interior Noise Level Compatibility: Part 2, California Building Code, Section 1207.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room. In addition, Chapter 5 of the California Green Building Standards Code sets forth that buildings exposed to a noise level of 65 CNEL (where noise contours are available) or 65 dBA Leq (1-hour where noise levels are not available) shall:

- 1) have exterior wall and roof-ceiling assemblies exposed to the noise source that meeting a composite sound transmission class (STC) rating of at least 50 (or a composite outdoor indoor transmission class (OITC) rating no less than 40), with exterior windows of a minimum STC of 40 or OITC 30 (Section 5.507.4.1); or
- 2) provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA Leq in occupied areas during any hour of operation.

As described above, traffic noise modeling indicates ambient noise levels at the site would be approximately 74.8 CNEL along the northern property line, where Building 1 is proposed to be constructed. Standard construction techniques and materials for new residential buildings are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 20 to 30 dBA with windows and doors closed, which would result in an interior noise level of approximately 45-55 CNEL for habitable rooms fronting Airport Boulevard.⁴ To comply with the City's General Plan Noise Element's Land Use Compatibility Guidelines, as well as the California Building Code, the City would implement **Mitigation Measure NOISE-2**.

Mitigation Measure NOISE-2: Reduce Residential Interior Noise Exposure. Prior to approval of the design review application for the proposed project, the City shall review and approve an acoustical analysis, prepared by or on behalf of the Applicant, that confirms actual noise levels for the project will not exceed:

1. 70 CNEL along northern portion of the site where building facades would be located, per the land use compatibility standards contained in the City's General Plan;
2. 45 CNEL in habitable rooms; and
3. 50 dBA Leq (1-hour) in other occupied rooms.

As part of the acoustical analysis, ambient sound measurements may be conducted at the project site to confirm the sound level reductions that will need to be achieved to comply with the aforementioned requirements. Potential noise insulation site and building design features capable of achieving this requirement may include, but are not limited to: sound barriers; enhanced exterior wall construction/noise insulation design; use of enhanced window, door, and roof assemblies with above average sound transmission class (STC) or outdoor/indoor transmission class (OITC) values; or use of mechanical, forced air ventilation systems to permit a windows closed condition in residential units. Any additional, exterior structure(s) identified in the acoustical report (e.g., sound barriers) shall be incorporated into, and clearly depicted on, site plans for the proposed project.

After the implementation of Mitigation Measure NOISE-2, the proposed project would be consistent with the City's General Plan Noise Element Land Use Compatibility Standards and requirements identified in the California Building Code.

Potential On-Site Operational Noise Levels: Once constructed, the proposed project would generate noise from daily activities typical of residential-type facilities, including on-site vehicle trips,

⁴ NOTE: The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 2"x4" studs spaced 16" on center and ½" gypsum wall board screwed to studs provides an approximate 34 dBA reduction between exterior and interior noise levels. Incorporation of windows occupying approximately 30% of the exterior wall façade could reduce attenuation by approximately 10 dBA. Attenuation provided may be slightly lower yet (2-3 dBs) for traffic noise due to the specific frequencies associated with traffic noise. It is conservatively assumed standard building construction would provide an exterior to interior noise reduction of approximately 21 to 22 dBA.

operation of HVAC units, landscaping and maintenance activities, waste-disposal truck traffic, etc. Specifically, the proposed project's on-site noise sources would include:

- Automobile travel along on-site roads, automobile parking, and other miscellaneous automobile noise sources such as doors closing and engine start-up and revving. The project's potential mobile noise sources would not operate continuously. Once parked and engines shut off, noise would cease to be generated.
- Waste collection services, which would occur toward the southern portion of the site.
- Human use of common areas, such as the "tot-lot" play space, open space/meadow area and bioretention area, and courtyard with tables and charcoal grills.

The project noise sources described above would not have the potential to generate substantial noise levels that could exceed the City's noise compatibility guidelines for adjacent residential areas (60 CNEL for single family, duplex, and mobile home land use). The project site plan shows buildings would be located throughout the site and thus potential noise generating activities would be distributed throughout the site and would not affect any one receptor. Furthermore, the proposed project would be replacing a site previously used for rebar processing, which likely produces different (e.g., forklift operation, clanging or rebar, material deliveries) and much higher noise levels than those that would be produced by new tenants associated with the proposed project. The project's potential on-site noise levels would, therefore, be less than significant.

Potential Off-Site Traffic Noise Levels: The proposed project would generate traffic that would be distributed onto the local roadway system and potentially increase noise levels along travel routes. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels (Caltrans, 2013a). If the proposed project would not result in a doubling of traffic volumes on the local roadway system, it would not result in a substantial permanent increase in traffic-related noise levels.

The TIA prepared for the proposed project indicates that the project would result in 99 new, net trips per day, including 3 and 5 new trips during the AM and PM peak hours, respectively. All these trips would be added to Airport Boulevard before dispersing to their final destinations. These additional trips, when added to the existing ADT along Airport Boulevard (19,600 ADT), represents less than a one percent increase in traffic along Airport Boulevard. Furthermore, modeling conducted for the existing plus project scenario (19,699 ADT) indicates the additional trips would not increase traffic noise levels along Airport Boulevard (i.e., the ambient noise level would remain at 74.8 CNEL).

The proposed project would result in substantially less than a doubling of peak hour and daily traffic volumes on Airport Boulevard and, therefore, would not result in a substantial, permanent increase in noise levels along the roadways used to access the project.

- b. Less than Significant Impact.** As described further below, the proposed project would not generate excessive groundborne vibration or groundborne noise levels. This impact would be less than significant.

Vibration Background Information: Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or humans (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. As with airborne sound, the groundborne velocity can also be expressed in decibel notation as velocity decibels, or dBV (FTA, 2018). The vibration of floors and walls may cause perceptible vibration, rattling of items such as windows or dishes on shelves, or a low-frequency rumble noise, referred to as groundborne noise. This report uses peak particle velocity (PPV) to describe vibration effects. Vibration impacts to buildings are usually discussed in terms of PPV in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (e.g., crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as an electron microscope.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Caltrans' *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans, 2013a). Chapter six of this manual provides Caltrans' guidelines and thresholds for evaluation potential vibration impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 11, *Caltrans' Vibration Threshold Criteria for Building Damage*, and Table 12, *Caltrans' Vibration Threshold for Human Response*.

Table 11. Caltrans' Vibration Threshold Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans, 2013a		

Table 12. Caltrans' Vibration Threshold Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans, 2013a		

Vibration Impact Analysis: The potential for groundborne vibration is typically greatest when vibratory or large equipment such as rollers, impact drivers, or bulldozers are in operation. For the proposed project, the largest earthmoving equipment would primarily operate during demolition, site preparation, grading, and paving work. This equipment would, at worst-case and for limited periods of time (e.g., 20 days for demolition, see Table 2, *Construction Activity, Duration, and Typical Equipment*, in Section 6.3 Air Quality), operate adjacent to the site's property lines and within approximately 25 feet of the residences located adjacent to the project site on in Colonial Manor; however, most site work would occur at least 50 feet or more from project property lines. Table 13, *Potential Groundborne Vibration Levels*, lists the typical vibration levels generated by the type of heavy-duty construction equipment most likely to be used during project construction, as well as the estimated vibration levels at distances of 25 feet (the closest residences to potential work areas), 50 feet, 100 feet, and 400 feet from the project site.

Table 13. Potential Groundborne Vibration Levels

Equipment	Peak Particle Velocity ^(A) (Inches/Second) at Distance			
	25 Feet	50 Feet	100 Feet	400 Feet
Vibratory Roller	0.21	0.085	0.035	0.006
Large Bulldozer	0.089	0.036	0.015	0.002
Small Bulldozer	0.03	0.012	0.005	0.001
Loaded Truck	0.076	0.031	0.013	0.002
Jackhammer	0.035	0.014	0.006	0.001
Sources: Caltrans, 2013a and FTA 2018. (A) Estimated PPV calculated as: $PPV(D) = PPV(ref) * (25/D)^{1.3}$ where $PPV(D)$ = Estimated PPV at distance; PPV_{ref} = Reference PPV at 25 ft; D = Distance from equipment to receiver; and n = ground attenuation rate (1.3 for competent sands, sandy clays, silty clays, and silts).				

As shown in Table 13, construction equipment vibration levels from a roller, large bulldozer, or small bulldozer, could exceed Caltrans vibration detection thresholds (see Table 12) for “barely perceptible” (0.035 inches/second) and approach thresholds for “distinctly perceptible” (0.24 inches/second) when operating in close proximity (within 25 feet) to adjacent residences and would, therefore, likely be perceptible at these building locations. This, however, is not considered to be excessive, because any equipment operation near property lines would be short in duration and intermittent (lasting only a few hours or days in work areas closest to building locations). As construction equipment moves around the site and operates at distances of 50 feet or more from nearby residences, vibration levels would begin to drop to levels that would not be perceptible

according to Caltrans' thresholds. Additionally, potential construction vibration levels would not result in structural damage because the estimated vibration levels are substantially below Caltrans' thresholds for potential damage to even the most sensitive of residential buildings (0.50 inches/second for older, un-reinforced concrete masonry buildings or historic buildings). Thus, short-term, intermittent construction equipment vibration levels would not be excessive.

Once operational, the proposed project would not result in the operation of sources that would generate substantial groundborne vibration levels.

- c. **Less than Significant.** The proposed project area is located across the street from Watsonville Municipal Airport, but is not located in an area recognized as a "noise sensitive area" according to the Watsonville Municipal Airport Noise Abatement Map, which are areas where the Airport specifies the use of best practices and noise abatement procedures to control airport-related noise levels (City of Watsonville, 2019). In addition, based on an Aircraft Noise Monitoring Report prepared by WJV acoustics in 2018 it is anticipated the site is exposed to aircraft noise levels of approximately 46.5 CNEL (WJV Acoustics, 2018). As discussed under response a), the ambient noise environment is predominantly influenced by traffic noise and an acoustical report would be prepared pursuant to Mitigation Measure NOI-1, which would identify additional building design features to comply with California Building Code standards for interior noise levels. For these reasons, the proposed project would not expose people residing or working in the project area to excessive public or private airport-related noise levels and the impact is less than significant.

