

CITY OF CAPITOLA

420 CAPITOLA AVENUE
 CAPITOLA, CA 95010
 PHONE: (831) 475-7300 FAX: (831) 479-8879

INITIAL STUDY

I. BACKGROUND INFORMATION

Project Title:	Monterey Avenue SkatePark
Application No.:	15-068
Project Location:	700 Monterey Avenue
Name of Property Owner:	City of Capitola
Name of Applicant:	Tricia Proctor and Marie Martorella
Assessor's Parcel Number(s):	036-151-02
Acreage of Property:	4.0 acres total for parcel; 0.25± acre (approximately 11,000 square feet) for development area
General Plan Designation:	P/OS – Parks and Open Space
Zoning District:	PF-P – Public Facility - Park
Lead Agency:	City of Capitola
Prepared By:	Strelow Consulting
Date Prepared:	June 22 2015; <i>Revised September 9, 2015</i>
Contact Person:	Richard Grunow, Community Development Director
Phone Number:	831-475-7300
Email:	rgrunow@ci.capitola.ca.us

II. DESCRIPTION OF PROJECT AND ENVIRONMENTAL SETTING

A. Environmental Setting and Surrounding Land Uses

This project site is located along Monterey Avenue in the eastern portion of the City of Capitola, west of New Brighton State Beach (see Figure 1¹). The site is located at Monterey Park, a neighborhood park owned by the City of Capitola on the south side of Monterey Avenue between Kennedy Drive and Bay Avenue. The park is within the Cliffwood Heights residential neighborhood, which consists primarily of detached single-family homes as well as multi-family housing on Monterey Avenue and Park Avenue.

The existing 4-acre Monterey Park consists of grass playing field with a baseball diamond. A 26-space parking lot is located adjacent to Monterey Avenue, and an approximate 6 to 8-foot wide unpaved path extends around the perimeter of the park. Monterey Park is bordered by Monterey Avenue and residences on the north, single-family homes on the east and south, and the New Brighton Middle School on the west. The middle school facilities adjacent or nearest to the project site include a grassy play field, a ~~private caretaker~~ residence near the property boundary, and the school's administrative offices.

The proposed skate park is located near the western portion of Monterey Park. It is surrounded by park land on all sides, except the New Brighton Middle School's playing field borders the skate park site on the west. Figure 2 shows the location of the proposed skate park in relation to existing Monterey Park facilities. The skate park site is situated on a slightly sloping berm within the relatively flat park area. The site consists of maintained grass. Four existing eucalyptus trees are located just north of and outside of the proposed skateboard park facility.

B. Project Description

The project consists of construction of an approximate 6,000 square foot skate park. The facility has been designed to serve beginner to intermediate riders generally in the 5-14 year-old age range, although the facility could be available for use by anyone over the age of five years. Hours of operation have not been specified, but it is anticipated that use of the facility would be available the same as for the existing Monterey Park (6:00 AM - dusk). Use would vary throughout the day and times of the year, but given the size of the facility, it is estimated that approximately 1-25 skateboarders would potentially be using the facility at the same time depending on the participant's experience. If approved, park rules and management practices would ultimately be established by the City Council.

The proposed skateboard facility consists of a concrete bowl-shaped center with ramps and jump features. The site plan is shown on Figure 3, and a three-dimensional rendering of the facility is shown on Figure 4. The facility will be enclosed by a black chain-linked fence; no lighting is proposed.

¹ All figures are included at the end of the document for ease of reference.

The site will be graded to create the contours of the skate park with a compacted subgrade and crushed rock that will be overlaid with concrete. The skate park will generally be at a lower elevation than currently exists with a slightly bermed perimeter. Another low berm will be created south of the skate park and existing walking path.

Pursuant to the City Noise Ordinance, construction activities would be restricted to Monday through Friday from 7:30 AM to 9:00 PM and Saturday between 9:00 AM and 4:00 PM. The project is expected to be completed within eight weeks. The grading component of construction is anticipated to be completed within 10 days.

C. Agencies whose approval is required (and permits needed)

The City of Capitola is the lead agency and responsible for approving the following permits for the project: Conditional Use Permit, Coastal Development Permit, Design Permit, and a right-of-entry agreement.

There are no other known agencies whose approval is required. The project site is located within the coastal zone, but is not within the area of appeals to the California Coastal Commission.

III. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected by the Project: 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 an asterisk (*) below and on the checklist on the following pages.

✓	Aesthetics		Agriculture & Forest Resources	✓	Air Quality
	Biological Resources		Cultural Resources	✓	Geology / Soils
✓	Greenhouse Gas Emissions	✓*	Hazards & Hazardous Materials	✓*	Hydrology / Water Quality
✓	Land Use / Planning		Mineral Resources	✓*	Noise
	Population / Housing		Public Services	✓*	Recreation
✓*	Transportation / Traffic		Utilities / Service Systems		Mandatory Findings of Significance

Instructions:

1. A brief explanation is required (see VI. "Explanation of Environmental Checklist Responses") for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question (see V. Source List, attached). 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, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that any effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated: applies where 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.
5. Earlier Analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case a discussion should identify the following on attached sheets:
 - a) *Earlier analysis used.* Identify earlier analyses 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 which 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. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluation each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance.

APPENDIX A

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
1. AESTHETICS. 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) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?				✓
2. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement Methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
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? (v.2)				✓
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 51104(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?				✓
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management 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?				✓

ENVIRONMENTAL IMPACTS Issues (and Supporting Information Sources):	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Violate any air quality standard or contribute to an existing or projected air quality violation?			✓	
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				✓
d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
e) Create objectionable odors affecting a substantial number of people?				✓
4. BIOLOGICAL RESOURCES. 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 as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
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?				✓

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5. CULTURAL RESOURCES. Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓	
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓	
d) Disturb any human remains, including those interred outside of formal cemeteries?				✓	
6. GEOLOGY AND SOILS. Would the project:					
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: <ul style="list-style-type: none"> 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. (V.Ib) ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction? (V.Ib) 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 risks to life or property?				✓	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓	
7. GREENHOUSE GAS EMISSIONS. Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓		

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b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?				✓
8. HAZARDS AND HAZARDOUS MATERIALS. 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 ¼ miles 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 Section 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) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (V.Id-Exhibit 14)				✓
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?				✓
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (for				✓

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example, the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?		✓		
f) Otherwise substantially degrade water quality?			✓	
g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h) Place within a 100-year flood-hazard area structures which would impede or redirect flood flows? (V.Id-Exhibit 7)				✓
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j) Inundation by seiche, tsunami, or mudflow? (V.Id-Exhibit 12)				✓
10. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?				✓
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				✓
c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan?				✓

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11. MINERAL RESOURCES. 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? (V.1a)				✓
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?				✓
12. NOISE: Would the project:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies?	✓			
b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				✓
c) Substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	✓			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
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 expose people residing or working in the project area to excessive noise levels?				✓
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓
13. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

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14. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or need for new or physical 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?				✓
15. RECREATION. Would the project:				
a) 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) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	✓			
16. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	✓			
b) Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?				✓
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?				✓
d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?				✓
e) Result in inadequate emergency access?				✓
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?				✓

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17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction or which could cause significant environmental effects?				✓
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				✓
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g) Comply with federal, state, and local statutes and regulations related to solid waste?				✓
18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				✓
b) 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 the past projects, the effects of other current projects, and the effects of probable future projects.)	✓			
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	✓			

DISCUSSION OF ENVIRONMENTAL CHECKLIST

See Section VI--ENVIRONMENTAL EVALUATION for discussion.

