Initial Study/ Negative Declaration

City of Watsonville Climate Action and Adaptation Plan

September 2021

Prepared for:

City of Watsonville
Public Works & Utilities
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Appendix A. City of Watsonville Climate Action and Adaptation Plan

Acronyms and Abbreviations

3CE	Central Coast Community Energy
2017 Scoping Plan	California's 2017 Climate Change Scoping Plan
AB	Assembly Bill
AMBAG	Association of Monterey Bay Area Governments
AQMP	Air Quality Management Plan
BAU	business-as-usual
BMP	best management practice
CAAP or project	Climate Action and Adaptation Plan
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
City or Watsonville	City of Watsonville
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
EIR	Environmental Impact Report
EO	Executive Order
EV	electric vehicle
GHG	greenhouse gas
GIS	geographic information system
IS	Initial Study
MBARD	Monterey Bay Air Resources District
MT	metric ton
MTP	Metropolitan Transportation Plan
NCCAB	North Central Coast Air Basin
ND	Negative Declaration
NO_x	nitrogen oxides
OPR	Office of Planning and Research
PM_{10}	particulate matter measuring no more than 10 microns in diameter
PVGB	Pajaro Valley Groundwater Basin
PVWMA	Pajaro Valley Water Management Agency
ROG	reactive organic gas
RTP	Regional Transportation Plan
SB	Senate Bill
SCCRTC	Santa Cruz County Regional Transportation Commission
SCS	Sustainable Communities Strategy
TAC	toxic air contaminant
USFWS	U.S. Fish and Wildlife Services
VMT	vehicle miles traveled
ZEV	zero-emissions vehicle

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Document Overview

This Initial Study and proposed Negative Declaration (IS/ND) has been prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the proposed **City of Watsonville Climate Action and Adaptation Plan (CAAP)**.

The CAAP (project) includes the City of Watsonville's (City's or Watsonville's) 2017 baseline greenhouse gas (GHG) emissions; identifies projected emissions in 2030, 2045, and 2050; establishes the emissions reduction relative to the statewide targets under Assembly Bill 32 and Senate Bill 32; and identifies 19 strategies, 33 implementation measures, and 61 supporting efforts that the City will undertake to reduce GHG emissions. The project also includes amending Chapter 9, Environmental Resource Management, of the Watsonville General Plan (City of Watsonville 1994, as amended to include Policy 9.K, Climate Action and Adaptation Plan.

The primary intent of this IS/ND is to (1) determine whether project implementation would result in potentially significant impacts to the environment, and (2) incorporate mitigation measures into the project design, as necessary, to eliminate or reduce the project's potentially significant impacts to a less than significant level.

In accordance with CEQA, projects that have the potential to result in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment must undergo analysis to disclose potential significant effects. The provisions of CEQA apply to California governmental agencies at all levels, including local agencies, regional agencies, state agencies, boards, commissions, and special districts.

CEQA requires preparation of an IS for a discretionary project to determine the range of potential environmental impacts of that project and to define the scope of the environment review document. As specified in Section 15064(f) of the CEQA Guidelines, the lead agency may prepare a Mitigated Negative Declaration if, in the course of the IS analysis, it is recognized that the project may have a significant impact on the environment but that implementation of specific mitigation measures would reduce potentially significant impacts to a less than significant level.

As the lead agency for the proposed project, the City has the principal responsibility for conducting the CEQA environmental review to analyze the potential environmental effects associated with project implementation. During the review process, it was determined that potential impacts would be less than significant, without the implementation of mitigation measures to reduce or eliminate any potentially significant project-related impacts. Therefore, an IS/ND has been prepared for the proposed project.

Note: The project has not been approved or denied. It is being reviewed for environmental impacts only. Approval of the project can take place only after the ND has been adopted by the City.

This IS/ND is organized as follows:

- **Section 1: Environmental Setting and Project Description.** This section introduces the document and discusses the project description including location, setting, and specifics of the lead agency and contacts.
- **Section 2: Initial Study Checklist.** This section discusses the CEQA environmental topics and checklist questions, identifies the potential for impacts, and proposes mitigation measures to avoid these impacts.
- **Section 3: List of Preparers.** This section lists the organizations and individuals who were consulted and/or prepared this IS/ND.
- **Section 4: References.** This section presents a list of reference materials consulted during preparation of this IS/ND.

Public Review

The IS/ND will be circulated for a 45-day public review period from September 3, 2021, to October 18, 2021, and is available for review online: https://www.cityofwatsonville.org/833/Projects.

Comments regarding this IS/ND must be made in writing and submitted by mail or email to:

Alex Yasbek, PE, Senior Civil Engineer
City of Watsonville, Public Works & Utilities
500 Clearwater Lane, Watsonville, California 95076
alex.yasbek@cityofwatsonville.org

Comments should focus on the proposed finding that the project would not have a significant effect on the environment. If the commenter believes that the project may have a significant environmental effect, it would be helpful for the commenter to identify the specific effect and explain why the effect would occur and why it would be significant.

Section 1 Environmental Setting and Project Description

1.1 Project Overview

The City of Watsonville Climate Action and Adaptation Plan (CAAP) provides a framework and process for updating policies, programs, practices, and incentives for the City, including residents and businesses, to reduce the City's greenhouse gas (GHG) emissions, combat the impacts of climate change, and explore carbon sequestration, habitat restoration, and repair of our natural world.

The CAAP will chart an ambitious, equitable, and realistic path for the City to achieve the Climate-Safe California Campaign goal of net-negative emissions by 2030, setting a goal for the City to remove more GHGs than it emits by 2030. The City's goal of net-negative emissions accelerates the state's commitment to reach carbon neutrality no later than 2045, in accordance with State of California Executive Order (EO) B-55-18, recognizing that climate change is an existential threat that must be addressed now. Therefore, net-negative emissions by 2030 is the goal for the CAAP.

In order to comply with existing legislation and advance the City's climate resilience goals, the CAAP includes three types of initiatives in order to advance its desired climate resilience goals: climate action/mitigation, climate adaptation, and climate restoration.

The CAAP is based on the Watsonville 2017 Community-Wide GHG Inventory, which was used to calculate forecasted emissions, emissions reduction targets, and a gap analysis. A summary of the legislation, emissions, and reduction targets is provided in Section 1.3, Project Background.

The CAAP includes strategies, GHG reduction measures, and supporting efforts to help the City achieve the selected aggressive target of 80 percent below 1990 levels, as well as the goal of net-negative emissions by 2030 (Climate-Safe California) in the following three sectors: Transportation and Land Use, Energy, and Solid Waste. The CAAP also addresses Natural and Working Lands. In addition to reductions in GHG emissions, the CAAP strategies, measures, supporting efforts, and adaptation strategies have tangible co-benefits to the City and residents of Watsonville.

This project description includes a summary of the CAAP's GHG reduction strategies, measures, and supporting efforts to achieve the target and show progress toward the goal of net-negative emissions in Section 1.4, CAAP Strategies and Measures. The project also includes amending Chapter 9, Environmental Resource Management, of the Watsonville General Plan to include Policy 9.K, Climate Action and Adaptation Plan, as described in Section 1.5, CAAP General Plan Amendment.

The IS analysis in Section 2, Initial Study Checklist, focuses on the potential environmental impacts of implementing these measures and supporting efforts, as well as the General Plan Amendment.

The CAAP has been included in its entirety in **Appendix A** (City of Watsonville 2021).

1.2 Project Location and Setting

The project area covers the extent of the City boundary and its sphere of influence. The City is located in the Pajaro Valley, in southern Santa Cruz County, California (**Figure 1**, Project Location).

The City is centrally situated between the Santa Cruz Mountains situated approximately 5 miles to the northeast and the Pacific Ocean approximately 3 miles to the southwest. The topography varies within the City with both level areas and gently rolling farmlands, with elevations ranging from sea level to 1,897 feet above sea level at Mount Madonna. Five small lakes lie along the City's northern and eastern borders. The City is bounded by Corralitos Creek to the north, Salsipuedes Creek to the east, and the Pajaro River to the south. There are several sloughs and small creeks throughout the City.

State Highway 1 extends north to south along the western boundary of the City, State Highway 129 extends along the southern boundary, and State Highway 152 (Main Street) extends from Highway 1 through the City center and then northeast to Gilroy.