References:

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W-Trans, April 21, 2020. Focused Traffic Analysis for the 547 Airport Boulevard Project.

WJV Acoustics, August 29, 2018. Aircraft Noise Monitoring Report Watsonville Municipal Airport.

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6.14 Population and Housing

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			✓	

Conclusion: Regarding population and housing, the proposed project would not result in any significant environmental impacts.

Documentation:

a. Less than Significant Impact. New homes are proposed in the project, which would result in direct population growth. According to the U.S. Census Bureau, the estimated 2018 population of Watsonville was approximately 53,616. The 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (2040 MTP/SCS), developed by the Association of Monterey Bay Area Governments (AMBAG) contains growth projections for the City. According to AMBAG, the population of Watsonville is anticipated to grow to 59,743 in 2040, adding 5,823 new residents between 2018 and 2040. The population of Santa Cruz County is expected to increase to 306,881 residents by 2040, adding approximately 32,626 residents to the U.S. Census Bureau's 2018 population estimates for the County (Bureau Quick Facts). The project is estimated to add 78 residents,⁵ which represents 1.34% of the projected 5,823 new residents citywide.⁶ It is likely that the population increase may be less than 78, as some of the residents of the new development may already live in Watsonville.

During construction there would be a short-term increase in construction jobs. It is anticipated that the majority of the workers live within Watsonville or in nearby towns and/or adjacent counties. Construction impacts would be short-term and less than significant. The applicant is considering employing residences for onsite services after the property is opened.

The project does not include any major infrastructure expansion including new roads or utilities and would not result in any indirect population growth. As a result, impacts on City population growth from employment and residential population growth would be less than significant.

b. Less than Significant Impact. There is one existing single-family residence onsite. This residence is proposed to be demolished as part of the project, which would displace the current residents. However, the new housing development would have capacity to house those displaced by project build-out. The new residential units would provide housing at market rate in addition to three low-

⁵ Calculation: 21 units x 3.68 persons per household = 78 residents (rounded up from 77.28)

⁶ Calculation: 78 residents / 5,823 anticipated new residents citywide = 1.34%

income units. Because the project could feasibly accommodate the current residents that would be displaced by the proposed project, impacts would be less than significant.

References:

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6.15 Public Services

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the 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			✓	

Conclusion: Regarding public services, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. Less than Significant Impact.** Project buildout would result in an increase of development fees for the City. Using FY19-20 fees, the applicant would pay \$6,938 per unit for 21 units. This totals approximately \$145,698.

The City of Watsonville is served by the Watsonville Fire Department. The Department includes Fire Suppression, Emergency Medical Services, Fire Training and Fire Prevention Divisions. The Department provides services related to fire prevention, training and safety, which includes public education and inspection services, and standard fire department operations, which includes emergency response and development of hazard pre-incident plans. The Department protects the 6.6 square miles of the City and its 53,920 residents. In addition to the City, the Department provides service to unincorporated areas around the City of Watsonville, which increases the service area to approximately 14 square miles and a population of 60,000.

The Watsonville Fire Department currently operates two open fire stations, Station 1 and Station 2. Station 1 is staffed with 6-7 rotating fire fighters with one engine. Station 2 is staffed with 3-4 rotating fire fighters and one engine. All stations are staffed with paramedics on call.

The closest fire station to the project site is Station 2, located at 370 Airport Boulevard approximately 1,600 feet east of the project site. This station would likely be the first to respond to calls from the project site. The proposed project is anticipated to marginally increase demand for fire protection services, but it is not expected to compromise response times, exceed planned staffing levels or equipment, nor require the construction of additional fire facilities. Additionally, the Watsonville

Fire Department and Fire Inspector would review the design of project structures prior to the issuance of a building permit to ensure incorporation of adequate fire and life safety features in the project.

The proposed project will comply with the City 2005 General Plan Safety Element policies related to fire protection. The policies listed below, from Policy 12.F Fire Safety Standards, help ensure the increases in population do not impact fire services to a degree that new or expanded facilities would be required.

- 12.F.1 Access
- 12.F.2 Cul-de-Sacs
- 12.F.3 Private Access Roads
- 12.F.4 Road Construction
- 12.F.5 Width & Vertical Clearance
- 12.F.6 Alleys
- 12.F.7 Emergency Access
- 12.F.8 Fire Flow
- 12.F.9 Open Area
- 12.F.10 Building Safety
- 12.F.11 Built-In Fire Protection
- 12.F.12 Street Name & Numbering
- 12.F.13 Fire Cause Investigation

The City has also adopted the California Fire Code (Chapter 9 of Title 8 of the municipal code) with modifications for local conditions. Applicable policies from the code include:

- 8-9.304 Combustible waste material: Including weeds, grass, vines or other growth capable of being ignited and endangering property, will be removed by the owner or occupant.
- 8.9-903 Automatic sprinkler systems: All buildings will be required to have approved automatic sprinkler systems in new buildings and structure.

The project increases demand for fire services but is located very close to Station 2. Compliance with the California Fire Code, and additional project review by the Fire Department would result in less than significant impacts related to fire protection.

- b. Less than Significant Impact.** The City of Watsonville is under the jurisdiction of the City of Watsonville Police Department (WPD). WPD provides police protection services throughout the City. WPD headquarters are located at 215 Union Street, approximately 2.5 miles southeast of the proposed project and roughly 10-15 minutes away driving. The WPD offers police services including an abandoned vehicle program, alarm system registration, dispatch, garage sale permits, live scans, and educational opportunities.

The proposed project would create 21 units of housing in a formerly industrial area. The proposed project is anticipated to increase demand for police protection services but is not expected to compromise response times or exceed planned staffing levels/equipment nor directly require the construction of additional police facilities. The project site is located next to existing residential uses and would not result in substantial adverse physical impacts to police service facilities. The impact would be less than significant.

- c. Less than Significant Impact.** The project site is served by the Pajaro Valley Unified School District (PVUSD); the district operates seven alternative and charter schools, 16 elementary schools, nine secondary schools, and one adult education school. According to the PVUSD school district locator tool, the project site would be served by Freedom Elementary School (grades K-5) located at 25 Holly Drive, Rolling Hills Middle School (grades 6-8) located at 130 Herman Ave, and Pajaro Valley

High School (grades 9-12) located at 500 Harkins Slough. School capacity and average enrollments between 2014 to 2019 and for the 2018-2019 academic year are summarized in Table 14 below.

Table 14: School Capacity and Enrollment

School	Capacity (2011) ¹	Enrollment (5-year average) ³	Enrollment (2018-2019) ³
Freedom Elementary School	878	648	635
Rolling Hills Middle School	918	646	652
Pajaro Valley High School	2,200 ²	1,442	1,466
Sources: ¹ As of 2011. Source: PVSUD Comprehensive Facilities Master Plan 2012-2022. ² Enrollment capacity is limited to 2,200 students under the Coastal Development Permit. ³ EdData (Education Data Partnership) data regarding PVUSD.			

The proposed project would result in a minimal increase in school-age children who would attend PVUSD schools. The U.S. Census Bureau estimates that 21.43% of the population in Watsonville is between the ages of five and 18 (roughly the ages of K-12 population) in 2018. Using this percentage, the project would house about 17 (rounded from 16.7) youth in the K-12 age range, which is conservatively two students per grade. Project buildout could result in 12 additional students at Freedom Elementary School, six at Rolling Hills Middle School, and eight students at Pajaro Valley High School.⁷ Using the five-year average, all schools have capacity for the new students generated by project buildout. This a conservative estimation because some parents or guardians may elect to send their children to private schools, charter schools, or home-school.

In accordance with California Government Code and the PVUSD, the Applicant would be required to pay standard school facilities impact fees, which would offset costs incurred by PVUSD for providing facilities for the additional students. The fees are currently \$5.02 per residential square foot and \$0.07 per square foot for parking lots/structures. Payment of developer fees is considered adequate mitigation for any project-related impacts to school facilities resulting in a less than significant impact.

- d. Less than Significant Impact.** The proposed project includes residence that would result in population growth and would incrementally increase demand on local and regional recreation facilities. The City operates 26 parks (see Section 6.16 Recreation) totaling 143 acres. Parks managed by Santa Cruz County, Monterey County, Santa Clara County, and the State are located within 20 miles of the project. While there are opportunities to recreate nearby, the project proposes development of 17,196 square feet of public recreational amenities that would reduce project-generated demand on existing parks and recreational facilities.

The project developer is also required to pay the City Recreation & Parks Facilities fee for new development. Currently, the 3-bedroom dwelling unit fee is \$1,667.00 per bedroom, and 1-2-bedroom unit fees are \$1,500.00 per bedroom. Given existing recreational facilities, along with proposed onsite recreational facilities, impacts to new or existing recreational facilities would be less than significant.

- e. Less than Significant Impact.** The project would result in population growth that would incrementally affect other public services such as libraries, public transit, public meeting places. In

⁷ Calculation: 17 students / 13 grades (K-12) = 2 (rounded up from 1.3)

the past several years, the City has increased and expanded library facilities and funding to accommodate increased demand and a growing population.

The City of Watsonville Public Library system includes the Main Library, the Freedom Branch Library, and the Adult Literacy program adjacent to the Main Library. The nearest branch of the library system is the Freedom Branch located at 2021 Freedom Blvd, about two minutes driving from the project site. In 1991 the Watsonville Public Library Building Program called for providing 0.6 square foot of library space per resident. The draft 2030 General Plan Update mentions that between the two libraries and future expansion space, the City has a total of 54,000 square feet of space for future development. The library would experience a small increase in public use generated by the project but would not trigger needs for new or expanded library facilities. The overall increase in demand would not require the construction of new or physical alteration of public facilities that could result in environmental impacts.