DISCUSSION OF ENVIRONMENTAL CHECKLIST

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



Richard Grunow
Community Development Director

Nov. 10, 2015

Date

* Topics to be addressed in EIR as identified and discussed in this Initial Study include:

- Aesthetics
- Drainage
- Noise
- Traffic
- Cumulative Impacts

V. REFERENCES / DATA SOURCE LIST

1. City of Capitola.
 - a) Adopted June 26, 2014. *Capitola General Plan*. Prepared by Freitas + Freitas.
 - b) December 19, 2013. General Plan Update Draft EIR for the City of Capitola. Prepared by The Planning Center/DC&E in collaboration with RBF Consulting.
 - c) March 27, 2014. General Plan Update Final EIR for the City of Capitola. Prepared by The Planning Center/DC&E in collaboration with RBF Consulting.
 - d) Adopted May 23, 2013. *Local Hazard Mitigation Plan*.
 - e) March 20, 2015. *Climate Action Plan for the City of Capitola*. Prepared by PlaceWorks in collaboration with Green Lynx, LLC.

2. California Department of Conservation. 2013. "Farmland Mapping and Monitoring Program." Accessed online on June 10, 2015:
http://www.conservation.ca.gov/dlrp/fmmp/Pages/county_info.aspx

3. Monterey Bay Unified Air Pollution Control District.
 - a) 2015. "NCCAB Area Designations and Attainment Status." Online at:
<http://mbuapcd.org/wp-content/uploads/2015/01/attainment-status-january-2015.pdf>
 - b) April 17, 2013, Adopted. "Triennial Plan Revision 2009 – 2011." Final.
 - c) August 2008. *2008 Air Quality Management Plan for the Monterey Bay Region*.
 - d) February 2008. "CEQA Air Quality Guidelines."
 - e) April 30, 2012, "Update on District GHG Threshold Development".

4. Soquel Creek Water District. Adopted September 20, 2011. *Urban Water Management Plan 2010*.

VI. EXPLANATION OF ENVIRONMENTAL CHECKLIST RESPONSES

1. Aesthetics.

(a) Scenic Views. The proposed project is located within an existing developed residential area that is generally only visible from properties within the neighborhood. The project site is not located within an officially designated scenic vista or view corridors, and there are no officially designated scenic highways within the city limits of Capitola, although Highway 1 (State Route 1) to the north of the project site passes through Capitola and is eligible for designation as a scenic highway (SOURCE V.1b). The project site is not visible from Highway 1.

Capitola's General Plan Policy LU-7.3, Scenic Resources, calls for protection and enhancement of significant scenic views and resources that contribute to the unique identity and public enjoyment of Capitola Village. The policy also identifies scenic resources to include:

- The general pedestrian-oriented and coastal village character of existing development in the Village.
- Public and semi-public gathering places, including Esplanade Park, Lawn Way, Capitola Beach, Soquel Creek path, and the historic Capitola Wharf.
- Landscaping and streetscape amenities.
- Historic structures, including structures contributing to Capitola's four National Register Historic Districts and structures listed on the official City of Capitola Historic Structures List.
- Natural features such as Capitola Beach, Soquel Creek and Lagoon, cliffs and bluffs, and vegetated banks.

The project site is not located within Capitola Village and is not visible from a designated vista point nor is it within a scenic view. The project is within an existing park adjacent to an existing school within a developed residential neighborhood. It is not located within a potentially scenic area as identified in the City's General Plan. The project would not obstruct or remove scenic views as none exist in the area, and therefore, the project would have no effect on scenic views.

(b) Scenic Resources. The proposed project is located on a grassy knoll within Monterey Park, and there are no trees or physical features, such as rock outcroppings, that would be considered scenic resources. The project will not result in removal of trees. There are four eucalyptus and two redwood trees to the north of the project site, and there are 14 smaller trees to the south, including eight oaks, three redwoods, one pine, and two juniper trees. The project has been designed to avoid these trees. As indicated above, the project site is not located adjacent to a designated state scenic highway, and it is not visible from Highway 1. Therefore, the project would have no effect on scenic resources.

Although the current project proposal does not call for removal of any trees, it is possible that the City Council could require removal of up to eight mature trees located between the proposed skate park and Monterey Avenue to improve visibility for public safety purposes. These trees are not visually distinctive or prominent from public viewpoints or from a wide area within the neighborhood. Portions of the trees are visible generally within a one to two block area. Other tree cover, especially eucalyptus trees along Park Avenue, is more visible. The City's General Plan does identify the trees on and around Monterey Park as "Major Tree Coverage" on Figure OSC-1, Natural Resources. The trees adjacent to the project site do not represent a significant or prominent visual element of the surrounding area. While any tree may possess

aesthetic qualities, the trees that may be removed are not unusual for the species (mostly eucalyptus) or visually distinctive or prominent from a wide area. Therefore, the trees are not considered scenic resources, and if removal is required by the City, there would be no effect on a scenic resource.

(c) Visual Effects upon Surrounding Area. The existing visual quality of the project vicinity is characterized by the existing Monterey Park grassy field and the New Brighton Middle School, which are surrounded primarily by existing single-family residential development. The project site is within an existing neighborhood park that has a baseball diamond within a larger grassy playing area surrounded by a walking path.

The proposed project consists of grading and construction of a concrete skate park at the edge of the existing park adjacent to a playing field at the middle school. A private caretaker residence for the school is located near the property boundary, and the school's administrative offices located to the west of the project site. There would be no substantial above-ground structural development, and the skate park is proposed to be graded to be slightly below ground elevation. A three-dimensional rendering of the facility is shown on Figure 4. It is expected that the low profile nature of the development would not result in a substantial degradation of the visual quality of the surrounding area. However, the overall design requires further review in an EIR with regards to project impacts on the visual character of the area.

(d) Creation of Light and Glare. The project site is surrounded by residential development, except for the New Brighton Middle School that is located to the west of the project site. The proposed project will result in a low-profile skate park constructed of concrete with muted colors, and the project does not include lighting. Thus, the project would not result in impacts related to light and glare.

2. Agricultural and Forest Resources.

The project site is located in a developed urban area and is not in agricultural production or located adjacent to or near agricultural uses. The project site, as all of Capitola, is designated "Urban and Built-Up" by the California Department of Conservation Farmland Mapping and Monitoring Program (SOURCE V.2). Similarly, the project site is not designated for Timberland Preserve, and there are no nearby lands designated Timberland Preserve. As indicated above in subsection 1(b), up to eight mature trees may be removed at the request of the City. These trees, which are mostly eucalyptus trees, are not considered to be forest resources or forest land under state definitions, and these trees are not considered timber resources. The proposed project would have no effects on agricultural or forest resources, and would not lead to conversion of agricultural or forest lands as none exist in the area. If requested by the

City, removal of trees would not result in or lead to conversion of forest land to other uses.

3. Air Quality.

(a) Consistency with Air Quality Management Plan. The Monterey Bay Unified Air Pollution Control District's (MBUAPCD) regional Air Quality Management Plan (AQMP) establishes emission forecasts based on population forecasts developed by AMBAG. The project consists of construction and use of a skate park within an existing neighborhood park and would not result in new housing development or population growth. Thus, the project would not conflict with or obstruct implementation of the existing air quality management plan for the region.