1.3 Project Background

1.3.1 State Legislation

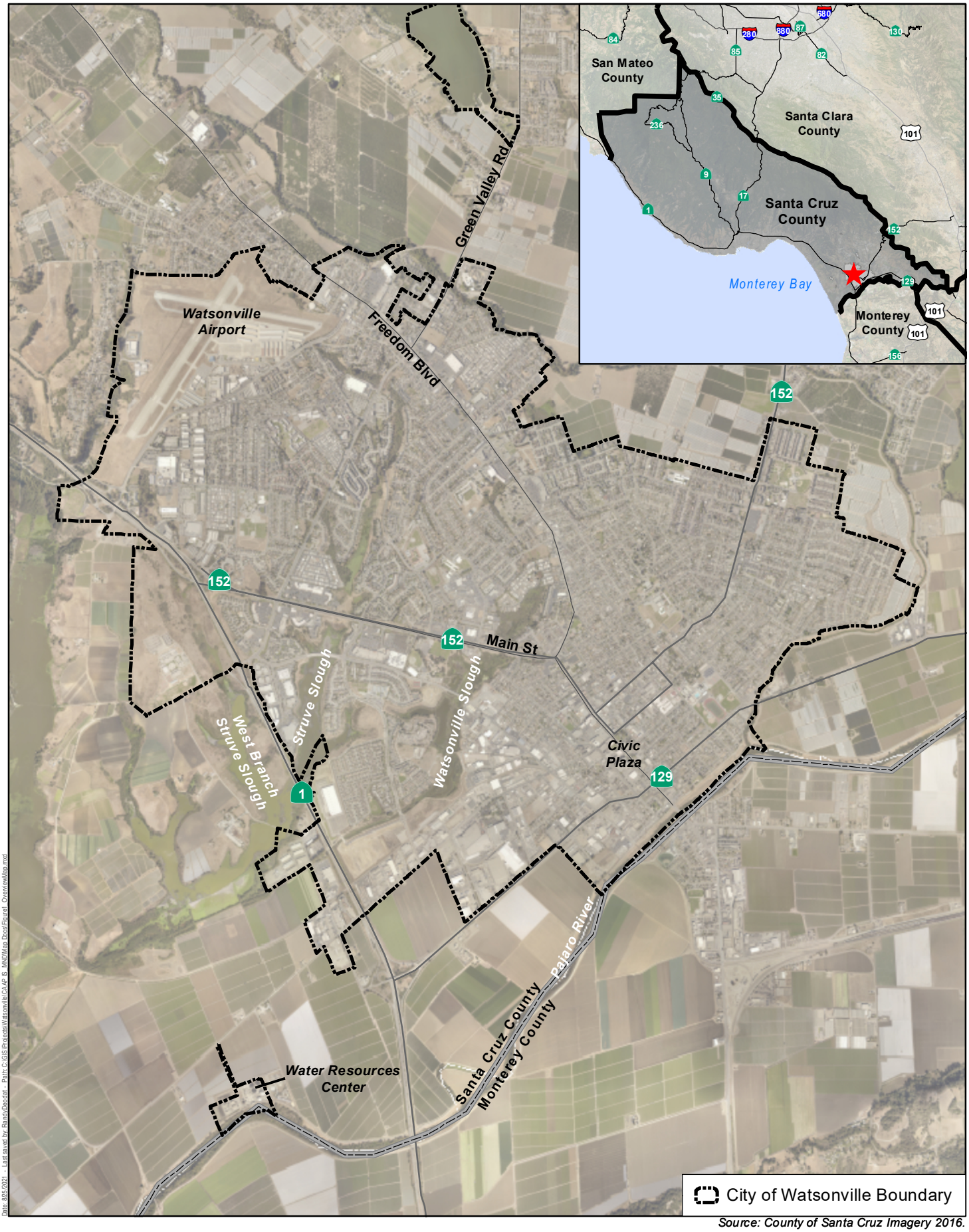
The CAAP serves as a plan to reduce GHG emissions to meet the state legislative target and provide a framework to ultimately achieve a goal of net-negative emissions.

The applicable legislative target for the CAAP is an emissions reduction of 40 percent below 1990 levels by 2030, as demonstrated by a per-capita target of 6 metric tons of carbon dioxide equivalent ($MTCO_2e$). This is consistent with Senate Bill (SB) 32 and California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) prepared by the California Air Resources Board (CARB) (CARB 2017). The City has achieved the reduction target of 40 percent below 1990 levels since its baseline year of 2005. Therefore, the CAAP demonstrates how the City would achieve the more ambitious target of 80 percent below 1990 levels by 2030, in accordance with the State of California EO S-3-05 target of 80 percent below 1990 levels by 2050.

The CAAP also demonstrates how the City will make progress toward a goal of net-negative emissions (i.e., remove more GHGs than the City emits) by 2030, significantly advancing the State of California EO B-55-18 goal of carbon neutrality no later than 2045.

Watsonville has already made significant progress in its climate action efforts. Since 2015, the City has undertaken many energy upgrades that have reduced GHG emissions by 21 percent below 2005 levels, which is well beyond the 2020 reduction goal of 15 percent below 2005 levels established in the City's 2015 Climate Action Plan (CAP).

As stated above, the City has achieved the statewide 2030 target of 6 $MTCO_2e$ per capita by 2030 since its 2005 inventory. However, to achieve a more aggressive reduction of 2 $MTCO_2e$ by 2030, which advances the state's 2050 80 percent reduction target, the City would need to reduce its total emissions by 21,265 $MTCO_2e$, significantly increasing the scale and speed of reductions.



Source: County of Santa Cruz Imagery 2016.

Harris & Associates

N

0 1,500 3,000

Feet

Figure 1

Project Location

Watsonville Climate Action and Adaptation Plan

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1.3.2 City Existing and Forecasted Emissions and Reduction Targets

Table 1, Business-as-Usual Greenhouse Gas Emissions Forecast, summarizes forecasted GHG emissions for the City, assuming business-as-usual (BAU) conditions based on 2017 data. Forecast emissions are estimated based on jobs, housing, and population growth estimates for the City provided by the Association of Monterey Bay Area Governments (AMBAG).

Table 1. Business-as-Usual Greenhouse Gas Emissions Forecast

Sector	GHG Emissions ($MTCO_2e$)			
	2017		2030	
	Total	Per Capita	Total	Per Capita
Energy	61,784	1.16	49,157	0.86
Wastewater	488	0.01	513	0.01
Transportation	86,044	1.61	67,488	1.19
Solid Waste	12,305	0.23	17,997	0.32
Total	**160,622**	**3.01**	**135,155**	**2.38**

Source: City of Watsonville 2021.

Notes: GHG= greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent

The Forecast Emissions with State Efforts scenario estimates future emissions if the CAAP were not adopted but assumes implementation of state requirements that may be quantified at this time. **Table 2**, Forecast Emissions and State Efforts, summarizes forecasted BAU GHG emissions for the City, assuming implementation of state efforts. EO N-79-20 would result in a substantial decrease in GHG emissions from the transportation sector by 2045, and the 2019 Title 24 Building Energy Efficiency Standards would result in energy reductions compared to BAU starting in 2030. Transportation emissions would be reduced from half of total emissions to approximately one-third of total emissions with EO N-79-20.

Table 2. Forecast Emissions and State Efforts

Sector	GHG Emissions ($MTCO_2e$)	
	2030	
	Total	Per Capita
Transportation	67,488	1.19
Energy	48,925	0.86
Wastewater	513	0.01
Solid Waste	17,997	0.32
Total	**134,923**	**2.37**

Source: City of Watsonville 2021, Appendix D.

Notes: GHG = greenhouse gas; $MTCO_2e$ = metric tons of carbon dioxide equivalent

A summary of emissions by sector with implementation of the CAAP is provided in **Table 3**, City of Watsonville Emissions with Implementation of CAAP Reduction Measures. The specifics of individual reduction measures, including GHG reductions associated with each strategy, are provided in the following section. As shown in **Table 3**, the reduction measures are anticipated to

reduce City emissions to 111,483 $MTCO_2e$, which would exceed the 2030 target. The City would also meet the EO S-3-05 goal for 2050. However, the City would not achieve the Climate-Safe California goal of net-negative emissions by 2030. An additional reduction of 111,483 $MTCO_2e$ would be required to meet net-negative emissions goals.

Although it is anticipated that additional reductions may be achieved through the proposed support measures and future state efforts that are not calculated in the CAAP, it is likely that carbon offsets and sequestration projects would be required to meet the net-negative goal. Use of offsets as part of CAAP implementation is outlined in Reduction Strategy NW2.

Table 3 also shows forecasted emissions for 2045 and 2050 with implementation of the CAAP and state efforts for informational purposes to show the anticipated long-term impact of the CAAP reduction strategies. However, because the scope of the CAAP target is 2030, the following reports only measure impacts on impact year 2030. Calculated individual reduction measure impacts on forecast years 2045 and 2050 are available in the CAAP document (**Appendix A**).

Table 3. City of Watsonville Emissions with Implementation of CAAP Reduction Measures

	Emissions ($MTCO_2e$)								
	2030			2045			2050		
Sector	BAU Total	Total With CAAP	Total Per Capita With CAAP	BAU Total	Total With CAAP	Total Per Capita With CAAP	BAU Total	Total With CAAP	Total Per Capita With CAAP
Transportation	67,488	58,836	1.04	58,290	26,209	0.43	58,186	26,010	0.41
Energy	49,157	36,999	0.65	53,650	38,622	0.63	5,404	39,283	0.63
Wastewater	513	513	0.01	552	552	0.01	566	566	0.01
Solid Waste	17,997	15,211	0.27	19,386	16,385	0.27	19,863	16,788	0.27
New Green Space	—	(76)	—	—	(234)	—	—	(287)	—
Total	**135,155**	**111,483**	**1.96**	**131,877**	**81,533**	**1.33**	**134,020**	**82,359**	**1.31**
CAAP Target Emissions	—	*113,658*	*2.0*	—	—	—	—	—	—
Reduction Gap	—	**(2,153)**	**(0.04)**	—	—	—	—	—	—

Source: City of Watsonville 2021, Appendix D.

Notes: BAU = business-as-usual; CAAP = Climate Action and Adaptation Plan; $MTCO_2e$ = metric tons of carbon dioxide equivalent

1.4 CAAP Strategies and Measures

The CAAP identifies the GHG reduction strategies, measures, and supporting efforts developed by the City to achieve the more ambitious target of 80 percent below 1990 levels by 2030, in accordance with the State of California EO S-3-05 target of 80 percent below 1990 levels by 2050, and to show progress toward the goal of net-negative emissions (refer to **Appendix A**, Chapter 2). These strategies (19), measures (33), and supporting efforts (61) are summarized in **Table 4,** CAAP

Strategies, Measures, and Supporting Efforts, and organized by the following sectors: Transportation and Land Use (T), Energy (E), Solid Waste (SW), and Natural and Working Lands (NW).