The additional 78 residents generated by the project would not be significant enough to warrant new or physically altered public transit (see section 6.17 Transportation), or other public facilities. Impacts would be less than significant.

References:

City of Watsonville, 2019. Development Fees. 2019-2020 Fee Schedule. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/9186/Planning-and-Building-Permit-Fee-Schedule-2019-20-PDF> (accessed June 25, 2020)

City of Watsonville, 2005. Draft Environmental Impact Report, General Plan and Sphere of Influence Amendment. December 1992. Page 3-83. <https://cityofwatsonville.org/DocumentCenter/View/1154/6-Pubhttps://cityofwatsonville.org/DocumentCenter/View/7078/2005-General-Plan-EIR-1-of-3> (accessed June 11, 2020)

City of Watsonville, 2005. General Plan: Public Safety Element. Available at: <https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed March 16, 2020).

City of Watsonville, 2005. General Plan: Public Services Element. Available at: <https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed March 16, 2020).

City of Watsonville, 2019. Development Fee Summary 2019-2020. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/9187/Impact-Fees-2019-20-PDF> (accessed March 16, 2020).

City of Watsonville, 2019 6c. Watsonville Fire Department. Available at: <https://www.cityofwatsonville.org/430/Fire> (accessed March 16, 2020).

City of Watsonville, 2019 6d. Watsonville Police Department. Available at: <https://www.cityofwatsonville.org/197/Police> (accessed March 16, 2020).

City of Watsonville. Recirculated Draft EIR 2030 General Plan, Public Facilities and Services. <https://cityofwatsonville.org/DocumentCenter/View/1154/6-Public-Facilities-PDF> (accessed June 11, 2020)

Education Data Partnership (EdData), 2019. Pajaro Valley Unified. Available at: <https://www.ed-data.org/district/Santa-Cruz/Pajaro-Valley-Unified> (accessed March 16, 2020).

My School Locator, 2019. Pajaro Valley Unified School District. Available at: <https://betalocator.decisioninsite.com/?StudyID=136986> (accessed March 5, 2020).

Total School Solutions, 2012. Pajaro Valley Unified School District: Comprehensive Facilities Master Plan 2012-2022. Available at: <http://pps-pajaro-ca.schoolloop.com/file/1310009033866/1309101273857/1514939043896199031.pdf> (accessed March 16, 2020).

United States Census Bureau, 2019. City of Watsonville, California. Available at: <https://www.census.gov/quickfacts/fact/table/watsonvillecitycalifornia/PST045218> (Accessed March 16, 2020).

6.16 Recreation

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) 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?			✓	
b) 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?			✓	

Conclusion: Regarding recreation, the proposed project would not result in any significant environmental impacts.

Documentation:

a. Less than Significant Impact. The project proposes housing which would increase population growth, with the estimated 78 potential residents using the surrounding public recreation facilities (see section 6.14, Population and Housing). The applicant would pay development fees totaling approximately \$145,698 (see section 6.15 Public Services). The project includes several onsite recreational amenities, consisting of a grill area with picnic tables, a tot lot, and an open meadow space (doubling as the bioretention basin) with park benches. While these amenities would reduce the need for use of off-site recreational facilities, it is anticipated that a minor increase in the use of off-site recreational facilities by residents of the project would occur. Residents are anticipated to use local and regional park facilities listed below as well as onsite amenities.

The City offers 143 acres of park land in the form of 26 parks open to the community:

- Pinto Lake (78 acres)
- Ramsay Park (25.91 acres)
- Arista Park (0.27 acres)
- Atri Park (0.32 acres)
- Brentwood park (0.41 acres)
- Bronte Park (0.28 acres)
- Callaghan Park (2.64 acres)
- Cherry Blossom Park (0.15 acres)
- City Plaza Park (1.4 acres)
- Crestview Park (2.01 acres)
- Emmett Court (0.15 acres)
- Flodberg Park (1.07 acres)
- Franich Park (14.02 acres)
- Hazelwood Park (1.07 acres)
- Hope Drive Park (2.46 acres)
- Joyce-Mckenzie Park (1.72 acres)
- Kearney Park (0.29 acres)
- Las Brisas Park (1.00 acres)
- Marinovich Park (1.03 acres)
- Memorial Park (0.22 acres)
- Muzzio Park (1.12 acres)
- Peace Drive Park (1.4 acres)
- River Park (1.43 acres)
- Riverside Mini Park (0.34 acres)
- Seaview Ranch Park (14 acres)
- Victorian Park (0.13 acres)

The closest park to the project site is Cherry Blossom Park (0.15 acres) which has a tot lot. Project residents are not likely to use this park because of the onsite tot lot. The next two closest parks are Hope Drive Park (2.46 acres) with trail access and picnic tables, and Peace Drive Park (1.4 acres) which has basketball courts and play area. Both parks are about a five-minute drive from the project site. Within a 20-minute driving radius, Watsonville residents can access numerous state and county parks, including:

- Sunset and New Brighton State Beach and Campground,
- Manresa, Seacliff, Zmudowski, Moss Landing, and Salinas River State Beaches,
- Pinto Lake County Park,
- Nisene Marks State Park,
- Mount Madonna County Park, and
- Bike trails next to the Watsonville slough system and along the Pajaro River.

The City's 2005 General Plan, although not providing specific locations, discusses future park acquisitions to provide parks in neighborhoods experiencing population growth, and discusses development of park facilities within one-half mile of all residential areas. Although there is likely to be an increase in park use with the increased population in the planning area, the project would not increase the use such that substantial physical deterioration of the facility would occur or be accelerated. The project would generate property taxes that would go into the City's General Fund to help finance park maintenance and future park production. Project buildout would not significantly increase the use of existing parks and recreational facilities, and the impact would be less than significant.

- b. Less than Significant Impact.** The proposed project includes on-site recreational amenities including a tot lot playground area, an open space meadow and a grill area. The project does not propose off-site recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Impacts would be less than significant.

References:

City of Watsonville, 2019. Development Fees. 2019-2020 Fee Schedule. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/9186/Planning-and-Building-Permit-Fee-Schedule-2019-20-PDF> (accessed June 25, 2020)

City of Watsonville, 2005. General Plan: Recreation Element. Available at: <https://www.cityofwatsonville.org/160/2005-General-Plan> (accessed October 6, 2019).

City of Watsonville, 2019. Watsonville Parks & Community Services. Available at: <https://www.cityofwatsonville.org/1207/City-Parks> (accessed March 17, 2020).

City of Watsonville, 2019. Park Amenities Chart. Available at: <https://www.cityofwatsonville.org/DocumentCenter/View/3362/Park-Amenities-Chart-PDF?bidId=> (accessed March 17, 2020)

6.17 Transportation

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?			✓	
b) Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision(b)?			✓	
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?		✓		
d) Result in inadequate emergency access?			✓	

Conclusion: Regarding transportation, the proposed project would not result in any significant environmental impacts.

Documentation:

- a. Less than Significant with Mitigation Incorporated.** The project would have an impact if proposed improvements reduce the availability or efficiency of facilities providing alternative transportation, including bus systems, bicycle routes, and pedestrian walkways.

W-Trans prepared a Focused Traffic Analysis for the project (Appendix F). This section summarizes and assesses the calculations made and the conclusions reached in the analysis. The analysis compared the traffic generation from the existing manufacturing use with the proposed project. Table 15 summarizes the results of the trip generation analysis. The proposed project is estimated to generate 154 trips (a 99-trip increase per day). The project is anticipated to increase AM peak hour trips by three and PM peak hour trips by five.

Table 15. Trip Generation Summary

	Existing Rebar Facility	Proposed Project	Net Traffic
Daily Trip Generation	55	154	+99
AM Peak Hour Trips*	7	10	+3
PM Peak Hour Trips*	7	12	+5
* Includes traffic in and out of property			

Transit Facilities

Santa Cruz Metro provides transit service throughout the county and within the City of Watsonville. There are four stops within one-quarter mile of the project, serving Routes 69A and 74S. Route 69A provides service between Santa Cruz Metro Center and the Watsonville Transit Center. Service operates Monday through Friday with approximately 30-minute headways between 6:20 a.m. and 10:50 p.m. Saturday and Sunday service operates with 30-minute headways between 7:50 a.m. and

8:10 p.m. Route 74S provides loop service between the Watsonville Transit Center and the Watsonville Community Hospital. Service is provided Monday through Friday with one trip between 7:00 a.m. and 8:00 a.m. and another between 3:00 p.m. and 4:00 p.m.

According to the Focused Traffic Analysis, the existing transit routes are adequate to accommodate the number of transit trips generated by the proposed project. The existing bus stops are within an acceptable walking distance of the project site and would be accessible via the current sidewalk facilities nearby upon completion of the frontage improvements necessary to comply with City design standards (see pedestrian facilities below). The impact to transit facilities would be less than significant.

Roadway Facilities

The Project would create incrementally more demand and subsequent impact on the City's roadways as traffic is expected to increase as a result of the Project. However, this is likely to be at least partially offset by a likely reduction in the number of trucks (which are currently serving the existing re-bar facility). Overall, the existing roadway infrastructure in the City is adequate to meet the needs of the project. Furthermore, the residents of the project will contribute to roadway maintenance through the payment of local taxes. The impact to roadway facilities would be less than significant.

Bicycle Facilities

There are existing bicycle lanes along Airport Boulevard for approximately two miles between Larkin Valley Road and Green Valley Road. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. These bicycle facilities are adequate to connect the project site to nearby residential and commercial areas (Appendix F). The impact to bicycle facilities would be less than significant.