(b) Project Emissions. Federal and state ambient air quality standards (AAQS) address six criteria pollutants, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, fine particulate matter (both PM₁₀ and PM_{2.5}, which refer to particles less than 10 microns and 2.5 microns, respectively), and lead. The state standards, which are generally more stringent than the federal standards, apply to the same pollutants as the federal standards do, but also include sulfate, hydrogen sulfide, and vinyl chloride.

The North Central Coast Air Basin (NCCAB), in which the project site is located, is under the jurisdiction of the MBUAPCD and includes Santa Cruz, Monterey and San Benito Counties. The NCCAB is currently in attainment or unclassified for the all federal criteria pollutant standards (SOURCE V.3a). The basin is designated non-attainment for the state ozone and PM₁₀ standards, and is in attainment for all other state standards, except for carbon monoxide for which it is unclassified (SOURCE V.3b).

Impact Analysis. The proposed project consists of construction of a skate park within an existing public park. The project would not result in permanent habitable structural development. The project does not include operations that would result in stationary emissions. Emissions from project construction and operations would not result in a significant impact related to air quality as discussed below.

There would be emissions associated with vehicle trips to/from the skate park site. However, as part of a neighborhood park, it is expected that many trips would be made by alternative transportation modes (skateboarding, cycling, walking), and vehicle trips would be minimal. The MBUAPCD's CEQA Guidelines identify thresholds for various land uses under which potential impacts on ozone levels might be affected. There is no specific uses that matches the proposed skate park or neighborhood parks, but the Guidelines indicated that typical school sizes are significantly below thresholds of significance for emission of criteria pollutants as

would approximately 800 single-family residential units and 1,000 apartments (SOURCE V.3c). The proposed skate park would be located within an existing neighborhood park adjacent to an existing middle school. The limited traffic associated with the project would be substantially below the District's screening level for potential significant ozone impacts for uses such as new school facilities or large residential developments. Therefore, project emissions would not be considered substantial or result in an air quality violation, and this is considered a less-than-significant impact.

Project construction would result in short-term, localized increases in exhaust emissions due to construction activities, but would not exceed construction thresholds. This is considered a less-than-significant impact. Construction projects generally have the potential to cause short-term increases in exhaust emissions from worker trips to and from the construction site, construction equipment, and grading and site preparation activities that can generate fugitive dust, which may increase volatile organic compounds (VOC) or nitrogen oxides (NO_x), the precursors of ozone. The MBUAPCD does not generally require projects to quantify VOC and NO_x emissions from typical construction equipment, because these temporary emissions have been accommodated in State and federally required air plans (SOURCE V.3c).

Project grading could result in generation of dust and PM₁₀ emissions. According to MBUAPCD's "CEQA Air Quality Guidelines" (SOURCE V.3c), 8.1 acres could be graded per day with minimal earthmoving or 2.2 acres per day with grading and excavation without exceeding the MBUAPCD's PM₁₀ threshold of 82 lbs/day (SOURCE V.3c). The area of project construction and disturbance is approximately 0.25 acre (11,000 square feet), which is well below the 2.2-acre per day threshold. Therefore, no significant impacts related to emissions would occur, and no mitigation measures are required.

Therefore, the project emissions related to construction and operation are considered less than significant, and the project would not violate current air quality standards or expose sensitive receptors to substantial pollutant concentrations.

(c) Cumulative Pollutant Increases. According to the MBUAPCD CEQA Guidelines, projects that are consistent with the "Air Quality Management Plan" (AQMP) would not result in cumulative impacts as regional emissions have been factored into the Plan (SOURCE V.3b). The MBUAPCD prepares air quality plans, which address attainment of the state and federal emission standards. These plans accommodate growth by projecting growth in emissions based on different indicators. For example, population forecasts adopted by AMBAG are used to forecast population-related emissions. These forecasts are then accommodated within the AQMP. As indicated above, the project is a

public recreational facility that would not result in new population growth or development of residential units, and thus, would not conflict with the adopted Air Quality Management Plan for the region.

(d) Sensitive Receptors. The project site is located within a developed area of the City of Capitola and is surrounded primarily by residential development, except for the New Brighton Middle School to the west of the proposed skate park site. As indicated above, the proposed project would not result in stationary emissions. Thus, the proposed project will not expose sensitive receptors to substantial pollutant concentrations. For CEQA purposes, a sensitive receptor is defined as any residence, including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes (SOURCE V.3c).

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

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

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

Impact Analysis. Project grading and construction could involve the use of diesel trucks and equipment that will emit diesel exhaust, including diesel particulate matter, which is classified as a toxic air contaminant. Adjacent residents and students, if construction occurs when the New Brighton Middle School is in session, could potentially be exposed to construction-related diesel emissions. However,

construction activities that would use diesel equipment would be of temporary and of short-term duration. Thus, potential exposure to adjacent sensitive receptors is considered a less-than-significant impact as explained below.

Construction-related diesel emissions would be of limited duration (i.e., primarily during grading) and would be temporary. CARB has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project grading and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days (approximately 10 days). Because exposure to diesel exhaust will be well below the 70-year exposure period, and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant. Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact, and no mitigation measures are required. However, consistent with Mitigation Measure AIR-1b set forth in the City's General Plan EIR, the following is recommended as a project Condition of Approval.

RECOMMENDED CONDITION OF APPROVAL: Prior to issuance of any Grading Permit, the Director of Public Works and the Building Official shall confirm that the Grading Plan and specifications stipulate that all off-road construction vehicles/equipment shall comply with the California Air Resources Board's In-Use Off-road Diesel Vehicle Regulation. Alternatively, the project shall implement a combination of the following emission reduction measures on some or all of the above described vehicles and equipment.

- Use alternative fuels (such as biodiesel blends).
- Require diesel particulate matter filters on equipment.
- Require diesel oxidation catalyst on equipment.
- Require General and Industry-Specific Visible Emission limitations for abrasive blasting, drinking water systems, gas turbines, pile drivers and federally regulated industries for compliance with Rule 400 (Visible Emissions).
- Install temporary electrical service whenever possible to avoid the need for independently powered equipment (e.g., compressors).

- Enforce state required idle restrictions (e.g., post signs). Diesel equipment standing idle for more than five minutes shall be turned off. This would include trucks waiting to deliver or receive soil, aggregate or other bulk materials. Rotating drum concrete trucks may keep their engines running continuously as long as they were on-site and staged away from residential areas.
- Properly tune and maintain equipment.
- Stage large diesel-powered equipment at least 100 feet from any active land uses (e.g., residences).
- Equipment greater than 100 horsepower that will be used on site for more than one week shall meet the United States Environmental Protection Agency (EPA)-Certified Tier 3 or newer emissions standards (model year 2006 or newer).

(e) Odors. The proposed skate park will not include activities that would create objectionable odors.

4. Biological Resources.

(a-c) Special Status Species and Sensitive Habitats. The project site is located within a developed area of Capitola. The site is located within the City's Monterey Park and is generally surrounded by residential development and the New Brighton Middle School. There are no known special status species or sensitive habitats on the project site or in the vicinity. The site is not mapped in the City's General Plan as being located in a riparian corridor or monarch butterfly habitat (SOURCE V.1a-Map OSC-1). Thus, the project will have no effect on biological resources.

(d) Fish or Wildlife Movement/Breeding. The Migratory Bird Treaty Act (MBTA) governs the taking, killing, possession, transportation and importation of migratory birds, their eggs, and nests. The MBTA also prohibits the take, possession, import, exports, transport, selling, purchase, barter, or offering for sale, purchase or barter, any migratory bird, their eggs, parts, nests, except as authorized under a valid permit (50 CFR 21.11).