The measures are specific, measurable, and enforceable so that the City can demonstrate progress toward the target and goal. The supporting efforts further reduce GHGs in support of the GHG reduction measures and position the City to adapt to climate change.

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy T1: Incorporate Smart Growth Concepts		
T1-A: Smart Growth Principles	Based on AMBAG growth projections, the City is projected to experience an approximately 10% increase in jobs and housing by 2030 compared to existing conditions, which would necessarily lead to an increase in jobs and housing density in Watsonville. Increased density would reduce VMT by locating people in closer proximity to workplaces and other destinations. The support measures outline how this future growth would be accommodated in line with smart growth principles	**T1-S1:** Include and advance transit-oriented development, active transportation connections, and smart growth concepts in the Downtown Watsonville Specific Plan. **T1-S2:** Continue and expand smart growth strategies, such as high-density development centered on transit and commerce at nodes throughout Watsonville. **T1-S3:** Amend the Watsonville General Plan to create a new jobs-housing policy and sync with the next update to the Housing Element to provide more employment opportunities and an expanded range of housing options for all income levels. **T1-S4:** Address overcrowding and cost-burdened households in the next update to the Housing Element in accordance with state law. **T1-S5:** Incorporate affordable housing requirements in the Downtown Watsonville Specific Plan. **T1-S6:** Restructure existing development impact fees to incentivize compact development. For public works and parks, impose impact fees per square footage.
Strategy T2: Increase Multimodal Transportation Facilities		
T2-A: New Pedestrian Improvements	Require new development projects, residential and non-residential, to provide pedestrian improvements along street frontages; and strongly encourage connection to the nearest existing pedestrian facilities, such as sidewalks or trails. Developments shall also include internal pedestrian connections between all uses.	**T2-S1:** Create regularly scheduled open street events in Watsonville. Several streets would be closed to vehicle traffic for a community event that focuses on promoting alternative transportation and other sustainability programs. **T2-S2:** Determine barriers to creation of a pedestrian and bike path to Pajaro Dunes beach access and work with the County of Santa Cruz to implement a solution and Rail Trail Segment 17. **T2-S3:** Conduct existing conditions assessments necessary to apply for grant funding to improve active transportation infrastructure. **T2-S4:** Coordinate with the Santa Cruz County Regional Transportation Commission and the California Department of Transportation to identify feasible pedestrian and bicycle improvements to
T2-B: Pedestrian and Cyclist Multimodal Enhancements	Improve roadway segments, intersections, and bikeways to implement multimodal enhancements for pedestrian and cyclist comfort and safety along City-maintained public roads by improving 5 centerline miles of roadway segments and 100 intersections by 2030. Projects may include but not be limited to the following projects identified for Watsonville in the AMBAG 2040 MTP/SCS:	

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
	• Traffic calming and greenway features on 2nd Street/Maple Avenue and 5th Street from Lincoln Street to Walker Street • Bike lane improvements to Rodriguez Street (Main Street to Riverside Drive) • Addition of sharrows to Union/Brennan (Freedom Boulevard to Riverside Drive) • Improvement to the crosswalks on Union Street/Brennan Street • Pedestrian and bicycle enhancements on Main Street (Freedom Boulevard to Riverside Drive) and Freedom Boulevard (Green Valley Road to Davis Avenue) • Exploration of implementing universal streets in the Downtown Area • Complete streets improvements to Main Street (East Beach Street to Freedom Boulevard) • Construction of pedestrian/bicycle bridge over Highway 1 • Installation of a roundabout to replace the currently signalized intersection at Main Street (Highway 152)/Freedom Boulevard with safety considerations for bike/pedestrian improvements • Freedom Boulevard reconstruction (Alta Vista Avenue to Green Valley Road) for pedestrian improvements	State Route 129 and State Route 152 for implementation in subsequent State Highway Operation and Protection Program funding cycles. **T2-S5:** Identify key corridors or planning areas for conducting transportation studies (e.g., Freedom Boulevard, former rail station) and develop a Multimodal Transportation Plan for identified key corridors or planning areas. **T2-S6:** Coordinate with the Santa Cruz County Regional Transportation Commission to implement proposed local trail projects.
T2-C: Trails and Bicycle Master Plan	New pedestrian and bicycle infrastructure may include but not be limited to Coastal Rail Trail Segments 17 and 18, Lee Road Trail, Pajaro Valley High School Connector Trail, Pajaro River Levee Trail, and projects identified in the AMBAG 2040 MTP/SCS. Additionally, there may be bicycle improvements for Harkins Slough Road, Green Valley Road, State Route 129, and State Route 152. Pedestrian improvements may include sidewalk infill on Harkins Slough Road and Main Street, pedestrian bridge over Highway 1 to Pajaro Valley High School, and various intersection improvements.	

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy T3: Implement Parking Management		
T3-A: Downtown Watsonville Specific Plan Parking Strategies	Implement a Parking Program in the downtown area to encourage alternative modes of transportation when visiting downtown. Expand the Downtown Parking District and incorporate parking management strategies in the Downtown Watsonville Specific Plan, to eliminate free parking.	**T3-S1:** Explore feasible parking management strategies, such as reducing minimum parking requirements, setting maximum parking requirements, requiring car-share parking, unbundling parking, or requiring developments to provide transit passes.
Strategy T4: Prioritize Transit Movement		
T4-A: Transit-Supportive Treatments	Implement transit-supportive treatments on 25% of transit routes within the City. Transit-supportive treatments will incorporate a mix of roadway infrastructure improvements and/or traffic signal modifications to prioritize transit movement over vehicle movement and to improve transit travel times and reliability to increase convenience and reduce wait times between services.	**T4-S1:** Increase use of transit, ride-share, bicycles, and pedestrian facilities by providing regional connections through supporting implementation of the Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS), including transit connections from the City of Santa Cruz and City of Hollister to Watsonville, and the Watsonville Transit Hub project to expand transportation mode options. The City supports developing the proposed Monterey Bay Sanctuary Scenic Trail Network or "Rail Trail" in a manner that is compatible with passenger rail service as previously supported by the Watsonville City Council through approval of Resolution No. 112-20 (CM) and Resolution No. 141-14 (CM). **T4-S2:** Coordinate with Santa Cruz Metropolitan Transit District to improve transit service. **T4-S3:** Coordinate with the Transportation Agency for Monterey County and Monterey County to support implementation of and to ensure multi-modal access to the planned rail station in Pajaro.
Strategy T5: Increase Community Commute Trip Reduction		
T5-A: Commute Trip Reduction Programs	Update the City's Green Business Program to include commute trip reduction programs. Provide incentives and education to existing and future employers to participate in the program, particularly to implement commute trip reduction programs. The City shall track participating businesses to achieve a 20% participation City-wide. Commute trip reduction programs may include but are not limited to ride-sharing programs, subsidized transit, vanpool/shuttles, and alternative work schedules.	**T5-S1:** Participate in regional efforts to promote telecommuting. **T5-S2:** Support efforts to develop City-wide broadband access.
T5-B: End-of-Trip Facilities	Update Municipal Code Section 14-17.113 to require new non-residential development to provide end-of-trip facilities for employee use in addition to bicycle parking. End-of-trip facilities will include bike parking, bike lockers, showers, and personal lockers to the extent feasible.	

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy T6: Increase Community Trip Reduction		
T6-A: Car-Sharing Programs	Permit car-sharing programs such that one shared car is available per every 2,000 residents.	**T6-S1:** Develop and implement recommended project-level mitigation measures to reduce vehicle miles traveled (VMT) through implementation of the California Environmental Quality Act (CEQA), in accordance with Senate Bill (SB) 743 and Governor's Office of Planning and Research Technical Guidance. **T6-S2:** Promote local preference purchasing policies for private companies, public schools, etc. **T6-S3:** Implement Lawn to Food program or Lawn to Natives program. **T6-S4:** Work with local partners to host ongoing do-it-yourself workshops for residents and to create a flea market (market place or fair) for used and locally made goods, and conservation learning opportunities. **T6-S5:** Update the Municipal Code to increase bicycle parking requirements for commercial and residential development, where appropriate. **T6-S6:** Launch an "Eat Local" initiative to inform public, restaurants, and local businesses of benefits to sourcing locally grown food, collaborate with Farm Bureau and/or Chamber of Commerce.
T6-B: Mobility Devices	Promote short-term and monthly rental or purchase of bicycles, ebikes, cargo bikes, and similar mobility devices, including 100 shared or short-term rental devices in the Downtown Area. This measure may be accomplished fully or in part through implementation of the proposed Santa Cruz County Regional Bicycle Share Program.	
T6-C: Community-Based Travel Planning	Implement community-based travel planning that targets at least 50 percent of residences by 2030. The community-based travel planning is a residential-based outreach that will provide households with customized information about available routes and destinations, available incentives and discounted fare programs, and availability of support infrastructure, such as bike or scooter sharing, to encourage the use of transportation alternatives in place of single-occupancy vehicles. The community-based travel planning would involve teams of trained travel advisors visiting all households within a targeted geographic area, having tailored conversations about residents' travel needs, and educating residents about the various transportation options available to them.	
T6-D: School Ride-Sharing Program	Create or facilitate a ride-sharing program for school-aged children. The program would match parents to transport students to public or private schools, particularly schools where students would find it difficult to walk or bike and would otherwise not be able to use a school bus. The City will promote and track the program to achieve 16% City-wide student participation by 2030.	
T**6-E:** School Bus Services	Promote school bus services to achieve a 10% increase in school bus use compared to existing use by 2030.	
T6-F: Active Transportation Routes to School	Continue to implement the Complete Streets to Schools Plan to improve active transportation routes to schools to increase use of active transportation for school commutes by 5% by 2030. Proposed improvements include but are not limited to new sidewalks, improved signage and street markers, sidewalk improvements, lighting improvements, and cross-walk improvements.	
T6-G: Local Shopping	Provide a variety of opportunities and incentives to encourage local shopping, with the goal of reducing average household grocery trip length by 1 mile. Programs will include identifying and	