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. Overall, a network of sidewalks, crosswalks, and curb ramps provide access for pedestrians on both sides of Airport Boulevard. There is, however, no existing sidewalks along the project frontage.

There are crosswalks to cross Airport Boulevard on both sides of the project site and each is at a traffic signal with pedestrian phasing. One is about 240 feet southwest at the intersection of Airport Boulevard and Hangar Way and the other is about 1/4-mile northeast at the intersection of Airport Boulevard and Holm Road. The proposed site plan identifies sidewalks within the project, connecting the residences to each other. However, the site plan does not identify sidewalk improvements along the project frontage, and such improvements would be required to meet City design standards. Consistent with City design standards, city staff have recommended, as a project condition of approval, that a sidewalk should be constructed along the site frontage as part of the proposed project to close the existing sidewalk gap on Airport Boulevard and enable better pedestrian access. The impact to pedestrian facilities would be less than significant with compliance to City design standards.

- b. Less than Significant Impact.** Per CEQA Guidelines section 15064.3(c) (Applicability), the provisions of section 15064.3 are applicable as of July 1, 2020. The City currently does not have an adopted VMT management plan nor a congestion management plan. The City is working on developing local standards for future VMT analyses. In the interim, OPR's *Technical Advisory on*

Evaluating Transportation Impacts in CEQA Guidelines is relied upon to determine whether or not the project's VMT may result in a potentially significant transportation impact. According to the guidelines, the screening threshold for small projects that do not require a quantitative VMT analysis and implementation of mitigation measures 110 or fewer trips per day.

The Focused Traffic Analysis (Appendix F), completed by W-Trans, evaluated VMT for the proposed project. The analysis considered the difference in traffic from the existing manufacturing use and the proposed residential use. The net daily traffic was 99 trips which is less than 110 trips screening criteria. As such, transportation-related impacts, per CEQA Guidelines section 15064.3(c), would be less than significant.

- c. **Less Than Significant Impact with Mitigation Incorporated.** A significant impact would occur if the proposed project considerably increased hazards due to a design feature or introduced incompatible uses to the existing circulation system. The project does not include any feature that would create a roadway or traffic hazard.

The proposed project's driveway is on Airport Blvd. between Hangar Way and Aviation Way. Along the project frontage there is a two-way left-turn lane for inbound and outbound drivers to use. Sight distance was evaluated in the Focused Traffic Analysis (Appendix F). The analysis concluded that there is adequate sight distance for the posted 45-mile per hour speed limit (360 foot stopping distance). Sight lines extend greater than 400-feet in both directions. The report recommended that only low-lying vegetation, or trees with branches trimmed below seven feet, are recommended near the driveway. It is further recommended that no signing be installed that would obscure sight lines. The design of the driveways would comply with all applicable City regulations, including sight distances, line-of-sight triangles, and curb design. Therefore, project driveways would not increase hazards in the area.

The project would generate residential traffic which is consistent with much of the traffic in the area, which is a combination of industrial, commercial, and residential. The project would not result in incompatible uses as it relates to transportation and traffic.

Construction activities may create temporary hazardous conditions for pedestrians, bikers, and drivers. Construction-related impacts would cease upon project completion. **Mitigation Measure TRANS-1** would reduce impacts of temporary construction activities to less than significant levels.

Mitigation Measure TRANS-1: Construction Period Transportation Impacts. The Applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications ("Construction Area Traffic Control Devices") to be followed during construction. The plan shall also specify provision of adequate signing and other precautions for public safety to be provided during project construction. In particular, the plan shall include a discussion of bicycle and pedestrian safety needs, including ADA accessibility standards, due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Public Works & Utilities Department and local emergency services (i.e., the Police and Fire Departments) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction

Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented.

- d. Less than Significant Impact.** A significant impact would occur if the proposed project would not satisfy emergency design and access requirements of the City of Watsonville Fire Department. A significant impact would also occur if the project would inhibit the ability of emergency vehicles to serve the project site or adjacent uses. Emergency access to the Project would occur through the existing road network and emergency services would enter the property along Airport Blvd. The proposed project would not result in inadequate emergency access because all access features will satisfy City of Watsonville design requirements, including Fire Department requirements, prior to project approval. Therefore, the proposed project would result in less than significant impacts related to emergency access.

References:

W-Trans, April 21, 2020. Focused Traffic Analysis for the 547 Airport Boulevard Project. Included as Appendix F.

Kimley Horn, January 2020. Airport Blvd and Holm Road Intersection Improvement Project.

6.18 Tribal Cultural Resources

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource define in Public Resources Code 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:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register or historical resources as defined in Public Resources Code section 6020.1(k), or		✓		
ii. 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 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.		✓		

Conclusion: Implementation of Mitigation Measures CUL-1 through CUL-2 from Section 6.5 would reduce potential impacts to less than significant levels. Regarding tribal cultural resources, the proposed project would not result in any significant environmental impacts.

Documentation:

ai. Less Than Significant with Mitigation Incorporated. As detailed in Section 6.5 Cultural Resources, the California Historical Resources Information System (CHRIS) search at the Northwest Information Center (NWIC) failed to show any known archaeological resources in the project boundary, and no prehistoric archaeological resources within one mile of the project.

A Sacred Lands File (SLF) search was conducted through the Native American Heritage Commission (NAHC), which was returned with a positive result, indicating that the Costanoan Ohlone Rumsen-Mutsen Tribe had more information on potential resources in the project vicinity. None of the tribes contacted as an extension of the SLF indicated a specific resource or site within the vicinity but confirmed that the area was sensitive (See Section 6.5 for a more in-depth discussion on tribal responses).

The cultural resources records search results conducted by the NWIC indicate that there are no Tribal Cultural Resources (TCR) or archaeological resources relating to TCRs located within the project's boundaries. The nearest archaeological site (P19-000396: shell midden) is located within a one half-mile radius of the project site and will not be impacted by the proposed project, as the resource is

located outside of the project boundary (Northwest Information Center 2019). Additionally, a Sacred Lands File Search through the Native American Heritage Commission (NAHC), Native American Scoping (MIG), and an archaeological pedestrian field survey, all failed to indicate TCR's or archaeological (prehistoric and historic) resources relating to TCRs within the project site. Therefore, the proposed project would result in no substantial adverse change in the significance of TCRs as defined in CEQA Guidelines section 15064.5.

Based on the results of the SLF search and Native American outreach, although no specific resources were discovered, cultural resources could be present and project excavation could result in the discovery of prehistoric archaeological resources. In the event that project ground-disturbing activities disturb, damage, or destroy previously unknown buried prehistoric features, sites or artifacts, a significant impact could occur. Implementation of Mitigation Measure CUL-1 and CUL-2 would reduce potential impacts to undiscovered archeological resources to a less than significant level.

iii. Less Than Significant with Mitigation Incorporated. Some Native American artifacts may not be considered unique archaeological resources under the CEQA guidelines (i.e., if there is not a demonstrable public interest in that information, it does not possess a special and particular quality such as being the oldest of its type or the best available example of its type, and it is not directly associated with a scientifically recognized important prehistoric event or person). However, it is possible for a lead agency to determine that an artifact is considered significant to a local tribe, and therefore be considered a significant resource under CEQA. Mitigation measures included in Section 6.5 Cultural Resources of this document include language that all Native American artifacts are to be considered significant until the lead agency has enough evidence to determine an artifact not significant. This ensures that the default assumption is that all Native American artifacts are significant resources under CEQA.

Implementation of Mitigation Measure CUL-2 (See Section 6.5) would reduce impacts to TCRs to less than significant.

References:

Arellano, M. Personal Communication, Muwekma Ohlone Indian Tribe of the SF Bay Area, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

Lopez, V., 2020. Personal Communication, Amah Mutsun Tribal Band, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

Native American Heritage Commission, 2020. Sacred Lands File Search Prepared in Support of the 547 Airport Blvd Project, Santa Cruz County. March 6, 2020. Unpublished document kept on file with the NAHC and MIG, Inc.

Northwest Information Center, 2020. Cultural Resources Records Search in Support of the 547 Airport Blvd Project (No. File No. 19-1531). Unpublished document kept on file with the NWIC and MIG, Inc.

Orozco, P. 2020. Personal Communication, Costanoan Ohlone Rumsen-Mutsun Tribe, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

Sayers, A.M. 2020. Personal Communication, Indian Canyon Mutsun Band of Costanoan, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

Zwierlein, I. 2020. Personal Communication, Amah Mutsun Tribal Band of Mission San Juan Bautista, 4/14/2020 - 5/14/2020. Email and telephone communication. Unpublished record on conversation kept on file by MIG.

6.19 Utilities and Service Systems

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects?			✓	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?			✓	
c) Result in a determination by the wastewater treatment provider which serves or may serve the project area that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?			✓	
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?			✓	

Conclusion: Regarding utilities and service systems, the proposed project would not result in any significant environmental impacts.

Documentation:

a. Less than Significant Impact. The proposed project would not result in the relocation or construction of new or expanded water supply, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities that would cause a significant environmental effect. The proposed project includes relocation of a stormwater drainage connection.

Water:

According to the Watsonville 2015 UWMP, the City owns, operates, and maintains 190 miles of water supply pipelines and, as of 2015, has 14,782 public water connections. Construction of water supply infrastructure is required for new residential development, and the project would connect to the existing water main underneath Airport Boulevard. Prior to issuance of building permits, the developer would be required to provide the City with a detailed study indicating specifications of the new water infrastructure and any minor modifications needed to the existing municipal conveyance system to accommodate project needs. Construction of new water supply infrastructure would be conducted in compliance with the City's Public Improvement Standards and City-approved utilities construction BMPs. Construction would not likely cause significant environmental effects. No new

public water supply facilities would be needed to serve the proposed project. Impacts would be less than significant.