Impact Analysis. Construction activities could potentially disturb nesting birds if they are present and nesting in trees adjacent to the proposed project. The area of fill on the north side of the skate park and creation of a berm on the south side would be within five feet of existing trees, including oak trees on the south. As indicated above in subsection 1(b), the proposed project will not result in removal of trees, although City staff has indicated that up to eight existing trees just north of and outside the development area of the proposed skate park may be removed at the request of the City to improve visibility for public safety purposes. Because nesting

birds are protected under the federal Migratory Bird Treaty Act, potential disturbance during construction or tree removal is considered a potentially significant impact. Implementation of the following mitigation measure will reduce the impact to a less-than-significant level.

MITIGATION MEASURE BIO-1: If construction or tree removal is scheduled to begin between February and August, require that a pre-construction nesting survey be conducted by a qualified wildlife biologist to determine if migratory birds are nesting in the trees adjacent to the project site. If nesting birds are found, schedule construction to begin after fledging of young is completed (usually by August) or after a qualified biologist has determined that the nest is no longer in use or unless a suitable construction zone buffer can be identified by a qualified biologist.

(e) Tree Removal. There are four eucalyptus and two redwood trees to the north of the project site, and there are 14 smaller trees to the south, including eight oaks, three redwoods, one pine, and two juniper trees. The project has been designed to avoid these trees.

General Plan Policy OSC-6.9, Urban Forest, call for continued enforcement of the City's Community Tree and Forest Management Ordinance (Chapter 12.12) to protect trees on private and public property as important environmental and scenic resources. Chapter 12.12 of the City's Municipal Code includes provisions to protect trees within the City with a policy "to protect the locally significant, scenic and mature trees as listed in the heritage tree list" to be adopted pursuant to this chapter. A "heritage" tree is any locally significant, scenic and mature tree growing on public or private property that is listed on the city's adopted heritage tree list.

Impact Analysis. As indicated above in subsection 1(b), the proposed project will not result in removal of trees. The area of fill on the north side of the skate park and creation of a berm on the south side would be close to five feet of existing trees, including oak trees on the south. Construction activities could result in inadvertent damage to existing trees, although there would be no excavation in these areas. Although no mitigation measures are required as a significant impact has not been identified, the following project Condition of Approval is recommended.

RECOMMENDED CONDITION OF APPROVAL: Implement measures to protect existing trees during construction in order to minimize damage to the trees and their root zones, including installation of protective fencing. Any trees removed or damaged by the project shall be replaced at a minimum 2:1 ratio in accordance with the City's Tree Protection Ordinance.

The project plans (Sheet SP2) does indicate that tree protection during construction is required for all existing trees that are determined by the City of Capitola to remain.

However, City staff has indicated that up to eight existing trees just north of and outside the development area of the proposed skate park may be removed at the request of the City. These trees are not considered “heritage” trees under City of Capitola regulations as they are not on an adopted list. However, removal of non-heritage trees requires a permit pursuant to section 12.12.160 of the City’s Municipal Code with the following findings pursuant to section 12.12.1890:

1. The tree removal is in the public interest based on one of the following:
 - a. Because of the health or condition of the tree, with respect to disease infestation, or danger of falling;
 - b. Safety considerations; or
 - c. In situations where a tree has caused, or has the potential to cause, unreasonable property damage and/or interference with existing utility services.
2. All possible and feasible alternatives to tree removal have been evaluated, including, but not limited to undergrounding of utilities, selective root cutting, trimming and relocation.
3. The type, size and schedule for planting replacement trees are specified and shall be concurrent with the tree removal or prior to it.
4. The removal of the tree would not be contrary to the purposes of Chapter 12.12 – “Community Tree and Forest Management” and Chapter 17.95 – Environmental Sensitive Habitats.
5. Replacement trees in a ratio of two to one as needed to ensure that with replacement trees, canopy coverage of at least fifteen percent will result, and location(s) for tree replanting are selected, and/or as a last resort, in-lieu fees have been paid as a condition of the permit in accordance with Section 12.12.190. Replacement trees and/or in-lieu fees are not required if post-removal tree canopy coverage on the site or parcel will be thirty percent or more.

The proposed project would not result in removal of any trees, but the City has indicated that eight trees may be potentially removed for safety reasons, but none are considered heritage trees under City regulations. Tree removal would not conflict with City regulations with approval of a permit and replanting replacement trees as required by City regulations.

(f) Conflicts with Plans. There are no adopted Habitat Conservation Plans in the vicinity.

5. **Cultural Resources.** The project site is located within an existing city park. There are no structures on the site that would be considered historical resources.

(b,d) Archaeological Resources. Archaeological resources are defined as the material remains of any area's pre-historic (aboriginal/Native American) or historic (European and Euro-American) human activity (SOURCE V.1b). The archaeological sensitivity map (Map I-1) of the City's Local Coastal Program (LCP) designates areas of the city where there is a likelihood of prehistoric cultural resources, including archaeological resources.

The project site is not within a mapped area of archaeological sensitivity as depicted in the LCP. The project consists of development of a skate park within an existing city-owned public park that would involve some grading. However, the site has been previously graded and disturbed. It is not expected that archeological resources would be encountered during the limited grading for and construction of the skate park. Thus, there would be no impacts to cultural resources, and no mitigation measures are required. However, consistent with Mitigation Measure CULT-2 set forth in the City's General Plan EIR, the following project Condition of Approval is recommended in the event that unknown resources are discovered during project grading and excavation.

RECOMMENDED CONDITION OF APPROVAL: If archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented. Disturbance shall not resume until the significance of the archaeological resources is determined and appropriate mitigations to preserve the resource on the site are established. If human remains are encountered during construction or any other phase of development, work in the area of discovery must be halted, the Santa Cruz County coroner notified, and the provisions of Public Resources Code 5097.98-99, Health and Safety Code 7050.5 carried out. If the remains are determined to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours as required by Public Resources Code 5097.

Assembly Bill 52, which becomes effective July 1, 2015, recognizes that California Native American prehistoric, historic, archaeological, cultural, and sacred places are essential elements in tribal cultural traditions, heritages, and identities. The law establishes a new category of resources in the California Environmental Quality Act called "tribal cultural resources" that considers the tribal cultural values in addition to the scientific and archaeological values when determining impacts and mitigation. Public Resources Code section 21074 defines a "tribal cultural resource" as either:

- (1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or
- (2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

The California Public Resources Code section 21084.2 now establishes that “[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.” The Public Resources Code requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project.

The project site is not located within an archaeologically sensitive area, and there are no known resources on or adjacent to the site that would be considered a tribal cultural resource. No Native American tribe has contacted the City of Capitola and requested consultation. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074.

(c) Paleontological/Unique Geological Resources. No unique geologic features have been identified in plans or observed on the site. The project site is not within a mapped area of paleontological sensitivity as depicted in the LCP. The limited grading for the proposed skate park would not extend into native formations known to support such resources, and the project would have no effect on any unanticipated paleontological resources. The site has been previously disturbed with former grading for the existing public park.

6. Geology and Soils.

(a-d) Seismic and Geologic Hazards. The project site is located in a seismically active region of California. There are no active faults which underlie the City of Capitola (SOURCE V.1b). The project site consists of flat terrain, and THE project area is not within an area of steep slopes subject landslide hazards. Therefore, no impacts are expected to occur related to fault rupture or landslides.