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
	removing barriers to urban agriculture to encourage residents to grow food and/or raise chickens, and expand and diversify alternative food access points (e.g. community-supported agriculture, community gardens, farmers markets). The City will identify vacant City-owned land suitable for growing food and establish community gardens where suitable, make City-owned parking lots and public gathering spaces available for farmers markets and community-supported agriculture pick up locations.	
Strategy T7: Expand Electric Vehicle Use		
T7-A: Accelerated Vehicle Retirement Program	Participate in an accelerated vehicle retirement program, such as the EV Purchase Guidance Program through Ecology Action, to replace at least 1,500 locally registered light duty gasoline or diesel powered vehicles with a ZEV by 2030. Replacement vehicle eligibility would be determined by program requirements. In the event that requirements are to be established by the City, cars eligible for replacement shall be at least 10 years old at the time of program implementation.	**T7-S1:** Explore Low-Carbon Fuel Standard Credits generated by electric vehicle (EV) charging. **T7-S2:** Participate in programs to bring electric vehicle (EV) charging infrastructure to existing multi-family and low-income households. **T7-S3:** Support state or federal efforts to explore commercial use of electric aircrafts. **T7-S4:** Explore electric charging stations at Watsonville Municipal Airport for electric aircraft.
T7-B: Public Electric Vehicle Charging Stations	Create at least 20 EV charging facilities in public parking areas (City-owned lots and parking spaces) by 2030.	
Strategy T8: Establish Municipal Commute Reduction		
T8-A: City Employee Commute Reduction Program	Create a comprehensive, monitored City employee commute reduction program that will, at a minimum, include an incentivized carpool program. It shall be the goal of the City that at least 20 percent of employees for whom work from home is not an option will participate in the program.	None.
T8-B: City Employee Telecommuting	Continue to allow City staff to work from home at least one day per week, with a goal of at least 10% staff participation in the program.	
Strategy T9: Electrify Fleet Vehicles		
T9-A: Zero-Emissions Vehicle Fleet	Continue to implement the City's Green Vehicle Policy to purchase or lease low emissions passenger vehicles and trucks, and heavy duty as well when possible. Strengthen the policy to require ZEVs for passenger vehicles and trucks, with the goal of replacing all light duty vehicles with ZEV by 2030.	**T9-S1:** Reduce municipal fossil-fueled vehicle miles traveled (VMT) by eliminating biosolids hauling through future use of biochar at the City's wastewater treatment facility and creating a circular carbon economy in the Pajaro Valley.

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy E1: Reduce Natural Gas Use		
E1-A: Natural Gas Reduction in New Development	Require a 50 percent reduction in natural gas consumption compared to BAU in all new development through electric-only development and installation of electric or more efficient natural gas home heating and cooling systems, appliances, or water heaters. Explore implementation of an all-electric ordinance to achieve all-electric development by 2030.	**E1-S1:** Promote equitable electrification policies with Central Coast Community Energy (3CE). **E1-S2:** Lobby the state for a statewide ordinance and explore implementation of an ordinance requiring new construction to be all-electric. **E1-S3:** Support Central Coast Community Energy's (3CE's) efforts to increase community preparedness for power outages by developing educational materials and conducting outreach. **E1-S4:** Investigate updates to the City's Building Regulations (Municipal Code Title 8) to accelerate anticipated changes to green building criteria in the California Green Building Standards Code concerning building electrification, electric vehicle (EV) parking/charging, or other measures. **E1-S5:** Encourage the state to ensure that electric infrastructure will be adequate to support the conversion to all-electric.
E1-B: Appliance Retrofits	Incentivize retrofits of gas appliances such as home heating and cooling systems, cooking appliances, dryers, and water heaters with electric equivalents by 2030, with a target natural gas use reduction of 30percent by 2030. The City shall work with 3CE or other funding sources to accomplish this measure.	
Strategy E2: Retrofit Existing Buildings		
E2-A: Existing Building Retrofits	Facilitate and promote funding programs to retrofit 25% of existing (pre-2020) commercial spaces and residential units by 2030 to achieve 10% or greater energy efficiency compared to existing energy use. Example retrofits may include but are not limited to EnergyStar appliance replacements or boiler replacements.	**E2-S1:** Create an Existing Building Decarbonization Plan to expand the potential to reduce existing building energy use.
Strategy E3: Increase 3CE Prime Participation		
E3-A: 3CE Customer Participation	Increase participation in 3CE Prime, with the goal of 50 percent of all residential and non-residential customers choosing 3CE Prime by 2030.	**E3-S1:** Collaborate with Central Coast Community Energy (3CE) to develop an outreach program to encourage and incentivize switching to 3CE Prime.
E3-B: City 3CE Prime Participation	Switch all City electricity accounts to 3CE Prime, including Watsonville Municipal Airport.	
Strategy E4: Incorporate Cool Roof Technology		
E4-A: Cool Roofs for New Development	Require installation of cool roof technology for new commercial, municipal, and multi-family residential projects to achieve at least 50% cool roofs in new development. A cool roof treatment, green space, or photovoltaic panels would qualify for compliance with this measure.	**E4-S1:** As part of the Watsonville Urban Greening Plan, install cool roof technology or use current best practices when City buildings' roofs need to be repaired, including Watsonville Municipal Airport. **E4-S2:** Explore implementation of an ordinance requiring installation of cool roof technology for new commercial, municipal, and multi-family residential projects.

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy E5: Install Solar Retrofits		
E5-A: Existing Building Solar Retrofits	Provide incentives and/or promote available funding programs to retrofit 15% of existing residences and commercial space with solar panels with battery storage to provide at least 50% of individual building energy demand. Incentives may include removal of administrative barriers, removing fees, improving permitting process to provide online and same day approval.	**E5-S1:** Participate in programs that promote solar, storage, and energy improvements for City residents and businesses. **E5-S2:** Assess solar and storage potential for critical and community-serving facilities.
Strategy E6: Reduce Municipal Energy		
E6-A: Municipal Energy Projects	Implement the recommendations from the Energy Projects Assessment and Development prepared by Sage Renewables (October 2018) to reduce energy use at City Hall, Police Station, Fire Station I, and other City facilities.	None.
Strategy E7: Increase Wastewater Treatment Plant Energy Efficiency		
E7-A: Wastewater Treatment Plant Energy Efficiency	Reduce off-site electricity demand at the Watsonville Wastewater Treatment Facility by 50% by 2030. The plant is currently undergoing an audit through the Pacific Gas & Electric Company program RAPIDS Wastewater Treatment Optimization program that will identify projects that will reduce energy demand. Alternatively, possibilities to increase on-site electricity production include alternate uses of biogas to improve energy production and reduce emissions (such as replacing existing cogeneration system with a fuel cell system) or additional solar panels.	**E7-S1:** Reduce water usage throughout Watsonville to save on water supply energy use. **E7-S2:** Explore the Drought-Ready Construction Model Ordinance and dual plumbing guidance documents for potential implementation into the Watsonville Municipal Code.
Strategy SW1: Divert Organic Waste		
SW1-A: Organic Waste Diversion	Continue to expand and promote local composting and food waste diversion programs in accordance with SB 1383 to achieve 75 percent diversion of all organic waste by 2030. An example program to achieve this measure would be creation of a residential and commercial organics recycling program.	**SW1-S1:** Work with the California Department of Resources Recycling and Recovery to use the City's home composting program as an alternative to food waste collection for residents who want to opt out and get a service waiver. **SW1-S2:** Support programs that reduce plastic use in agriculture and collaborate in regional efforts to implement a plastic take-back program. **SW1-S3:** Eliminate single-use plastics and prioritize reuse in food preparation, distribution, and sale. **SW1-S4:** Explore alternate management of biosolids from the wastewater treatment plant, such as conversion to biochar—a stable, non-toxic, charcoal substance that is useful as a soil amendment.