Wastewater

The City owns, operates, and maintains a sanitary sewer system of approximately 170 miles of pipelines that collect and transfer wastewater to the City's Wastewater Treatment Facility (WWTF). According to the 2015 UWMP, the WWTF is permitted to treat a maximum of 12 million gallons per day and, on average, treats six to seven million gallons of wastewater per day from the City of Watsonville, Pajaro, Freedom, and Salsipuedes sanitary districts.

The project would connect to an existing onsite public sewer main on the west side of the property under the adjacent industrial properties. The sewer main enters the property between buildings #2 and #4 and would extend below the onsite access road. Completion of the proposed project would require new wastewater infrastructure to convey wastewater from the project's facilities to existing City sewer mains. Prior to issuance of building permits, the developer would be required to provide the City with a detailed study indicating specifications of the new wastewater infrastructure and any minor modifications needed to the existing municipal conveyance system to accommodate project-generated wastewater.

Anticipated project wastewater generation was calculated using a conservative industry standard in which wastewater generated equals 95 percent of water use. See section 6.19.b below for projected project water demand. Using the 2015 UWMP per-capita consumption, the project is expected to use 2,306,070 gallons per year, or 7.07-acre feet (AF) annually. As a result, the project would produce approximately 2,190,766.5 gallons (6.7 AF) of wastewater per year.⁸ This equates to 6,002.1 gallons of wastewater (0.02 AF) generated per day.⁹ At 6,002.1 gallons of wastewater per day, the project would contribute an additional 0.1 percent of the WWTF's daily wastewater intake.¹⁰ The WWTF would have adequate capacity to treat project wastewater in addition to its existing commitments.

No new public wastewater conveyance or treatment facilities would be needed to serve the proposed project. Construction impacts would be less than significant.

Stormwater

Existing structures onsite include a single-family residence, concrete slab, and mobile office. Most of the site is undeveloped and pervious. The proposed project would generate stormwater runoff from new impervious surfaces, which would total 47,945 square feet. Stormwater retention would be accomplished through a combination of underground filtration and above-ground retention infrastructure. Runoff would be diverted by drainage channels into a drain below the bioretention pond, which would double as open space and park area. All runoff would be routed through media filters for water quality and then to underground infiltration facilities for quantity. Refer to Section 6.10, Hydrology and Water Quality for a discussion of project stormwater infrastructure and runoff treatment.

The project's Preliminary Stormwater Control Plan was created and designed in accordance with the Stormwater Post-Construction Standards incorporated into the City of Watsonville Public

⁸ Calculation: 2,306,070 gallons of water annually x 0.95 = 2,190,766.5 gallons wastewater annually.

⁹ Calculation: 2,190,766.5 gallons wastewater annually / 365 = 6002.1 gallons of wastewater per day.

¹⁰ Calculation: 6,002.1 / 6,000,000 gallons wastewater per day = 0.001, or 0.1% of WWTF daily intake

Improvement Standards through passage of Resolution No. 4-14. Stormwater runoff would be treated to City standards before being diverted offsite. Construction of the stormwater improvements discussed above is not expected to cause significant environmental effects. Construction would be conducted in compliance with the City Public Works & Utilities Department Engineering Division's prescribed BMPs for utilities infrastructure improvements. The project proposes relocating a stormwater drainage connection. The proposed bioretention area would provide peak management and runoff would be metered into a new proposed storm drain running north/south across Airport Blvd. Impacts from relocation would be less than significant.

Electric Power

The proposed project would generate demand for electric power. The project would connect to and be served by existing electricity infrastructure owned and operated by PG&E. Multiple PG&E transmission poles and power lines are located adjacent to the project site running parallel to Airport Boulevard. The process of connecting the project to existing infrastructure is expected to be standard for conveying electrical power to a residential development. Construction would be conducted in compliance with City-approved best management practices for utilities infrastructure improvements. No new electric power generation facilities would be built to serve the project. Impacts would be less than significant.

Natural Gas

The proposed project would generate demand for natural gas. The project would connect to and be served by existing natural gas infrastructure owned and operated by PG&E. Several PG&E natural gas pipelines run through the City to the west of the project site (PG&E Pipe Locator). Though no new natural gas facilities would be needed to serve the proposed project, natural gas improvements would be required to connect project components to existing natural gas pipelines. The process of connecting the project to existing infrastructure is expected to be standard for conveying natural gas to a mixed-use development. Construction would be conducted in compliance with City-approved best management practices for utilities infrastructure improvements. No new natural gas facilities would be needed to serve the project. Impacts would be less than significant.

Telecommunications

The proposed project would connect to existing telecommunications infrastructure. A telecommunications provider for the project has not yet been selected. Telecommunications infrastructure is often grouped with electric power infrastructure on utility poles and transmission towers; therefore, it can be reasonably assumed the project would connect to telecommunications infrastructure on existing utility poles. The process of connecting the project to existing infrastructure is standard for transmitting internet and other telecommunications services to a residential development. Construction would be conducted in compliance with City-approved BMPs for utilities infrastructure improvements. An existing utility pole is located along the northern boundary of the property along Airport Boulevard and would serve the project. Connection to existing telecommunications infrastructure would not cause significant environmental effects. Impacts would be less than significant.

In summary, the project would not require or result in the construction of new public or private utilities and service facilities. However, project completion would require a relocation of stormwater drainage below airport boulevard. Other infrastructure improvements would occur to connect project components to existing public and private utilities infrastructure. City standards include undergrounding all new connections to overhead facilities, including electric, telephone and

television lines. Construction of new or expanded utilities infrastructure would comply with City standards, and impacts would be less than significant.

- b. Less than Significant Impact.** The City of Watsonville's primary source of potable water is groundwater from the Pajaro Valley Groundwater Basin. The City's water supply and distribution system is composed of nine hydraulic pressure zones, fourteen groundwater wells, eight reservoirs and water storage facilities, nine booster stations, 190 miles of pipelines, and the Corralitos Filter Plant (CFP), a slow sand filtration plant. The City's Water Service Area (WSA) includes the City limits and several unincorporated areas of Santa Cruz County. Potable water is provided to the service population by the City of Watsonville Public Works & Utilities Department. The City works cooperatively with the Pajaro Valley Water Management Agency (PVWMA), the administrative boundaries of which overlay the City's WSA.

According to the City's 2015 UWMP, the City supplied approximately 6,870-acre feet (AF) of potable water to 65,966 customers in 2016. The City projects potable water demand will increase to 7,934 AF in 2020, 8,132 AF in 2025, 8,340 AF in 2030, and 8,560 AF in 2035. The City's WSA population is expected to rise to 68,957 in 2020, 72,093 in 2025, 75,382 in 2030, and 78,833 in 2035. In 2015, the City consumed 81 gallons per capita per day (GPCD); the UWMP sets a 2020 goal to limit per-capita consumption to 117 GPCD.

The project would generate residential use water demand for an estimated 78 people. Using the 2015 UWMP per-capita consumption of 81 GPCD for 78 people results in approximately 6,318 gallons of water per day. Annually, this equals 2,306,070 gallons per year, or 7.07 AF.¹¹

The 2015 UWMP concludes the City will continue to be able to provide water to customers in normal, dry, and multiple dry years. Considering existing and future projected groundwater supplies and City groundwater consumption, the City has adequate water supplies to serve the proposed project. No new water supply source or entitlements would be necessary, and impacts would be less than significant.

- c. Less than Significant Impact.** The WWTF would have adequate capacity to treat project wastewater in addition to existing commitments. No new public wastewater conveyance or treatment facilities would be needed to serve the proposed project. See wastewater discussion in section 19.a.
- d. Less than Significant Impact.** According to CalRecycle's Disposal Reporting System (DRS), the City produced 42,533 tons of disposed solid waste in 2018, for an average of 4.3 pounds per person per day, or 1,575 pounds per person per year. According to the DRS, waste generated in the City was sent to the Monterey Peninsula Landfill (25,745 tons), the City of Watsonville Landfill (12,109 tons), the Buena Vista Drive Sanitary Landfill (2,457 tons), the Fink Road Landfill (1,074 tons), the Kirby Canyon Recycling and Disposal Facility (596 tons), the Johnson Canyon Sanitary Landfill (434 tons), Altamont Landfill & Resource Recovery (65 tons), the John Smith Road Landfill (24 tons), the Portero Hills Landfill (16 tons), the Guadalupe Sanitary Landfill (7 tons), Recology Hay Road (3 tons), and the Newby Island Sanitary Landfill (2 tons). Four landfills listed above accepted 97.3 percent (41,385 tons) of the City's solid waste in 2018, and a multi-facility estimate of landfill capacity is used in this analysis. Monterey Peninsula Landfill, the City of Watsonville Landfill, the

¹¹ Calculation: 81 GPCD x 78 residents = 6,318 gallons per day x 365 = 2,306,070 gallons per year = 7.07 AF annually.

Buena Vista Sanitary Landfill, and the Fink Road Landfill were chosen for analysis of landfill capacity relative to the proposed project's estimated solid waste generation rate.

According to CalRecycle's SWIS Facility Detail, Monterey Peninsula Landfill, as of 2004, had remaining capacity for 48,560,000 cubic yards and is permitted to intake a maximum of 3,500 tons of solid waste per day. The City of Watsonville Landfill, as of 2018, had remaining capacity for 1,417,561 cubic yards of waste and can intake 275 tons of solid waste per day. The Buena Vista Drive Sanitary Landfill, as of 2018, had remaining capacity for 2,206,541 cubic yards of waste and is permitted to intake 838 tons per day. The Fink Road Landfill, as of 2017, had a remaining capacity of 7,184,701 cubic yards and can intake 2,400 tons per day (CalRecycle SWIS).