The regional faults of significance potentially affecting Capitola include the San Andreas, the Zayante, and the Palo Colorado-San Gregorio. The San Andreas Fault, which is located in the Santa Cruz Mountains, and the Zayante Fault, which is located north of the city, pose the most probable seismic hazards to Capitola. The main trace of the San Andreas Fault is approximately nine miles northeast of Capitola. One of the largest earthquakes in the Santa Cruz area, the Loma Prieta earthquake occurred on October 17, 1989 due to movement on this fault, measuring 7.1 on the Richter scale and causing significant ground shaking in Capitola. The epicenter of the Loma Prieta earthquake was approximately 5 miles northeast of Capitola (SOURCE V.1 a).

The Zayante Fault is located approximately 5 miles northeast of Capitola, and the Palo Colorado-San Gregorio Fault is located approximately 14 miles southwest of Capitola. The California Division of Mines and Geology considers the Zayante Fault active,

although it has not caused any significant earthquakes historically—only some aftershocks after the Loma Prieta earthquake. The Palo Colorado-San Gregorio Fault is not well understood, but is considered potentially active (SOURCE V.1a).

Earthquakes can cause soil liquefaction, in which loose, saturated sandy soils lose internal strength and transform from a solid to a liquefied state. This happens in sandy-type soils that are relatively free of silt and clay and that are saturated; liquefaction is also affected by the characteristics of the earthquake event, the proximity of the soil to groundwater, and human-made structures.

Impact Analysis. The primary seismic hazard that could affect the project is seismic shaking. The project site is located in an area of low liquefaction potential as mapped in the City's General Plan (SOURCE V.1a-Figure SN-4). The project site is located in an area of high seismic activity and will be subject to strong seismic shaking during an earthquake. However, the construction and use of the proposed skate park does not involve construction of habitable structures that would be at risk or which would place occupants at risk. Thus, exposure to seismic hazards is considered a less-than-significant impact.

(e,g) Soils and Erosion. According to the 1980 Soil Conservation Survey of Santa Cruz County (U.S. Department of Agriculture), the hazard of erosion is slight for the soils on the project site and surrounding area (Watsonville loam), and shrink-swell hazard is low. Soil erosion can become a problem when human activities accelerate the rate at which soils are displaced; generally, erosion hazards outside of the coastal areas of Capitola are considered slight to nonexistent with vegetation coverage (SOURCE V.1b).

Impact Analysis. The project consists of grading and development of an outdoor skate park, but no habitable structures are proposed. The potential for shrink-swell soils is low, and thus, the project would not result in impacts related to expansive soils.

The onsite project soils are classified as having a slight erosion hazard. Project development will include excavation and grading, although the project site is relatively flat and located within a developed urban area. Grading would result in approximately 346 cubic yards of excavated material and 327 cubic yards of fill. The limited area of disturbance (less than 0.25 acre) and limited amount of grading would not result in substantial soil erosion or loss of topsoil. Furthermore, the project plans include erosion control measures, including installation of sediment fences and bio-filter bags at drainage outlets. Additionally, the project would be subject to the requirements of Capitola's Municipal Code Chapter 15.28, Grading and Excavation and Chapter 13.16, Stormwater Pollution Prevention and Protection, which establishes design standards for erosion and sediment control. Therefore, potential impacts related to erosion would be less-than-significant.

(h) Soil Suitability for Septic Systems. The project is a skate park facility within a public neighborhood park. No restroom facilities are proposed. Septic systems are not utilized in the City of Capitola.

7. Greenhouse Gas Emissions.

(a) Greenhouse Gas Emissions. Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse house gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities.

The primary source of these GHG is fossil fuel use. The Intergovernmental Panel on Climate Change (IPCC) has identified four major GHG—water vapor, carbon dioxide (CO₂), methane (CH₄), and ozone (O₃)—that are the likely cause of an increase in global average temperatures observed within the 20th and 21st centuries (SOURCE V.1b). California's transportation sector is the single largest generator of GHG emissions, producing 37.9 percent of the State's total emissions. Electricity consumption is the second largest source, comprising 22.7 percent. Industrial activities are California's third largest source of GHG emissions, comprising 17.8 percent of the State's total emissions (SOURCE V.1b).

The State of California passed the Global Warming Solutions Act of 2006 (AB32), which seeks to reduce GHG emissions generated by California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32 defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride.

The California Air Resources Board (CARB) is the lead agency for implementing AB32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. In accordance with requirements of AB32, a Scoping Plan was adopted by CARB in December 2008 and

updated in 2014. The Scoping Plan and 2014 Update identify emissions reduction measures and actions related to energy, transportation, agriculture, water conservation and management, waste management, natural resources, green building, and cap-and-trade actions.

The City of Capitola has adopted ~~prepared~~ a draft Climate Action Plan that includes emissions inventory, reduction targets and GHG reduction measures. The Plan's 2020 GHG Reduction Target is to reduce GHG emissions by 4.9 percent below Capitola's 2010 baseline GHG emissions based on targets developed by the state to reduce emissions to 1990 levels. The Plan's 2035 GHG Reduction Target is to reduce GHG emissions by 42.9 percent below Capitola's 2010 baseline GHG emissions. The measures address: transportation/vehicle miles traveled reduction; residential and non-residential energy use; water, wastewater and solid waste measures; and measures related to parks, open space, and agriculture. The largest emission reductions are forecast in the area of transportation (SOURCE V.1e).

Impact Analysis. The proposed project will not result in the construction of new structures that would result in stationary emissions or permanent, ongoing traffic and energy related emissions. There would be vehicle emissions associated with vehicle trips to/from the proposed skate park, although many of the trips are expected to be by youth that live within the neighborhood and not by car.

Global climate change is not confined to a particular project area and is generally accepted as the consequence of global industrialization over the last 200 years. A typical project, even a very large one, does not generate enough GHG emissions on its own to influence global climate change significantly; hence, the issue of global climate change is, by definition, a cumulative environmental impact. The State of California, through its governor and its legislature, has established a comprehensive framework for the substantial reduction of GHG emissions over the next 40 years or so. This will occur primarily through the implementation of AB 32, Executive Order S-3-05, and SB 375, which will address GHG emissions on a statewide cumulative basis (SOURCE V.1b).

The MBUAPCD has not yet adopted GHG emission significance thresholds, but has recommended significance threshold of 2,000 metric tons of CO₂e¹ per year for land use projects (SOURCE 3.e). In establishing this threshold, the MBUAPCD reviewed past and proposed development projects within the region. In this review, a number of office and commercial establishments were identified as being below 1,000 metric tons of CO₂e (SOURCE 3.e).

¹ The CO₂ equivalent emissions are commonly expressed as "million metric tons of carbon dioxide equivalent (MMT_{CO2E})". The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated Global Warming Potential (GWP).

The emissions from vehicle trips to the project site would not be substantial in relation to other types of development. Although the recommended threshold has not yet been adopted, the proposed skate park would not result in new commercial development that was found to be below the MBUAPCD recommended threshold, and thus, limited vehicle trips associated with the proposed park would not result in GHG emissions that would approach or exceed the recommended threshold of significance for GHG emissions. Furthermore, the project would not cause a new significant project effect due to the fact that it will not result in stationary emissions nor result in population growth that would generate indirect emissions. Additionally, emissions are expected to be at least partially offset with implementation of the State's Scoping Plan strategies to improve fuel and vehicle efficiency standards. Therefore, greenhouse gas emissions resulting from development of the project are not considered significant, and the project's incremental effect is less than cumulatively considerable.