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
Strategy NW1: Increase Local Greenspace		
NW1-A: Green Space	Preserve or restore an additional 5 acres of green space within City limits by 2030. The goal will in part be accomplished by implementing a 100-foot development buffer around all sloughs within City limits and implementing watershed improvements and habitat enhancements for sloughs, storm culverts, and open channels.	**NW1-S1:** Promote eco-literacy with a focus on local agriculture. **NW1-S2:** Incentivize tree planting on public and private property (sequester carbon, provide shade, and restore habitat). **NW1-S3:** Develop a tree ordinance to protect existing trees. **NW1-S4:** Implement an "Adopt a Tree" program. **NW1-S5:** Develop and implement a Green Infrastructure Plan, including a combination of stormwater features, habitat, trees, and other greenery. **NW1-S6:** Identify strategies for grassroots implementation of green infrastructure and restoration by City residents. **NW1-S7:** Coordinate meeting series with Indigenous people, such as the Amah Mutsun Tribal Band/Pajaro Indian Council, to discuss best practices on restoration strategies and actions. **NW1-S8:** Promote the California Conservation Corps and similar programs for Watsonville youth. **NW1-S9:** Work with existing landowners to replace missing landscaping to increase green space. **NW1-S10:** Implement a seedling program that provides residents with free trees. **NW1-S11:** Modify park impact fees to support additional tree planting.
NW1-B: Tree Planting	Continue to implement the Urban Greening Plan, with the goal of planting 300 trees per year.	
Strategy NW2: Reduce Emissions through Carbon Offsets and Sequestration		
NW2-A: Local Carbon Offset and Sequestration Program	Develop a local carbon offset and sequestration program to meet the City's GHG reductions toward meeting the goal of net-negative emissions by 2030. General Plan Implementation Measure 9.K.1 (Climate Action and Adaptation Plan) requires inclusion of a local carbon offset program as part of the CAAP. The City will implement local carbon offset and sequestration projects, such as use of a local organic waste composting facility, use of local woody organic waste, or conversion of biosolids to biochar for energy generation, soil enrichment, and develop new projects in Watsonville by 2030. Current and future carbon offset and sequestration projects shall be tracked and verified by the City, be located in Watsonville, and support adaptation strategies of grid vulnerability and energy resilience and agricultural vulnerability and food resilience. The local carbon offset and sequestration program will focus on transitioning to green jobs and just transition to	**NW2-S1:** Identify the City's role in promoting and supporting climate-smart agricultural practices in partnership with the Pajaro Valley Water Management Agency (PVWMA) and Resource Conservation District of Santa Cruz County. **NW2-S2:** Explore a pilot project to promote regenerative agriculture on City farm land. **NW2-S3:** Explore natural resource protection (specifically native plants) and invasive species management policies. **NW2-S4:** Quantify the sequestration (removal of carbon dioxide [CO_2]) provided by the slough system.

Table 4. CAAP Strategies, Measures, and Supporting Efforts

Measure	Description	Supporting Efforts
	climate mitigation, adaptation, and restoration. Should there be a need as a last resort to develop and implement local carbon offset and sequestration projects outside of Watsonville, they shall be focused within Santa Cruz County and, lastly, within California. Evaluate and report on the local carbon offset program and replace the use of carbon offsets with future GHG reduction measures as those become available due to technological, economic, social, behavioral, and policy changes whenever possible. This is a measure of last resort to help the City make progress toward the net-negative goal and shall not be used to meet the reduction target by 2030. Evaluate and update the City's existing Carbon Fund Ordinance, as necessary, to identify additional funding to fund the local carbon offset and sequestration program.	

Source: City of Watsonville 2021.

Notes: 3CE = Central Coast Community Energy; AMBAG = Association of Monterey Bay Area Governments; BAU = business-as-usual; CAAP = Climate Action and Adaptation Plan; CEQA = California Environmental Quality Act; CO_2 = carbon dioxide; EV = electric vehicle; GHG = greenhouse gas; MTP = Metropolitan Transportation Plan; PVWMA = Pajaro Valley Water Management Agency; SB = Senate Bill; SCS = Sustainable Communities Strategy; VMT = vehicle miles traveled; ZEV = zero-emissions vehicle

1.5 CAAP General Plan Amendment

The CAAP includes a General Plan Amendment to include Policy 11.5.2 and Implementation Measure 11.5.21 in the Watsonville General Plan. The policy and implementation measure have been revised to be relevant with this CAAP.

The Watsonville General Plan will be amended to add the following section to Chapter 9, Environmental Resource Management, of the Watsonville General Plan:

Policy 9.K Climate Action and Adaptation

The City shall prepare and implement a Climate Action and Adaptation Plan (CAAP). The CAAP shall be a fully enforceable document that establishes emissions reductions targets and identifies and quantifies strategies and measures the City will undertake to reach its targets. The CAAP shall also include a climate change preparedness analysis to address City adaptation to climate change. The City shall monitor and report on progress toward the emissions reduction targets on a periodic basis, with updates to the inventory every two years and an update to the CAAP at least every five years. The CAAP shall be a California Environmental Quality Act (CEQA)-qualified GHG reduction plan pursuant to CEQA Guidelines Section 15183.5. Therefore, all strategies and GHG reduction measures must be fully enforceable and feasible to implement by the City.

Implementation Measures

9.K.1 Climate Action and Adaptation Plan – The CAAP shall include the following:

- Conduct a baseline analysis (GHG emissions inventory) using the best available baseline year;
- Adopt an emissions reduction target;
- Develop strategies and measures for reducing emissions;
- Develop strategies and actions for adaptation to climate change;
- Develop a local carbon offset program;
- Implement strategies and measures identified in the CAAP; and
- Monitor emissions and verify results.

The CAAP shall be a standalone document that implements the requirements set forth in Policy 9.K. Updates to the CAAP, including, but not limited to, inventory updates every two years and updates to the CAAP at least every five years, shall not require updates to the 2005 General Plan or revisions to this Chapter through subsequent General Plan Amendments.

The CAAP developed in 2021 satisfies the implementation efforts above. To ensure progress and streamline update efforts, the CAAP is structured in a way that prioritizes project implementation through City commitments and ongoing monitoring. The CAAP and progress made towards its implementation shall be posted on the City's website.

City operations and actions, as well as land use approvals, will be required to be consistent with the CAAP.

1.6 Regulatory Requirements, Permits, and Approvals

Upon adoption of the CAAP ND, the CAAP is a California Environmental Quality Act (CEQA)-qualified GHG reduction plan pursuant to CEQA Guidelines, Section 15183.5. Therefore, the GHG reduction measures have the same effect as mitigation measures under CEQA. Each strategy details the enforceable action, timing, and responsible department to implement the relevant GHG reduction measures. Each GHG reduction measure is designed to be feasible and fully enforceable by the City. As a qualified plan, it was developed to meet the CEQA criteria for "a plan for the reduction of greenhouse gas emissions," such that it may be used by the City for the specific purpose of streamlining the analysis of GHG emissions for subsequent projects.

The project requires the Watsonville City Council approval of the CAAP and adoption of the ND. The City has sole approval authority over the CAAP, and no other public agencies' approval is required.

Section 2 Initial Study Checklist

The following discussion of potential environmental effects was completed in accordance with Section 15063 of the CEQA Guidelines to determine if the proposed project may have a significant effect on the environment.

2.1 Project Information

1. Project title:	City of Watsonville Climate Action and Adaptation Plan (CAAP)
2. Lead agency name and address:	City of Watsonville, Public Works & Utilities 250 Main Street Watsonville, California 95076
3. Contact person name, address, and phone number:	Alex Yasbek, PE, Senior Civil Engineer City of Watsonville, Public Works & Utilities 500 Clearwater Lane Watsonville, California 95076 (831) 334-9054 alex.yasbek@cityofwatsonville.org
4. Project location:	City-wide
5 Project sponsor's name and address:	City of Watsonville, Public Works & Utilities 250 Main Street Watsonville, California 95076
6. General Plan designation:	The 2021 CAAP would be implemented throughout the City and could occur in all General Plan designations.
7. Zoning:	The CAAP would be implemented throughout the City and could occur in all zoning designations.
8. Description of project:	Refer to Section 1, Environmental Setting and Project Description, of this IS/ND.
9. Surrounding land uses and setting:	Refer to Section 1 of this IS/ND.

10. Other public agencies whose approval is required:	None.
11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?	No consultation has been requested. Refer to Section 2.4.5, Cultural Resources and Tribal Cultural Resources, of this IS/ND for details.

Summary of Required Mitigation Measures

None.

2.2 Environmental Factors Potentially Affected

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

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology and Soils	☐ Greenhouse Gas Emissions	☐ Hazards and Hazardous Materials
☐ Hydrology and Water Quality	☐ Land Use and Planning	☐ Mineral Resources
☐ Noise	☐ Population and Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities and Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

2.3 Lead Agency 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 (state), including implementation of the mitigation measures identified herein. 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.

Christian Di Renzo
Interim Director of Public Works & Utilities
City of Watsonville

September 2, 2021

2.4 Evaluation of Environmental Impacts

This section documents the screening process used to identify and focus on environmental impacts that could result from the project. The checklist portion of the IS begins below and includes explanations of each CEQA issue topic. CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified. The following terminology is used to describe the potential level of significance of impacts:

- **No Impact.** The analysis concludes that the project would not affect the particular resource in any way.
- **Less than Significant.** The analysis concludes that the project would not cause substantial adverse change to the environment without the incorporation of mitigation.
- **Less than Significant with Mitigation Incorporated.** The analysis concludes that it would not cause substantial adverse change to the environment with the inclusion of mitigation agreed upon by the applicant.
- **Potentially Significant.** The analysis concludes that the project could result a substantial adverse effect or significant effect on the environment, even if mitigation is incorporated. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

2.4.1 Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 non-urbanized 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 that would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

c. Would the project, in non-urbanized 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?

Less Than Significant Impact. A scenic vista is generally defined as the view of an area that is visually or aesthetically pleasing. The Watsonville General Plan does not officially designate any scenic vistas within the City; however, there are several areas that can be considered to have scenic public views (e.g., the trail system along the sloughs).

The CAAP is a policy document that does not propose new development that would result in the construction of site-specific projects that may impact a scenic vista or the existing visual character and quality of an area. However, implementation of strategies and measures under the CAAP could have the potential to impact scenic vistas and visual character or quality of an area, if it introduces a new structure or feature that blocks public views or adversely changes the local aesthetics.

For example, Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City. By encouraging high density residential use mixed with pedestrian-oriented commercial, it is possible that the line-of-sight of scenic public views could be blocked from certain vantage points, or the visual character of an area could be adversely altered. Measure E5-A provides incentives for retrofitting existing

buildings with solar panels to meet regional clean energy goals and improve power security and sustainability. Solar panels have the potential to alter the visual character of a structure or area.