The project's 78 residents, assuming the per capita per year rate of 1,575 pounds, would generate approximately 122,850 pounds (61.43 tons)¹² of solid waste annually. If project solid waste was diverted to only the four study landfills at a rate of 0.17 tons per day,¹³ the project would increase daily landfill throughput to each of the four study landfills by less than one tenth of a percent.¹⁴ Project solid waste may be diverted to any of the other additional disposal facilities listed above, and it is likely these facilities would receive less waste than this calculation estimates. The proposed project would not result in a substantial increase in solid waste generation nor generate solid waste in excess of the capacity of local infrastructure; impacts would be less than significant.

- e. **Less than Significant Impact.** The primary State legislation regarding solid waste is AB939, the Integrated Waste Management Act, adopted in 1989. AB939 requires local jurisdictions to achieve a minimum 50 percent solid waste diversion rate. A minimum 50 percent diversion rate for construction demolition and debris is also required. The project would not conflict with State laws governing construction or operational solid waste diversion and would comply with local implementation requirements.

The project would include construction and demolition as well as materials disposal and recycling. The City requires all projects that include demolition and/or construction of structures to submit a Construction Waste Management Plan (Watsonville Construction and Demolition Recycling). The diversion requirements for all projects is 65 percent of the materials generated by a Construction and Demolition project. When the project is completed, the applicant must submit quantities of recycled or diverted materials and all weight receipts to the City Community Development Department. Compliance with existing solid waste regulations would render impacts less than significant.

References:

Roper Engineering. June 20, 2019. Preliminary Stormwater Control Plan for Tract No. 1604. 547 Airport Blvd. Townhomes, 547 Airport Blvd. Watsonville, CA APN 015-321-01

California Department of Resources Recycling and Recovery (CalRecycle), 2019. Jurisdiction Disposal and Alternative Daily Cover (ADC) Tons by Facility. Available at: <https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility> (accessed March 17, 2020).

¹² Calculation: $78 \times 1,575 = 122,850$ pounds of annual solid waste generated

¹³ Calculation: $61.43 \text{ tons} / 365 \text{ days} = 0.17 \text{ tons/day}$

¹⁴ Calculation: Monterey Peninsula Landfill: $(0.17 / 3,500) \times 100 = 0.004\%$ City of Watsonville Landfill: $(0.17 / 275) \times 100 = 0.06\%$ Buena Vista: $(0.17 / 838) \times 100 = 0.02\%$ Fink Road: $(0.17 / 2,400) \times 100 = 0.007\%$

California Department of Resources Recycling and Recovery (CalRecycle), 2019. Estimated Solid Waste Generation Rates. Available at:
<https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates> (accessed on April 28, 2020).

California Department of Resources Recycling and Recovery (CalRecycle), 2019. SWIS Facility Detail (Monterey Peninsula Landfill, City of Watsonville Landfill, Buena Vista Drive Sanitary Landfill, and Fink Road Landfill). Available at:
<https://www2.calrecycle.ca.gov/swfacilities/Directory/27-AA-0010/Index> (accessed March 17, 2020).

City of Watsonville, 2013. Public Improvement Standards. Available at:
<https://www.cityofwatsonville.org/DocumentCenter/View/2152/All-Public-Improvement-Standards-PDF> (accessed April 29, 2020).

City of Watsonville, 2016. 2015 Urban Water Management Plan. Available at:
<https://www.cityofwatsonville.org/DocumentCenter/View/2046/2015-Urban-Water-Management-Plan-Chapters-1-10-PDF> (accessed April 29, 2020).

City of Watsonville, 2019. Public Works & Utilities, Construction and Demolition Recycling. Available at: <https://www.cityofwatsonville.org/1490/Construction-Demolition-Recycling> (accessed on April 29, 2020).

City of Watsonville, 2019. Public Works & Utilities, Engineering Division. Available at:
<https://www.cityofwatsonville.org/821/Public-Improvement-Standards> (accessed on April 29, 2020).

City of Watsonville, 2019. Public Works & Utilities, Wastewater Division. Available at:
<https://www.cityofwatsonville.org/812/Wastewater-Division> (accessed on April 29, 2020).

City of Watsonville, 2019. Public Works & Utilities, Water Division. Available at:
<https://cityofwatsonville.org/714/Water-Division> (accessed on April 29, 2020).

6.20 Wildfire

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, Would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				✓
b) Due to scope, 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?			✓	
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?			✓	
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?			✓	

Conclusion: Regarding wildfire, the proposed project would not result in any significant environmental impacts.

Documentation:

- No Impact.** The proposed project would not impair the emergency response or emergency evacuation plan for the County. The proposed project would not result in a significant change in existing circulation patterns and would have no effect on emergency response routes. See section 6.9 Hazards and Hazardous Materials for information on the emergency response plan.
- Less than Significant Impact.** The project site is flat and located in a local responsibility area according to the CalFire FRAP Map. According to the City's General Plan, a high fire hazard zone occurs in Watsonville approximately five miles west of the project site in a wildland-dominated area. The project area is industrial and urban, and the impact would be less than significant.
- Less than Significant Impact.** The project site is located in an already heavily impacted industrial area that is equipped with emergency water sources and power lines that conform with City standards. The proposed project involves the installation of driveway approaches and internal roadways for ingress and egress to and from existing public rights-of-way. The existing transmission lines located along publicly accessible roads would continue to be maintained by PG&E.

While the use of construction equipment for installation, maintenance, and improvements could temporarily increase fire risk on the property, compliance with all applicable Code standards,

including but not limited to City Construction Grading and Drainage Ordinance and City Fire Safety Ordinance requirements would reduce the effects of temporary impacts to less than significant levels.

- d. **Less than Significant Impact.** The project is flat and not located in a high fire severity zone. It is highly unlikely that the project would expose people or structures to significant risks as a result of runoff, post-fire slope instability. The impact would be less than significant.

References:

CalFire, 2019. Santa Cruz County Fire Hazard Severity Zones. Available at:
https://osfm.fire.ca.gov/media/6768/fhszs_map44.pdf (Accessed April 28, 2020)

Watsonville Fire Safety Code. Title 8, Chapter 9. Available at:
<https://www.codepublishing.com/CA/Watsonville/html/Watsonville08/Watsonville0809.html>
(Accessed July 28, 2020)

Watsonville Construction Grading and Drainage Ordinance. January 14, 2014. Available at:
<https://www.cityofwatsonville.org/DocumentCenter/View/2684/Stormwater-Post-Construction-Standards-PDF?bidId=> (Accessed July 28, 2020)

6.21 Mandatory Findings of Significance

	Summary of Impacts			
	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) 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 or eliminate important examples of the major periods of California history or prehistory?		✓		
b) 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 projects, and the effects of probable future projects.)			✓	
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Conclusion: The proposed project would not result in any significant environmental impacts, as related to mandatory findings of significance.

Documentation:

- a. Less than significant with mitigation incorporated.** The project would be built on an area that is already heavily impacted by development. Potential cumulative impacts to fish and wildlife species are less than significant with incorporation of Mitigation Measures BIO-1 and BIO-2.

The project site is not known to have any association with an important example of California’s history or prehistory. Adverse impacts to archaeological and paleontological resources would not occur. Construction-phase procedures would be implemented in the event any archaeological or paleontological resources are discovered during grading and excavation, consistent with Mitigation Measures CUL-1 and CUL-2. Implementation of these Mitigation Measures would ensure that impacts related to cultural resources would be less than significant.

- b. Less than Significant Impact.** Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping construction impacts, as well as long term, due to the permanent land use changes involved in the project. The traffic analysis estimated that the project would generate 154 trips (a 99-trip increase per day).

Short-term impacts related to noise and pollutant emissions would be at less than significant levels and therefore would not contribute substantially to any other concurrent construction programs that may be occurring in the vicinity, and with the incorporation of NOISE-1. The project's contribution to long-term, cumulative impacts would not be significant. In particular, the project is subject to development impact fees and property taxes to offset project related impacts to public services and utility systems such as fire protection services, traffic control and roadways, storm drain facilities, water and wastewater facilities, and other public facilities and equipment. The impacts would be less than significant. not substantially impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in section 6.1, and would not result in excessive light or glare.

- c. **Less than Significant Impact.** Potential impacts were analyzed in sections 6.1 thru 6.20, and no evidence is presented that this project would degrade the quality of the environment. The City hereby finds that, with implementation of the incorporated Mitigation Measures listed in this IS/MND, there would be no substantial, adverse impacts on human beings, directly, or indirectly, with mitigation incorporated.

References:

None.

7. Lead Agency and Consultants

Lead Agency:

City of Watsonville
Community Development Department
Planning Division
250 Main Street
Watsonville, California 95076

Justin Meek, AICP, Principal Planner

Consultants:

MIG, Inc.
800 Hearst Avenue
Berkeley, California 94710

AEI Consultants
2500 Camino Diablo, Suite 100
Walnut Creek, California 94597

Roper Engineering
64 Penny Lane, Suite A
Watsonville, California 95076

W-Trans
505 17th Street, 2nd Floor
Oakland, California, 94612

**Response to Comments on the 547 Airport Boulevard
Project**

Initial Study/Mitigated Negative Declaration

SCH No. 2020080406

Prepared for:

City of Watsonville
Department of Community Development
250 Main Street
Watsonville, CA 95076

Prepared by:

MIG, Inc.
800 Hearst Ave
Berkeley, CA 94710



October 2020

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The City received one comment letter on the 547 Airport Boulevard Initial Study and Mitigated Negative Declaration (IS/MND) during the 30-day public review period, which ended on September 22, 2020. The commenter is listed below.

- Lowell Hurst, Councilmember, District 3. Former Mayor

The written response to the comments and the comment, is attached. The responses are included first and the comment is included after. The Errata for the Initial Study/Mitigated Negative Declaration follows.

The comment reflects community concern with the project but does not raise a CEQA issue.