- (b) Conflict with Applicable Plans. The project would not conflict with implementation of state plans adopted for the purpose of reducing greenhouse gas emissions. The City of Capitola completed an update of its General Plan in 2014 and ~~is currently preparing~~ adopted a Climate Action Plan on October 22, 2015 to address citywide greenhouse emissions, ~~but a plan has not been completed or adopted.~~ There are no draft measures related to the construction and operation of the proposed skate park, and the project would not result in conflicts with this plan.
- 8. Hazards.** The proposed public skate park project would not involve the transport, use, disposal or emission of hazardous materials that would constitute a threat of explosion or other significant release that would pose a threat to neighboring properties. The site location and scale have no impact on emergency response or emergency evacuation. The site is not located near an airport or airstrip. A Phase I/II Environmental Site Assessment was prepared for the City and will be included in the EIR.
- 9. Hydrology.**
- (a-b) Water Quality Standards and Groundwater. The project is located within an existing neighborhood park, and will not result not result in discharges or potential violations of water quality standards . The limited area of development (approximately 0.25 acres) within an existing 4-acre park in a developed residential area will not use or deplete groundwater supplies and would not substantially interfere with groundwater recharge due to the limited area of construction.
- (c-e) Drainage. The project site is currently covered with grass as part of the City's Monterey Park. The project will result in an increase of impervious surfacing for

construction of the skate park. The facility is proposed to drain to the City's existing storm drain system. The project will not result in substantial alteration of the existing drainage pattern of the area or alteration of a stream. However, the effects project storm runoff on the existing storm drain system requires further review in an EIR.

(f) Water Quality. The City's Local Coastal Plan seeks to protect and improve the water quality in the Monterey Bay. Within urbanized areas such as the City of Capitola, pollutants frequently associated with storm water include sediment, nutrients, oil and grease, heavy metals, and litter. The primary sources of storm water pollution in urban areas include automobiles, parking lots, landscape maintenance, construction, illegal connections to the storm water system, accidental spills and illegal dumping.

Urban runoff and other "non-point source" discharges are regulated by the 1972 Federal Clean Water Act (CWA). The National Pollutant Discharge Elimination System (NPDES) permit program was established by the CWA to regulate municipal and industrial discharges to surface waters of the United States, including discharges from municipal separate storm sewer systems (MS4s). The California SWRCB elected to adopt a statewide general permit (Water Quality Order No. 2013-0001 DWQ effective July 1, 2013) for Small Municipal Separate Storm Sewer System (MS4s) operators to efficiently regulate stormwater discharges under a single permit (SOURCE V.1b).

The previous statewide general permit for MS4 operators (including Capitola) has been supplanted by the new 2013 Order. The previous (2003) permit required permittees to develop and implement a Stormwater Management Plan (SWMP) with the goal of reducing the discharge of pollutants to the maximum extent practicable. The new Order (2013) eliminates the requirement of submittal for review and approval of an SWMP; however, the requirement to develop a planning/guidance document has been retained for new Permittees. Since adopting the SWMP in 2010 as a requirement of the Phase II Small MS4 General Permit that was adopted by the SWRCB in February 2014, the City has prepared a Guidance Document (July 2013) that represents the City's most current stormwater plan and outlines the actions the City will take to comply with the permit. The Guidance Document references sections of the SWMP where existing Best Management Practices (MBPs) align with the permit requirements (SOURCE V.1c).

Capitola is covered under the regulations of the new Municipal Regional Stormwater NPDES Permit (MRP) issued by the RWQCB. The municipalities covered under this permit have to require both private and public projects to implement post-construction stormwater controls as part of their obligations. Above and beyond post-construction stormwater management practices, the permit also requires municipalities to adopt trash and street sweeping programs to regulate discharges into storm drain systems or directly into waters of the United States (SOURCE V.1b). Chapter 13.16 of the City's Municipal Code, Stormwater Pollution Prevention and Protection, chapter establishes regulations for controlling the introduction of pollutants into the storm water system to

ensure the city of Capitola's compliance with provisions of the California State Water Resources Control Board's NPDES General Permit and Waste Discharge Requirements.

Impact Analysis. Project runoff would not result in significant water quality degradation as the project does not include parking areas or facilities that would collect potential pollutants in stormwater. Thus, impacts to water quality would be less than significant. Project excavation could result in potential off-site transport of sediments into the municipal storm drain system if not properly controlled during construction. However, the project site is not located adjacent to existing water bodies, and as indicated above in subsection 6(e), project plans include erosion control features on drain outlets. The area of grading is limited and would be managed with the project's proposed erosion control features. Therefore, potential impacts to water quality would be less than significant.

(g-i) Flood and Tsunami Hazards. The project site is not located within a 100-year floodplain or in an area identified as being subject to tsunami hazards (SOURCE V.1a).

- 10. Land Use and Planning.** The project is located within a developed area of the city of Capitola, and is located on the Monterey Park site. The proposed project consists of construction and operation of a skate park. The proposed project would not result in new structural development and its location within an existing park would not divide an established community. There are no Habitat Conservation or Natural Community Conservation Plans that would be applicable to the site.

(b-c) Consistency with Local Policies/ Plans. The project site is designated for park and open space uses in the City's General Plan and Zoning Ordinance. The Parks and Open Space (P/OS) land use designation applies to public natural space, parks, and open space intended for recreational use and/or natural resource preservation. Parks, playgrounds, trails, recreational facilities, visitor centers, and other similar uses are permitted in the P/OS designation. There is no maximum permitted site coverage standards in the P/OS designation. General Plan Policy LU-13.13, Monterey Park, calls for development of the Monterey Park as an active park site with neighborhood-serving recreational facilities and amenities.

The project does not conflict with any known policies or regulations adopted for the purpose of avoiding or mitigating an environmental impact, but this will be further considered as part of the required EIR analyses. General Plan Policy LU-13.13, Monterey Park, calls for development of the Monterey Park as an active park site with neighborhood-serving recreational facilities and amenities.

11. Mineral Resources. The General Plan determined that no known mineral resources were located within the General Plan Area which would be of value to the region or state, and the site is already developed with a residential use.

12. Noise.

(a-c) Noise Exposure and Permanent Noise Increases. The proposed skate park is located within an existing neighborhood park that is located adjacent to a middle school within a residential neighborhood. The sound of the skateboard users could result in intermittent increases in ambient noise levels and at nearby sensitive receptors (the middle school and nearby residences). Potential noise increases and noise exposure impacts associated with use of the proposed skate park will be evaluated in a technical noise study that requires further review in an EIR.

(b,d) Temporary Noise and Vibration. There will be a temporary increase in existing noise levels during grading and construction. However, construction would be of limited duration and is expected to be completed within eight weeks. Construction-related noise levels would vary throughout the day depending on the type of equipment that is in use at any one time. Construction hours would be limited in accordance with the City's Noise Ordinance to weekdays between 7:30 AM and 9:00 PM and 9:00 AM to 4:00 PM on Saturdays. Because impacts would occur only during daylight hours and are temporary and of limited duration, impacts are considered less than significant.

(e,f) Air Craft Noise. The project site is not located within two miles of an airport or private airstrip, and would not result in construction of habitable structures in which occupants would be subject to such noise sources.

13. Population and Housing. The proposed public skate park project will not result in habitable structures or new population growth, and thus, will have no impact on population or housing. The project site does not contain habitable structures. The project, therefore, would not displace numbers of people or homes or otherwise adversely affect housing or population; therefore there is no impact.