New structures or features such as solar panels would be required to comply with existing design standards in the Watsonville General Plan (Implementation Measure 5.F.1.f). In addition, the Watsonville General Plan Urban Design Element includes goals and policies for the preservation of visual resources. Policy 5.A lays out the design review procedure for new development to minimize impacts to scenic vistas and visual quality.

Additionally, in accordance with the City's Zoning Code (Section 14-12.403) and standard Design Review process, proposed development shall be compatible with and preserve the character and integrity of adjacent development and neighborhoods (b), and shall incorporate features to minimize adverse effects, including visual impacts on adjacent properties through overall design, use of materials, size, location, and design (e).

Further, new development that may result from implementation of the CAAP would be considered a future project required to undergo separate project-level CEQA review and compliance, and site-specific mitigation measures may be identified and required for future projects. It would be too speculative at this time to anticipate the location, size, and design of future development.

Therefore, potential impacts to scenic vistas and visual character or quality would be less than significant.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. There are no officially designated state scenic highways in the City. However, State Highway 1 and State Highway 152 (refer to **Figure 1**) are eligible for designation as state scenic highways (Caltrans 2019).

The CAAP is a policy document that does not propose specific development or other physical changes to the environment, nor does it grant any entitlements for development that would potentially damage scenic resources (such as trees, rock outcroppings, and historic buildings) within a state scenic highway.

The CAAP includes strategies and measures aimed at preserving and increasing greenspace, which could include the State Highway 1 and State Highway 152 view corridors and view sheds.

Regarding the measures that could result in new structures, such as Strategy T1 described above, it is highly unlikely that development would occur within the Highway 1 corridor, but it is possible development could occur within or adjacent to the Highway 152 corridor which extends through Watsonville. However, these are not designated scenic corridors. Future projects implemented under the CAAP would be required to comply with the goals and policies in the Watsonville

General Plan Urban Design Element aimed at preserving scenic routes and corridors, and would be subject to CEQA review and compliance.

Therefore, potential impacts to scenic resources within a state scenic highway would be less than significant.

d. Would the project create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

Less Than Significant Impact. The CAAP is a policy document containing strategies and supporting measures to reduce GHG emissions. It does not propose site-specific development. However, the implementation of measures initiated under the CAAP could result in the development of new sources of light or glare.

Measure E5-A provides incentives to retrofit existing residences with solar panels to help meet regional clean energy goals and improve power security and sustainability. Solar panels are designed to absorb light to generate energy, not reflect it. Thus, their placement and orientation on structures would not create a new source of substantial light or glare that would adversely affect day or nighttime views in the area. In addition, future projects would be required to be consistent with existing design standards in the Watsonville General Plan, including Implementation Measure 5.F.1.f.

Measure T6-F calls for lighting improvements to increase safety and usability of active transportation routes to school. Lighting improvements have the potential to increase light and glare. In accordance with the City's Zoning Code (Section 14-12.403) and standard Design Review process, proposed development shall incorporate features to minimize adverse effects, including the visual impacts of lighting.

Therefore, potential impacts from the creation of a new source of light and glare would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. 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. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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?	☐	☐	☐	☒

Impact Analysis

a. Would the project 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. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

c. Would the project 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. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project 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?

No Impact. According to the Watsonville General Plan Land Use Map, the majority of land in the City is urban and built up, with approximately 12 percent of land denoted as environmental management areas. The unincorporated area in the Pajaro Valley outside of the City limits contains a large percentage of rural and agricultural land. Furthermore, the City does not contain any economically significant forest or timberland resources (City of Watsonville 1994).

Several measures and supporting efforts in the CAAP support small-scale and urban agriculture through opportunities for local shopping (Measure T6-G) and a focus on local and climate-safe agriculture (Strategy SW1, Action F.1.3). However, the project would not result in the conversion of prime or unique farmlands and/or farmland of statewide importance, and it would not conflict with the Williamson Act, as no Williamson Act lands occur in the City.

Furthermore, the CAAP is a policy document that does not involve any land use or zone changes and does not involve specific development or physical changes to the environment. Therefore, implementation of the CAAP would not conflict with existing zoning for or cause the rezoning of forest land, would not result in the loss of forest land, and would not involve changes which could result in the conversion of farmland to non-agricultural use or of forest land to non-forest use.

Therefore, the potential impact to agriculture and forestry resources would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.3 Air Quality

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:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The Monterey Bay Air Resources District (MBARD) is one of 35 air districts established by CARB to protect air quality in California. The MBARD's jurisdiction is the North Central Coast Air Basin (NCCAB), which includes Santa Cruz County. As required by the California Clean Air Act, the MBARD prepared an Air Quality Management Plan (AQMP) in 1991, with subsequent updates every 3 years to show how the state ambient air quality standards would be met in the NCCAB. The NCCAB does not meet state standards for ozone (reactive organic gases [ROGs] and nitrogen oxides [NO_x]) and fine particulate matter (PM_{10}).

The MBARD AQMP includes an emission inventory with general estimated basin-wide construction-related emissions, which are not expected to prevent long-term attainment or maintenance of the ozone and particulate matter standards within the NCCAB. Construction may be required for components of CAAP implementation, such as T7-B (installation of electric vehicle [EV] chargers); however, unusual construction practices or intensities are not anticipated. Therefore, temporary construction impacts related to air quality plans for these pollutants from the project would be less than significant, and no mitigation would be required, since they are presently estimated and accounted for in the MBARD's emission inventory, as described below under Criterion b.

The proposed CAAP does not propose any new development or growth that would conflict with vehicle miles traveled (VMT) and emissions assumptions of the MBARD AQMP. Rather, the CAAP would support increased sustainability in planned development. Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City; however, overall planned growth would remain the same.

Additionally, the CAAP measures, such as T2-B (Pedestrian and Cyclist Multimodal Enhancements) and T7-A (Accelerated Vehicle Retirement Program), would reduce VMT and expand use of zero-emissions vehicles (ZEVs) and in turn reduce regional criteria pollutant emissions. Therefore, the CAAP is anticipated to be a net benefit to air quality in the NCCAB. No stationary sources would be constructed as a result of CAAP implementation that would be long-term permanent sources of emissions. Thus, it is consistent with the MBARD AQMP.

Therefore, impacts to regional air quality because of construction and long-term operation of the project would be less than significant.

b. Would the project 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)?

Less Than Significant Impact. As stated above, Santa Cruz County is located within the NCCAB, and the NCCAB does not meet state standards for ozone (ROGs and NO_x) and PM_{10}. Therefore, the regional pollutants of concern that would be emitted by the project are ozone precursors and PM_{10}.

The primary sources of ROG within the air basin are on- and off-road motor vehicles, petroleum production and marketing, solvent evaporation, and prescribed burning. The primary sources of NO_x are on- and off-road motor vehicles, stationary source fuel combustion, and industrial processes. In 2015, daily emissions of ROGs were estimated at 59 tons per day. Of this, area-wide sources represented 60 percent, mobile sources represented 23 percent, and stationary sources represented 17 percent. Daily emissions of NO_x were estimated at 39 tons per day with 60 percent from mobile sources, 21 percent from stationary sources, and 11 percent from area-wide sources. In addition, the region is "NO_x sensitive," meaning that ozone formation due to local emissions is more limited by the availability of NO_x as opposed to the availability of ROGs (MBARD 2017).

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

Air quality impacts can result from the construction and operation of projects. Construction emissions are finite and include fugitive dust, equipment exhaust, and indirect mobile source emissions associated with construction workers commuting, material hauling, and deliveries. Operational impacts are primarily due to emissions from mobile sources associated with the vehicular travel along roadways and area sources, such as natural gas use for space and water heating.

Construction

Emissions from construction activities represent temporary impacts that are typically short in duration, depending on the size, phasing, and type of project. Air quality impacts can nevertheless be acute during construction periods, resulting in significant localized impacts to air quality. The MBARD considers projects with minimal earthmoving during construction to have a potential to result in significant impacts related to PM_{10} if 8.1 acres or more would be disturbed per day. For projects that would require earthmoving (grading or excavation), an impact would potentially occur if 2.2 acres per day would be disturbed (MBUAPCD 2008). For quantified construction emissions, construction activities (e.g., excavation, grading, on-site vehicles) which directly generate 82 pounds per day or more of PM_{10} would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors.

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., ROG or 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 ambient air quality standard (MBUAPCD 2008).

The proposed GHG reduction measures and supporting efforts in the CAAP, when implemented, may require construction activities. For example, Measure T2-C (Trails and Bicycle Master Plan) and Measure T7-B (Public Electric Vehicle Charging Stations) would likely result in emissions from construction. However, disturbance areas would be limited and unlikely to exceed the MBARD screening levels. Additionally, typical construction equipment is anticipated. Requirements for new development that may result in construction, such as growth consistent with Strategy T1 (Incorporate Smart Growth Concepts) and Strategy T2-A (New Pedestrian Improvements), would be subject to CEQA analysis and state, regional, and City requirements as part of project-specific impact analysis. For example, as required by law (USEPA 2020), California ultra-low sulfur diesel fuel with a maximum sulfur content of 15 parts per million by weight will be used in all diesel-powered equipment, which minimizes sulfur dioxide and particulate matter.

Similarly, the CAAP identifies and supports implementation of alternative transportation infrastructure (Measure T2-B, Pedestrian and Cyclist Multimodal Enhancements) that have already been subject to CEQA as part of the Final Environmental Impact Report (EIR) for the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Regional Transportation Plan (RTP) for Monterey, San Benito, and Santa Cruz Counties (SCH No. 2015121080). Construction associated with these improvements would continue to be subject to the mitigation measures required in the Final EIR, including construction best management practices (BMPs). The CAAP does not identify any additional changes to these improvements that

would result in additional environmental impacts. Therefore, construction emissions associated with implementation of the CAAP would be less than significant.