Dear Councilmember Hurst,

An Environmental Site Assessment (ESA) was performed for the project covering the entire project parcel. A Phase 1 Environmental Site Assessment (or Phase I ESA) is completed to research the current and historical uses of a property as part of a commercial real estate transaction. This involves a review of records, a site inspection, and interviews with owners, occupants, neighbors and local government officials. The intent of the report is to assess if current or historical property uses have impacted the soil or groundwater beneath the property and could pose a threat to the environment and/or human health. A Phase II ESA assesses whether contamination is present through sampling and a laboratory analysis to confirm the presence of hazardous materials; a Phase II ESA may be recommended, if appropriate, based on conclusions of the Phase I report.

The Phase I ESA was prepared for the project site by AEI Consultants on March 18, 2020 (included as Appendix C in the IS/MND). While iron in the soil wasn't specifically measured for this project, there were no findings that the soil could pose a threat to human health. Additionally, the Phase 1 cites a Phase 2 site assessment from 2010 that sampled soils for metals, which did not yield dangerous levels of iron.

Additionally, Mitigation Measures HAZ-1 and HAZ-2 would mitigate any potential impacts from hazards materials to less than significant.

MIG Staff, October 12, 2020.

COMMENT LETTER

547 Airport Boulevard

City of Watsonville, California

October 2020

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8/26/2020

City of Watsonville Mail - 547 Airport Blvd - Notice of Intent.pdf



Justin Meek <justin.meek@cityofwatsonville.org>

547 Airport Blvd - Notice of Intent.pdf

1 message

Lowell Hurst <lowell.hurst@cityofwatsonville.org>

Wed, Aug 26, 2020 at 8:58 AM

To: Matt Huffaker <matt.huffaker@cityofwatsonville.org>

Cc: Suzi Meriam <suzi.meriam@cityofwatsonville.org>, Justin Meek <justin.meek@cityofwatsonville.org>

This will be an interesting project sandwiched between the Colonial Mobile Home Park and light industrial which may include cannabis, wine production, who knows what all, right up to the property line. I would expect they have a very high iron content to the soil.

I think a look at the existing residential house and rear trailers for occupant health and safety would be in order ASAP.

Lowell Hurst
Council Member District 3
Former Mayor
275 Main St Suite 400
Watsonville CA. 95076
Office 831-768-3008
Voice mail 831-768-3003

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"Celebrating 150 years of history in Watsonville"
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547 Airport Blvd - Notice of Intent.pdf

410K

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*Mitigation Monitoring and Reporting Program
547 Airport Boulevard Project
Initial Study/Mitigated Negative Declaration*

October 13, 2020

Public Resources Code Section 21081.6 requires the implementation of mitigation measures identified in environmental review documents prepared in accordance with CEQA after a project is approved. Thus, this Mitigation Monitoring and Reporting Program (MMRP) has been prepared to ensure compliance with the adopted mitigation measures for the 547 Airport Blvd Initial Study/Mitigated Negative Declaration.

The City of Watsonville is the agency responsible for implementation of the mitigation measures identified in the Initial Study/Mitigated Negative Declaration. This MMRP provides the City with a convenient mechanism for quickly reviewing all the mitigation measures including the ability to focus on select information such as timing. The MMRP identifies the timeframe in which the required mitigation measure must be monitored and the monitoring/enforcement agency.

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**547 Airport Boulevard Initial Study/Mitigated Negative Declaration
Mitigation Monitoring and Reporting Program**

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
BIOLOGICAL RESOURCES			
<p>Mitigation Measure BIO-1: Nesting Bird Avoidance or Conduct Preconstruction Surveys. If construction, grading, or other project-related improvements are scheduled during the nesting season of protected raptors and migratory birds, a focused survey for active nests of such birds shall be conducted by a qualified biologist within seven (7) days prior to the beginning of project-related activities. The results of the survey shall be sent to the City of Watsonville prior to the start of project activities. The minimum survey radii surrounding the work area shall be the following: i) 250 feet for passerines; ii) 500 feet for other small raptors such as accipiters; iii) 1,000 feet for larger raptors such as buteos. Nesting seasons are typically defined as follows: i) March 15 to August 30 for smaller bird species such as passerines; ii) February 15 to August 30 for raptors.</p> <p>The following measures shall be taken to avoid potential inadvertent destruction or disturbance of nesting birds on and near the project site as a result of construction-related vegetation removal and site disturbance:</p> <p>a) To avoid impacts to nesting birds, all construction-related activities (including but not limited to mobilization and staging, clearing, grubbing, vegetation removal, fence installation, demolition, and grading) shall occur outside the avian nesting season (generally prior to February 1 or after August 31). Active nesting is present if a bird is sitting in a nest, a nest has eggs or chicks in it, or adults are observed carrying food to the nest.</p> <p>b) If construction-related activities are scheduled to occur during the nesting season (generally February 1 through August 31), a qualified biologist shall conduct a habitat assessment and preconstruction nesting survey for nesting bird species no more than seven (7) days prior to initiation of work. A qualified wildlife biologist is an individual who possesses, at a minimum, a bachelor's or advanced degree, from an accredited university, with a major in biology, zoology, wildlife biology,</p>	<p>Prior to issuance building permits, removal of trees, and initiation of construction.</p>	<p>Community Development Division</p>	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
<p>natural resources science, or a closely related scientific discipline, at least two years of field experience in the biology and natural history of local plant, fish, and wildlife resources present at the development site, and knowledge of state and federal laws regarding the protection of sensitive and endangered species. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures of birds known to nest in the project site. Surveys shall be conducted at the appropriate times of day during periods of peak activity (i.e., early morning or dusk) and shall be of sufficient duration to observe movement patterns. Surveys shall be conducted within the project area and 250 feet of the construction limits for nesting non-raptors and 1,000 feet for nesting raptors, as feasible. If the survey area is found to be absent of nesting birds, no further mitigation would be required. However, if project activities are delayed by more than seven (7) days, an additional nesting bird survey shall be performed.</p> <p>c) If pre-construction nesting bird surveys result in the location of active nests, no site disturbance (including but not limited to equipment staging, fence installation, clearing, grubbing, vegetation removal, fence installation, demolition, and grading), shall take place within the buffer zone established under BIO-2. Monitoring, by a qualified biologist, shall be required to ensure compliance with the relevant California Fish and Game Code requirements. Monitoring dates and findings shall be documented. Active nests found inside the limits of the buffer zones or nests within the vicinity of the project site showing signs of distress from Project activity, as determined by the qualified biologist, shall be monitored daily during the duration of the project for changes in breeding behavior. If changes in behavior are observed (e.g., distress, disruptions), the buffer shall be immediately adjusted by the qualified biologist until no further interruptions to breeding behavior are detected. The nest protection buffers may be reduced if the qualified biologist determines in compliance with CDFW permit requirements (if any) that construction activities would not be likely to adversely affect the nest. If buffers are reduced, twice weekly monitoring may need to be conducted to confirm that construction activity is not resulting in detectable adverse effects on nesting birds or their young. The qualified biologist may implement an alternative monitoring schedule depending on the construction activity, season, and species potentially subject to impact, subject to compliance with CDFW</p>			