14. Public Services & Recreation. The proposed public skate park project will not result in habitable structures or new population growth, and thus would not result in a demand for public services related to fire protection, schools or parks. There may be an incremental demand for police services, but it would not be of magnitude that would require construction of new facilities that would result in significant impacts. Furthermore, the project proposes fencing around the perimeter of the facility. Therefore, there would be a less-than-significant impact on police services as a result of the proposed project.

15. Recreation. The proposed public skate park project will expand recreational opportunities and use at the existing Monterey Park. However, the expanded use is confined to the contained skate park facility and would not lead to a level of use that would result in a substantial physical deterioration of the existing Monterey Park playing field and grass areas. The impacts of the proposed skate park are evaluated in this Initial Study with some issues to be reviewed in an EIR to determine whether or not the project would have an adverse physical effect on the environment.

16. Transportation/Traffic.

(a-b,f) Traffic and Circulation. The project site is located on Monterey Avenue between Bay Avenue and Kennedy Drive. There are no signalized intersections in the project vicinity; stop signs control intersection movements along Capitola and Bay Avenues. There are no congestion management programs in effect in Capitola or county of Santa Cruz.

The proposed project is a skate park within a local neighborhood park, which will not result in new habitable development or population increases. It is expected to serve local residents and would not be expected to result in significant trip generation that would affect vicinity intersection service levels. However, further review of project traffic impacts is required in an EIR based on a traffic study that will address traffic and parking impacts.

17. Utilities and Service Systems. The proposed skate park project would not result in discharges that would be regulated or potentially violate water quality standards or waste discharge requirements. The proposed skate park project does not include construction of public restrooms, and none exist at the existing Monterey Park. Therefore, there will be no demand for potable water or wastewater collection as a result of the project. Therefore, no impacts are expected.

(c) Storm Drainage Facilities. See discussion above under subsection 9 (c-e) regarding drainage.

(b,d) Water Supply. The project site is located within the service area of the Soquel Creek Water District (SqCWD), which currently receives 100 percent of its water from groundwater aquifers in the Soquel-Aptos area. Coastal groundwater levels are below elevations that protect the Soquel-Aptos area from seawater intrusion, therefore creating a state of overdraft with a potential for seawater intrusion (SOURCE V.4). In order to recover groundwater levels to protective elevations and eliminate overdraft, SqCWD has determined that it must temporarily reduce pumping to levels below its portion of the sustainable yield. A number of options to reduce groundwater pumping or develop alternate water supplies, including increased conservation, have been reviewed and explored by the District.

To date, the SqCWD has maintained and expanded conservation efforts including adopting water use efficiency requirements for new/remodeled development and rebate incentives for newly available technology, e.g. high efficiency toilets, graywater systems, weather-based irrigation controllers, etc. The District completed a grant funded feasibility study for satellite reclamation plants to provide non-potable water for large irrigation use. SqCWD also completed a Well Master Plan and will be developing up to five new wells over the next five or so years to redistribute pumping inland.

The proposed skate park will be located at the existing Monterey Park that has one public drinking fountain. The project will not result in new or expanded facilities or restrooms. The project could result in a minor incremental increased use of the existing park drinking fountain, but the water used would be minor in relation to typical residential or commercial projects. The project would not result in new habitable development that would result in a new potable water demand. Therefore, the increased drinking fountain water use that may occur as a result of the project is considered less than significant and would be served by an existing public facility.

(f) Solid Waste Disposal. Since 2007, the City of Capitola has a franchise agreement with Green Waste Recovery (GWR) for the collection of refuse, recycling, and yard waste. Solid waste collected in Capitola is transferred to the Monterey Peninsula Class III Landfill located in the City of Marina, which is operated by the Monterey Regional Waste Management District. It is a regional disposal facility that serves an 853 square mile area with a population of approximately 170,000. This landfill covers 475 acres and is comprised of both unlined and lined disposal areas. Waste types accepted and permitted at this facility include: agricultural, construction/demolition, sludge (biosolids), and mixed municipal. The landfill has a remaining waste capacity of approximately 40 million tons (74 million cubic yards) and has an anticipated closure date of 2107 (SOURCE V1.b).

Use at the proposed skate park would not be expected to result in significant amounts of disposed refuse beyond what would typically occur with neighborhood park use. Thus, there is adequate existing capacity at the existing landfill to serve the limited amount of solid waste that may be generated from the project.

18. Mandatory Findings of Significance. The project will not result in significant biological or cultural impacts.

(b) Cumulative Impacts. The EIR prepared for the City's recently adopted *General Plan 2030* identified potential significant cumulative impacts related to air quality, hydrology, traffic, water supply, and greenhouse gas emissions. The proposed project's contribution to significant cumulative impacts will be reviewed in an EIR.

(c) Substantial Adverse Effects on Human Beings. No environmental effects have been identified that would have direct substantial adverse effects on human beings. Potential noise impacts will be evaluated in an EIR as indicated in subsection 12 (a).