Operation

As described under Criterion a, the CAAP does not propose any new land use development or growth that would result in an increase in operational criteria pollutant emissions. The CAAP would result in a net benefit to regional criteria pollutant emissions. Many of the GHG reduction measures would have the secondary benefit of reducing criteria pollutant emissions by reducing use of fossil fuels and natural gas. For example, actions and supporting measures identified in the CAAP aim to reduce natural gas consumption (Strategy E1), promote renewable energy (Strategies E3 and E5), reduce VMT (Strategies T1, T3, T5, T6, and T8), and increase and promote travel through low- and zero-emissions modes (Strategies T2, T4, T7, and T9). Implementation of the CAAP's GHG reduction measures would reduce operational emissions and be beneficial by helping the region meet applicable AQMP goals. Therefore, the impact would be less than significant.

Therefore, construction and operational impacts would be less than significant.

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are located throughout the City, including residences, schools, and medical facilities, and are considered more at risk when exposed to minor emissions of toxic air contaminants (TACs) from construction equipment and motor vehicles. TACs (or hazardous air pollutants) are pollutants that are known or suspected to result in adverse health effects upon exposure through inhalation or other exposure routes.

The CAAP is a policy document for the reduction of GHG emissions and would not result in a major source of TACs. As discussed above, portions of the CAAP that would be implemented as part of future planned development or previously adopted plans would be subject to CEQA and require project-specific mitigation if applicable, as well as existing state, regional, and City requirements.

The amounts of TACs that would be generated from construction equipment and motor vehicles from individual CAAP components would be short in duration and spread out throughout the City, so that individual receptors would not be exposed to long-term construction. Additionally, implementation of the CAAP would generally reduce sensitive receptor exposure to pollutant concentrations by reducing vehicle emissions.

Therefore, potential impacts to sensitive receptors would be less than significant.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. As discussed above, the proposed GHG reduction measures and supporting efforts in the CAAP, when implemented, may require construction activities. During construction, diesel equipment operating in a project area may generate some odors; however, due to the temporary and intermittent nature of construction, odors associated with construction under the CAAP would be less than significant.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The CAAP does not include or expand any uses that would be associated with objectionable odors. The CAAP does not include any new known sources of objectionable odors associated with the long-term operations phase. Measure SW1-S4 includes the potential for alternate management of biosolids from the wastewater treatment plant. However, no details are available for future management plans at this time, and this measure would make modifications to an existing facility that currently manages biosolids for farmland use. Furthermore, as noted above, development projects constructed in the City would undergo project-level CEQA review and require project-specific mitigation if applicable.

Therefore, potential odor impacts would be less than significant**.**

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.4 Biological Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 state or 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 applicable policies protecting biological resources?	☐	☐	☒	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?	☐	☐	☒	☐

Impact Analysis

a. Would the project 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. Would the project 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. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d. Would the project 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. Would the project conflict with any applicable policies protecting biological resources?

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other applicable habitat conservation plan?

Less Than Significant Impact. The majority of the City is highly disturbed and urbanized, and there are no existing Habitat Conservation Plans within the City. However, biological resources can be found in various parts of the City, including open space near the airport and other areas, parks, and the slough system that extends into the City (**Figure 1**).

The Watsonville General Plan designates the wetland slough system, which includes Watsonville Slough, Struve Slough, and Harkins Slough, as an area of significant biological importance by the California Department of Fish and Wildlife (CDFW). The Watsonville Slough system is also identified as a significant biotic resource in the Santa Cruz County Growth Management Plan.

Sensitive plant and wildlife species have been identified based on the following database searches (July 2021): California Natural Diversity Database (CNDDB) (CDFW 2021), U.S. Fish and Wildlife Services (USFWS) Information for Planning and Consultation database (IPaC) (USFWS 2021), and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California database (CNPS 2021). Sensitive plant and wildlife species that may exist within the City include Santa Cruz tarplant (*Holocarpha macradenia*), Choris' popcorn flower (*Plagiobothrys chorisianus*), San Joaquin kit fox (*Vulpes macrotis*), marbled murrelet (*Brachyramphus marmoratus*), southwestern willow flycatcher (*Empidonax traillii extimus*), San Francisco garter snake (*Thamnophis sirtalis tetrataenia*), and California red-legged frog (*Rana draytonii*). The Watsonville General Plan establishes biological resources policies related to special-status plant and wildlife species, sensitive habitats, wetlands, and wildlife movement to reduce potential impacts on these biological resources within the City.

The CAAP is a guiding policy document that outlines climate action goals and supporting strategies to combat climate change. However, implementation of some measures could have the potential to impact biological resources including sensitive species and plants, riparian habitat, sensitive vegetation communities, and wetlands.

For example, Strategy T1 (Incorporate Smart Growth Concepts) includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City. Strategy T2 (Increase Multimodal Transportation Facilities) would involve the construction of additional bicycle lanes and paths, which could have the potential to impact sensitive and special-status species during construction or operation if located adjacent to open space.

Although the CAAP does not identify specific development proposed at this time, future development projects implemented under the CAAP would be required to undergo project-level CEQA review, comply with identified mitigation measures, and comply with CDFW and Watsonville General Plan policies to address any potential impacts to sensitive biological species. For example, planned bicycle and pedestrian facilities that have undergone separate environmental review include the Lee Road Trail Project, Harkins Slough Road Safe School Streets Project, and Rail Trail Segments 17 and 18.

In addition, the CAAP includes strategies and supporting efforts for the preservation and increase of greenspace, including habitat enhancements and watershed improvements. Strategy NW1 aims to increase local greenspace by preserving/restoring an additional 5 acres of green space within City limits by 2030 (Measure NW1-A) and setting a goal of planting 300 trees in the City per year (Measure NW1-B). These would all result in beneficial impacts to biological resources.

Therefore, potential impacts to biological resources would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.5 Cultural Resources and Tribal Cultural Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☒	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c. Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
d. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	☐	☐	☒	☐

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

c. Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

d. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. **Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(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 Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.**

Less Than Significant Impact. The CAAP is a guiding policy document that outlines climate action strategies and measures to combat climate change and does not propose any site-specific development that could impact identified or unidentified historical, archaeological, or tribal resources or human remains. However, implementation of some measures could result in future projects that involve ground-disturbing activities and building alteration, but there are no specific projects identified and thus no specific location, size, or design to evaluate.

For example, Strategy T1 (Incorporate Smart Growth Concepts) includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City. Strategy T2 (Increase Multimodal Transportation Facilities) would include upgrades and/or construction of additional bicycle lanes/paths. Strategy E5 (Install Solar Retrofits) would include installing solar panels on existing structures.

These strategies have the potential to alter existing historic structures or uncover previously unknown historical, archaeological, and tribal cultural resources and human remains during construction. Future projects would be subject to CEQA review that would identify project-specific impacts and any required mitigation measures to reduce potential impacts to a less than significant level.

In the case of inadvertent discoveries, future projects implemented under the CAAP would be subject to California Public Resources Code, Section 5097.98, which details the requirements for halting construction and notifying appropriate parties, including the most likely descendant.

Additionally, future projects would be required to comply with applicable Watsonville General Plan policies including Policy 9.H in the Environmental Resources Element related to the preservation of cultural resources. Implementation measures include maintaining an inventory of prehistoric sites in order to determine the potential impacts on resources from proposed projects and notifying the California Archaeological Site Survey and the Ohlone Indian Cultural Association of any projects within identified archaeologically sensitive areas. Policy 5.G and associated implementation measures in the Urban Design Element have been put in place to evaluate and make recommendations for the preservation of historic structures, landmarks, and buildings within the City.

Of note, SB 226, signed into law in 2011, created a statutory exemption (California Public Resources Code, Section 21080.35) for solar photovoltaic projects (Strategy E5, Solar Retrofits) installed on existing building rooftops (including historic homes) or parking lots that meet specified conditions and are exempt from CEQA.

Section 21080.3.1(b) of the California Public Resources Code (Assembly Bill [AB] 52) requires a lead agency to formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested. As of this writing, no California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the City (CEQA lead agency) regarding tribal cultural resources.

In conclusion, potential impacts to historical, archaeological, cultural, and tribal cultural resources would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.6 Energy

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Impact Analysis

Background

Building Energy Conservation Standards

Energy conservation standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission) in June 1977 and are updated every 3 years (Title 24, Part 6, of the California Code of Regulations). Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods.

On June 10, 2015, the California Energy Commission adopted the 2016 Building Energy Efficiency Standards, which went into effect on January 1, 2017. On May 9, 2018, the California Energy Commission adopted the 2019 Building Energy Efficiency Standards, which went into effect on January 1, 2020. The 2022 Standards will be adopted in 2021 and will go into effect January 1, 2023.

The 2016 Standards improved on the previous 2013 Standards for new construction of and additions and alterations to residential and non-residential buildings. Under the 2016 Standards, residential buildings are 28 percent more energy efficient, and non-residential buildings are 5 percent more energy efficient than those under the 2013 Standards. Buildings that are constructed in accordance with the 2013 Standards are 25 percent (residential) to 30 percent (non-residential) more energy efficient than the prior 2008 standards as a result of better windows, insulation, lighting, ventilation systems, and other features.