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
<p>permits (if any). Construction shall not commence within the prescribed buffer areas until a qualified biologist has determined that the young have fledged or the nest site is otherwise no longer in use. A report of the findings will be prepared by a qualified biologist and submitted to the City prior to the initiation of construction-related activities that have the potential to disturb any active nests during the nesting season.</p> <p>d) City staff will not issue permits for ground disturbing activities until after the site has been surveyed by a qualified biologist to ensure that no active nest disturbance or destruction will occur as a result of the project. If necessary, nest protection buffers will be fenced off and active nest monitoring will be initiated prior to permit issuance.</p>			
<p>Mitigation Measure BIO-2: Active Nest Buffer. The applicant shall designate active nests as “Ecologically Sensitive Areas” (ESA) and protect the nest (while occupied) during project activities with the establishment of a fence barrier surrounding the nest site.</p> <p>a) Buffer distances for bird nests should be site specific and an appropriate distance, as determined by the qualified biologist. The buffer distances should be specified to protect the bird’s normal behavior to prevent nesting failure or abandonment.</p> <p>b) The qualified biologist shall have authority to order the cessation of all nearby project activities if the nesting birds exhibit abnormal behavior which may cause reproductive failure (nest abandonment and loss of eggs and/or young) until an appropriate buffer is established.</p> <p>c) Typical protective buffers between each identified nest site and construction site are as follows: 1) 300 feet for hawks, owls and eagles; 2) 50 feet for passerines.</p> <p>d) The qualified biologist shall monitor the behavior of the birds (e.g., adults and young, when present) at the nest site to ensure that they are not disturbed by project activities.</p> <p>e) Nest monitoring shall continue during project work until the young have completely left the nest site; as determined by the qualified biologist.</p> <p>f) No habitat removal or modification shall occur within the ESA-fenced nest zone until the young have fully fledged and will no longer be adversely affected by the project.</p>	<p>Prior to issuance of construction permits, removal of trees, and initiation of construction.</p> <p>During construction activity.</p> <p>Submission of report following completion of monitoring</p>	<p>Community Development Division</p> <p>CDFW</p>	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
CULTURAL RESOURCES			
Mitigation Measure CUL-1: Conduct Archaeological Sensitivity Training for Construction Personnel. The Applicant shall retain a qualified professional archaeologist who meets U.S. Secretary of the Interior's Professional Qualifications and Standards to conduct an archaeological sensitivity training for construction personnel prior to commencement of excavation activities. The training session shall be carried out by a cultural resource professional with expertise in archaeology, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. The Applicant and/or qualified professional archaeologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training session shall include a handout and shall focus on how to identify archaeological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of archaeological monitors, and the general steps a qualified professional archaeologist would follow in conducting a salvage investigation, if one is necessary.	Prior to issuance of grading permits	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
<p>Mitigation Measure CUL-2: Cease Ground-Disturbing Activities and Implement Treatment Plan if Archaeological Resources Are Encountered. In the event archaeological resources are unearthed during ground-disturbing activities, all ground-disturbing activities within 50 feet of the find shall be halted so that the find can be evaluated. Ground moving activities shall not be allowed to continue until a qualified archaeologist has examined the newly discovered artifact(s) and has evaluated the area of the find. All archaeological resources unearthed by project construction activities shall be evaluated by a qualified professional archaeologist, who meets the U.S. Secretary of the Interior's Professional Qualifications and Standards. In the event that the newly discovered artifacts are determined to be prehistoric, Native American Tribes/Individuals shall be contacted and consulted, and Native American construction monitoring shall be initiated.</p> <p>Because it is possible for a lead agency to determine that an artifact is considered significant to a local tribe (and thus be a significant resource under CEQA, even if it would not otherwise be considered significant under CEQA), all Native American artifacts (tribal finds) shall be considered as a significant Tribal Cultural Resource, pursuant to PRC 21074 until the lead agency has enough evidence to make a determination of significance. The City shall coordinate with the archaeologist to develop an appropriate treatment plan for the resources. The plan may include implementation of archaeological data recovery excavations to address treatment of the resource along with subsequent laboratory processing and analysis. If appropriate, the archaeologist may introduce archaeological monitoring on the site. An archaeological report will be written detailing all archaeological finds and submitted to the City and the Northwest Information Center.</p>	During construction	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
GEOLOGY and SOILS			
GEO-1: California Building Code. All construction activities shall meet the California Building Code regulations for seismic safety. Construction plans shall be subject to review and approval of the City prior to the issuance of a building permit. All work shall be subject to inspection by the City and must conform to all applicable code requirements and approved improvement plans prior to final inspection approval or the issuance of a certificate of occupancy. The Applicant shall be responsible for notifying construction contractors about California Building Code regulations for seismic safety.	Prior to issuance of building permits	Building Department	
<p>Mitigation Measure GEO-2: Erosion and Sediment Control Plan or Stormwater Pollution Prevention Control Plan. The Applicant shall submit an Erosion and Sediment Control Plan or a Finalized Stormwater Pollution Prevention Control Plan prepared by a registered professional engineer or qualified stormwater pollution prevention plan developer as an integral part of the grading plan. The Plan shall be subject to review and approval of the City prior to the issuance of a grading permit. The Plan shall include all erosion control measures to be used during construction, including run-on control, sediment control, and pollution control measures for the entire site to prevent discharge of sediment and contaminants into the drainage system. The Plan shall include the following measures as applicable:</p> <p>a) Throughout the construction process, ground disturbance shall be minimized, and existing vegetation shall be retained to the extent possible to reduce soil erosion. All construction and grading activities, including short-term needs (equipment staging areas, storage areas and field office locations) shall minimize the amount of land area disturbed. Whenever possible, existing disturbed areas shall be used for such purposes.</p> <p>b) All drainage ways, wetland areas and creek channels shall be protected from silt and sediment in storm runoff using appropriate BMPs such as silt fences, diversion berms and check dams. Fill slopes shall be stabilized and covered when appropriate. All exposed surface areas shall be mulched and reseeded. All cut and fill slopes shall be protected with</p>	Prior to issuance of grading permits	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
<p>hay mulch and/or erosion control blankets, as appropriate.</p> <p>c) All erosion control measures shall be installed according to the approved plans prior to the onset of the rainy season but no later than October 15th. Erosion control measures shall remain in place until the end of the rainy season but may not be removed before April 15th. The applicant shall be responsible for notifying construction contractors about erosion control requirement.</p> <p>d) Example design standards for erosion and sediment control include, but are not limited to, the following: avoiding disturbance in especially erodible areas; minimizing disturbance on slopes exceeding 30 percent; using berms, swales, ditches, vegetative filter strips, and catchbasins to prevent the escape of sediment from the site; conducting development in increments; and planting bare soils to restore vegetative cover.</p> <p>e) The applicant will also develop an inspection program to evaluate if there is any significant on-site erosion as a result of the rainfall. If there were problem areas at the site, recommendations will be made to improve methods to manage on-site erosion.</p>			
<p>Mitigation Measure GEO-3: Conduct Paleontological Sensitivity Training for Construction Personnel. The Applicant shall retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology and shall conduct a paleontological sensitivity training for construction personnel prior to commencement of excavation activities. The Applicant and/or qualified professional paleontologist shall propose a date for scheduling the training at the pre-construction meeting with City staff. The Applicant shall notify the City at least 48 hours before holding the training and keep a log of all attendees. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities and the procedures to be followed in such an event, the duties of paleontological monitors, notification and other procedures to follow upon discovery of resources, and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.</p>	Before construction	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
GEO-4: Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered. If paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet shall be established around the find where construction activities shall not be allowed to continue until appropriate paleontological treatment plan has been approved by the Applicant and the City. Work shall be allowed to continue outside of the buffer area. The Applicant and City shall coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor shall assist in removing rock samples for initial processing.	During Construction	Community Development Department	
HAZARDS and HAZARDOUS MATERIALS			
Mitigation Measure HAZ-1: Asbestos Containing Materials. Per recommendations in the Phase I Environmental Site Assessment (ESA) performed for the project site, prior to any redevelopment or demolition activities the Applicant shall: (1) survey the existing on-site structures for the presence of asbestos containing materials (to be conducted by an OSHA-certified inspector); and (2) if building elements containing any amount of asbestos are present, prepare a written Asbestos Abatement Plan describing activities and procedures for removal, handling, and disposal of these building elements using EPA- and/or OSHA-approved procedures, work practices, and engineering controls.	Before demolition	Community Development Department	
Mitigation Measure HAZ-2: Consult with a Lead Risk Assessor. The Applicant shall consult with a lead risk assessor to determine the options	Before demolition	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
for control of possible LBP hazards. If present, the lead-based paint shall be removed and disposed of following lead abatement performance standards included in the U.S. Department of Housing and Urban Development Guidelines for Evaluation and Control of Lead-Based Paint program, in compliance with Title 8 California Code of Regulations (including Section 1532.1).			
NOISE			
Mitigation Measure NOISE-1: Construction Noise Control Best Management Practices: The City shall require the Applicant to incorporate the following construction noise best management practices into all applicable project bid, design, and engineering documents: <ol style="list-style-type: none"> 1) Construction work hours shall be limited to the hours of 7 AM to 7 PM. 2) The A sign on site shall identify the project by name and shall also provide a contact name and phone number for the job site and the project's representative for addressing noise concerns. 3) Heavy equipment engines shall be covered and exhaust pipes shall include a muffler in good working condition. 4) Stationary equipment such as compressors, generators, and welder machines shall be located as far away from surrounding residential land uses as possible. The project shall connect to existing electrical service at the site to avoid the use of stationary, diesel- or other alternatively-fueled power generators, if feasible. 5) Impact tools such as jack hammers shall be hydraulically or electrically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. When use of pneumatic tools is unavoidable, it shall be ensured the tool will not exceed a decibel limit of 85 dBA at a distance of 50 feet. Pneumatic tools shall also include a noise suppression device on the compressed air exhaust. 6) No radios or other amplified sound devices shall be audible beyond the property line of the construction site. 7) Prior to the start of any construction activity, the Applicant or its contractor shall prepare a Construction Noise Complaint Plan that identifies the name and/or title and contact information (including phone 	During Construction	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
number and email) of the Contractor and District-representatives responsible for addressing construction-noise related issues and details how the District and its construction contractor will receive, respond, and resolve to construction noise complaints. At a minimum, upon receipt of a noise complaint, the Applicant and/or Contractor representative identified in the Plan shall identify the noise source generating the complaint, determine the cause of the complaint, and take steps to resolve the complaint.			
<p>Mitigation Measure NOISE-2: Reduce Residential Interior Noise Exposure. Prior to the issuance of a building permit for the proposed project, the City shall review and approve an acoustical analysis, prepared by or on behalf of the Applicant, that confirms actual noise levels for the project will not exceed:</p> <ol style="list-style-type: none"> 1. 70 CNEL along northern portion of the site where building facades would be located, per the land use compatibility standards contained in the City's General Plan; 2. 45 CNEL in habitable rooms; and 3. 50 dBA Leq (1-hour) in other occupied rooms. <p>Potential noise insulation site and building design features capable of achieving this requirement may include, but are not limited to: sound barriers; enhanced exterior wall construction/noise insulation design; use of enhanced window, door, and roof assemblies with above average sound transmission class (STC) or outdoor/indoor transmission call (OITC) values; or use of mechanical, forced air ventilation systems to permit a windows closed condition in residential units.</p>	Prior to issuance of building permit	Community Development Department	

Mitigation Measure	Time Frame/ Monitoring Milestone	Enforcement Agency	Implemented? (Date, Signature, Notes)
TRANSPORTATION			
Mitigation Measure TRANS-1: Construction Period Transportation Impacts. The Applicant shall submit a Construction Period Traffic Control Plan to the City for review and approval. The plan shall include traffic safety guidelines compatible with Section 12 of the Caltrans Standard Specifications ("Construction Area Traffic Control Devices") to be followed during construction. The plan shall also specify provision of adequate signing and other precautions for public safety to be provided during project construction. In particular, the plan shall include a discussion of bicycle and pedestrian safety needs due to project construction and later, project operation. In addition, the plan shall address emergency vehicle access during construction. The applicant or their general contractor for the project shall notify the Public Works & Utilities Department and local emergency services (i.e., the Police and Fire Departments) prior to construction to inform them of the proposed construction schedule and that traffic delays may occur. Prior to approval of a grading permit, the City shall review and approve the project Construction Period Traffic Control Plan. During construction, the City shall periodically verify that traffic control plan provisions are being implemented.	During Construction	Public Works and Utilities Department	
TRIBAL CULTURAL RESOURCES			
Application of Mitigation Measures CUL-1 through CUL-2	Prior to issuance of grading permits	Community Development Department	