FIGURE 1: Project Location



FIGURE 2: Skate Park Location in Monterey Park

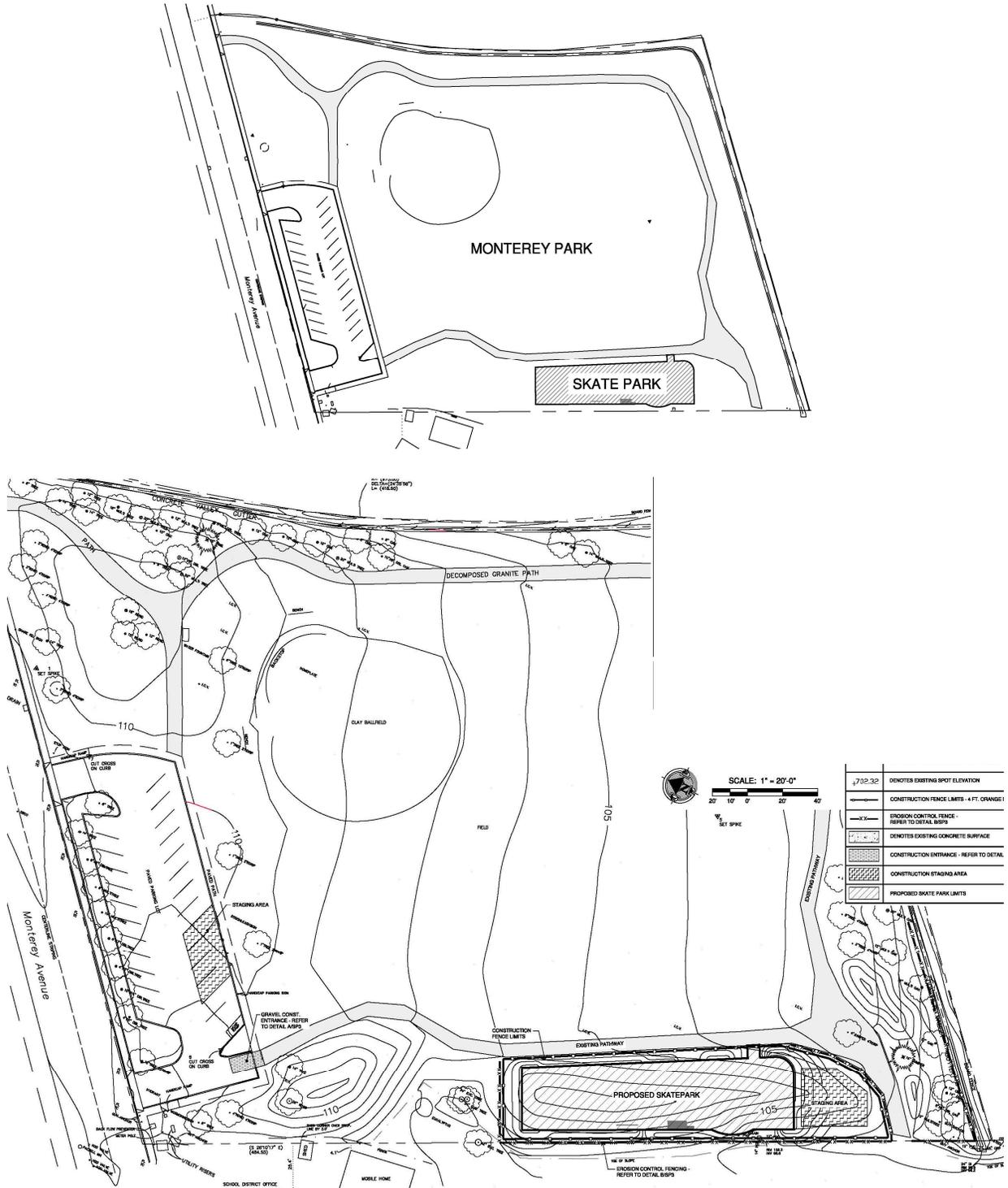
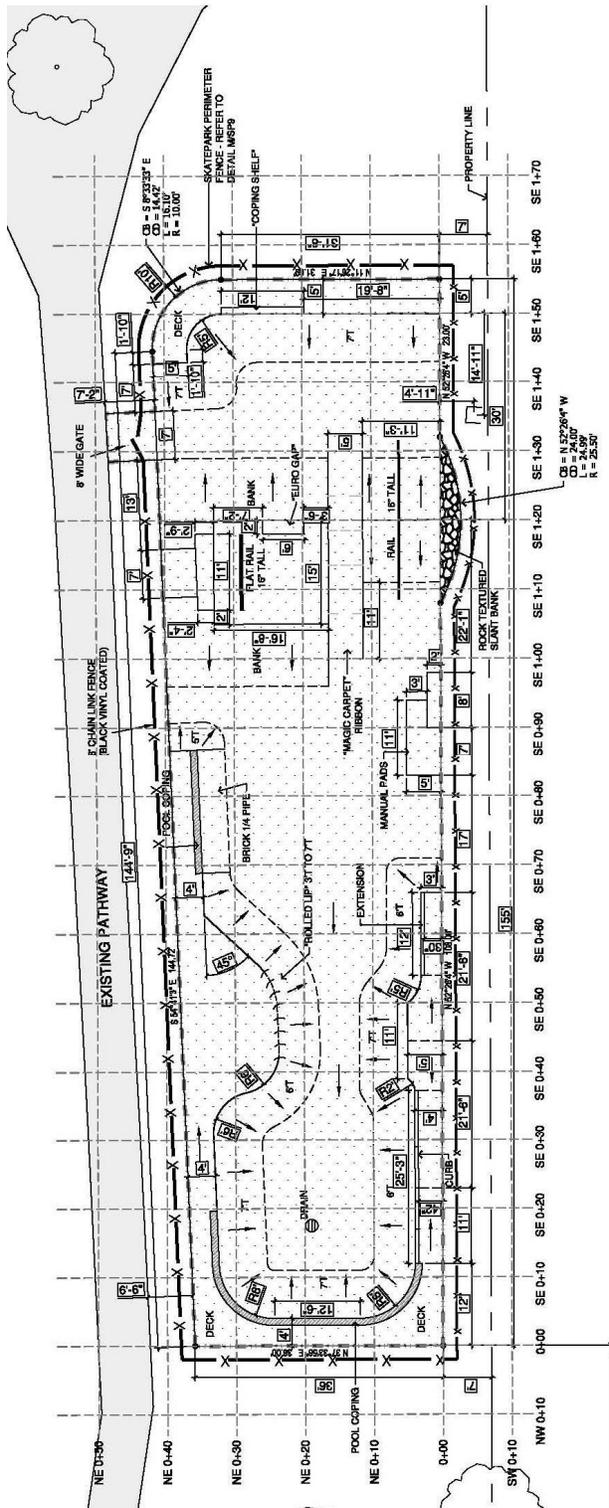


FIGURE 3: Skate Park Site Plan



LAYOUT NOTES

1. ALL TRANSITIONS OF WALKS AND CURBS SHALL BE CONSTRUCTED TO A SMOOTH CURVE. ALL ADJUSTMENTS OF CURBS SHALL BE APPROVED BY CITY OF CAPITOLA PRIOR TO CONSTRUCTION.
2. SKATEPARK CONTRACTOR RESPONSIBLE FOR SKATEPARK LAYOUT. FINAL APPROVAL REQUIRED BY CITY OF CAPITOLA REPRESENTATIVE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE VERIFICATION OF THE LOCATIONS OF ALL UTILITIES IN THE FIELD. LOCATIONS SHOWN ON THE PLAN ARE APPROXIMATE AND FOR GENERAL INFORMATION ONLY.
4. ALL "LAYOUT" WORK SHALL BE APPROVED BY CITY OF CAPITOLA PRIOR TO THE START OF ANY EXCAVATION.
5. DIMENSIONS FOR WALKS, CURB WALLS AND CURBS ARE AT CENTER LINE OR ON THE SIDE SHOWN ON THE PLAN.
6. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONSTRUCT ALL CONCRETE WORK USING FORM LUMBER AND STAKES STRONG ENOUGH AND AT INTERVALS FREQUENT ENOUGH TO ASSURE ACCURATE ANGLES & SMOOTH CONTINUOUS RADIUS.
7. CONTRACTOR IS REQUIRED TO RE-SEED ALL SCARRED AREAS DUE TO CONSTRUCTION WITH CITY APPROVED SEED MIX.
8. CONTRACTOR TO REPAIR AND ADJUST ALL EXISTING IRRIGATION DAMAGED OR REMOVED DUE TO SKATEPARK CONSTRUCTION. FINISHED IRRIGATION PRODUCT IS TO BE INSTALLED TO COVER MINIMAL THROUGH ON HARD SURFACES. FINAL PRODUCT IS TO BE APPROVED BY OWNER'S REPRESENTATIVE. CONTRACTOR TO ABIDE BY CITY OF CAPITOLA STANDARDS.
9. NO LIGHTING IS PROPOSED.

LAYOUT LEGEND

SYM	DESCRIPTION
[Pattern]	SKATEPARK LIMITS OF CONSTRUCTION
R	RADIUS AS INDICATED
T	TRANSITION AS INDICATED
L	LENGTH AS INDICATED
CB	CHORD BEARING AS INDICATED
CD	CHORD DISTANCE AS INDICATED
[Symbol]	STEEL FLAT RAIL / RAILING AS INDICATED
[Symbol]	PROPOSED FLOOR DRAIN
[Symbol]	BOTTOM OF TRANSITION RAMP
[Symbol]	STEEL COPIING
[Symbol]	8 FT. BLACK VINYL COATED CHAIN LINK FENCE - REFER TO DETAIL MSP#9

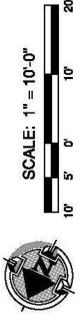


FIGURE 4: Depiction of Skate Park



SOURCE: MEARS Design Group