The 2019 Standards (which went into effect on January 1, 2020) improve upon the 2016 Standards. Under the 2019 Standards, residential buildings are expected to be about 7 percent more energy efficient compared to the 2016 Standards, and when the required rooftop solar is factored in for

low-rise residential construction, residential buildings built to meet the 2019 Title 24 standards would use about 53 percent less energy than those built to meet the 2016 Standards.

Senate Bill 350

SB 350 was signed into law in September 2015, and establishes tiered increases to the Renewable Portfolio Standard—40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. SB 100 (discussed below) was signed into law September 2018, and increased the required Renewable Portfolio Standards.

Senate Bill 100

On September 10, 2018, Governor Brown signed SB 100. Under SB 100, the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

a. Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. The CAAP is a policy document containing GHG reduction measures. The CAAP would not facilitate growth beyond what is already planned for the City, and specific development projects associated with the implementation of the CAAP would be covered under future project-specific CEQA review.

The purpose and intended effect of the CAAP is to reduce GHG emissions generated in the City to help reduce the effects of climate change, including those emissions generated by energy supply and demand. For example, Strategy E2 supports energy conservation by retrofitting existing buildings to be more energy efficient. Implementation of the CAAP would also increase the use of renewable energy sources (Strategies E3 and E5).

Furthermore, as described above, construction of any projects associated with the implementation of the CAAP would be required to comply with the energy standards in the California Energy Code, Part 6, of the California Building Standards Code (Title 24).

Therefore, the CAAP would not result in the use of energy resources in a wasteful or inefficient manner or conflict with or obstruct a state or local plan for renewable energy of energy efficiency, and potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.7 Geology and Soils

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Impact Analysis

The CAAP is a guiding policy document for the reduction of GHG emissions that does not propose new development that would result in the construction of site-specific projects. However, implementation of the strategies and measures could result in future projects. For example, Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City near transit, services, and bicycle/pedestrian facilities. However, no specific projects (location, size, and design) have been identified and thus are too speculative to evaluate. Such future projects would be subject to CEQA review to identify the potential impacts and any required mitigation measures to reduce those impacts to a less than significant level, and they would be required to comply with applicable

Watsonville General Plan policies and other required regulations relative to geology and soils. The following discussion describes the potential impacts of the CAAP within this context.

a. Would the project 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?

Less Than Significant Impact. Santa Cruz County is a tectonically active fault zone due to the presence of multiple faults that transect the entire county. The San Andreas Fault and the Zayante Fault both have the potential to generate moderate to severe ground shaking from earthquake events, which are expected to occur in the future. The project area is located outside of the limits of the State Alquist-Priolo Special Studies Zone or any County-mapped fault zone (County of Santa Cruz 2021; DOC 2001). The City is located approximately 7 miles west of the San Andreas Fault zone and approximately 5 miles west of the Zayante Fault zone.

Due to the proximity of the City to active and potentially active faults, future projects implemented as a result of the CAAP would be subject to high intensity ground shaking during the lifetime of the projects. All future development projects would be subject to the California Building Code seismic design force standards, as required by Chapter 2, Section 8, Building Code, within the Watsonville Municipal Code. These requirements would ensure the stability of all proposed structures based on the geologic features present within the project area.

Therefore, the project would not directly or indirectly cause substantial adverse effects, such as the risk of loss, injury, or death, and the potential impact would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. The City is mapped as an area with very high susceptibility for liquefaction, as shown on the Santa Cruz County Geographic Information System (GIS) Hazard Map (County of Santa Cruz 2021). Lateral spreading results when liquefied soil masses fail on inclined slopes. Because the City is located on primarily flat to topographically low areas with maximum slope grades of 15 percent, the project area is susceptible to low to moderate lateral spreading. As stated above, all future development projects would be subject to compliance with the California Building Code and the Watsonville Municipal Code to prevent seismic-related ground failure, including that associated with liquefaction. Therefore, the potential impact would be less than significant.

iv. Landslides

Less Than Significant Impact. The closest area where landslides are mapped is approximately 7 miles east of the City boundary, within the San Andreas Fault zone that is mapped on the Cooper-Clark Landslide Map on the Santa Cruz County GIS Hazard Map (County of Santa Cruz 2021). The City's nearly flat topography, with a maximum of 15 percent graded slopes, would not yield a potential pathway for a slope to fail during a seismic event or over saturated surface runoff. Therefore, the potential for landslides in the City is very unlikely. In addition, future development projects implemented under the CAAP would be subject to compliance with the California Building Code and the Watsonville Municipal Code to prevent seismic-related landslides. Therefore, the potential impact would be less than significant.

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Watsonville is shown to be underlain with expansive soils on the Santa Cruz County GIS Hazard Map (County of Santa Cruz 2021). Expansive soils are composed of expanding clays, which are consistent with the fluvial terrace deposits that underlay the project area. When expansive clay soils become saturated with water, they expand, and then contract when conditions are dry; therefore, the City is susceptible to shrink/swell potential, particularly during the change between the dry and wet season. The City has some potential for surface soil erosion to occur during future construction activities due to the presence of terrace deposits that underlay the majority of the City, which have a moderate potential for erosion (Brabb et al. 1997). However, the flat nature of the City would minimize the potential for erosion related impacts. In addition, future development projects implemented under the CAAP would be subject to compliance with the California Building Code and the Watsonville Municipal Code to prevent soil erosion or the loss of topsoil. Therefore, the potential impact would be less than significant.

c. Would the project 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?

Less Than Significant Impact. The City is located primarily on fluvial floodplain geologic units, which contain sand and clay-rich terrace deposits. Sandy soil contributes to the project area being sensitive to potential collapse, lateral spreading, subsidence and liquefaction. In order to offset the potential impacts that may result through the implementation of the CAAP, all future project structures would be constructed in accordance with California Building Code seismic design force standards, as required by Chapter 2, Section 8, Building Code, within the Watsonville Municipal Code. These requirements would ensure the stability of all structures based on the geologic features present within the City and would minimize the potential for erosion and sedimentation from the project area. Therefore, the potential impact would be less than significant.

d. Would the project 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?

Less Than Significant Impact. According to the Santa Cruz County GIS Hazard Map (County of Santa Cruz 2021), 65 percent of the City is underlain with expansive soils, which expand during the wet season and contract during the dry season. The City contains multiple waterway systems (e.g., Watsonville Slough, Struve Slough, Corralitos Creek, Salsipuedes Creek, Pajaro River) that directly affect the shrink and swell potential of the surrounding soil based on seasonal moisture fluctuations. Though the CAAP does not propose any site-specific development, future projects implemented as a result of CAAP strategies and measures would be constructed in accordance with California Building Code seismic design force standards, as required by Chapter 2, Section 8, Building Code, within the Watsonville Municipal Code, in order to offset any potential impacts that may result through the implementation of any proposed for future projects within the 2021 CAAP. These requirements would ensure the stability of all structures based on the expansive nature of the soils that underlay the project area. Therefore, the potential impact would be less than significant.

e. Would the project 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?

No Impact. The CAAP is a guiding policy document that outlines climate action strategies and supporting measures to combat climate change and does not propose any site-specific development. The potential future projects that could be implemented to support the CAAP would not include the use of septic tanks or alternative wastewater disposal systems. Therefore, there is no risk for soils to be at risk for the proper disposal of wastewater. No impact would occur.

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant Impact. Areas that are considered sensitive for paleontological resources have been mapped through the Santa Cruz County GIS Database (County of Santa Cruz 2021) based on extensive scientific literature review along with a review of local museum records. This process identified seven areas in northern Santa Cruz County that have been identified as supporting rare or unique paleontological or geologic resources. The above analysis concluded that the City in southern Santa Cruz County does not support either paleontological or unique geologic resources. In addition, the Watsonville General Plan does not identify the potential for paleontological resources within the City. In the event that any unique paleontological resources or unique geologic features are uncovered during future ground-disturbing construction activities, future projects would be required to follow the Santa Cruz County Paleontological Resource Protection Ordinance for appropriate procedure for protection of found resources. Therefore, the potential impact to paleontological or unique geologic features would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.8 Greenhouse Gas Emissions

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Impact Analysis

Background

Global climate change refers to changes in the average climatic conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and storms. Global warming, a related concept, is the observed increase in average temperature of Earth's surface and atmosphere caused by increased GHG emissions, which can contribute to changes in global climate patterns resulting in global climate change. In response to EO S-3-05 (June 2005), which declared California's vulnerability to climate change, the California Global Warming Solutions Act of 2006 (AB 32) was signed into effect on September 27, 2006. In passing the bill, the California Legislature found that "global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California" (California Health and Safety Code, Division 25.5, Part 1).

As described in Section 1, the state has taken several steps to reduce GHG emissions and respond to the threat of global climate change. In 2006, the California Global Warming Solutions Act (AB 32) established the state's first target to reduce GHG emissions, which established a goal of lowering emissions to 1990 levels by 2020. According to CARB, California has been making steady progress and is expected to achieve the 2020 target. In 2016, SB 32 was signed into law, which codified into statute the mid-term GHG reduction target of 40 percent below 1990 levels by 2030, established by EO B-30-15. This 2030 target places California on a trajectory toward meeting its longer-term goal, which is to bring emissions down to 80 percent below 1990 levels by 2050. EO B-55-18, signed in September 2018, furthers California's efforts to reduce GHG emissions by setting a goal to achieve carbon neutrality by 2045 and achieve net-negative GHG emissions thereafter.

For a detailed discussion of federal and state regulations to reduce the impacts of climate change, see Section 1.3 of the CAAP in **Appendix A**.

City of Watsonville

In 2015, Watsonville adopted a CAP to assist Watsonville in preparing for the potential impacts of climate change and protect public health, safety, and critical infrastructure. The CAP identified

and prioritized policies and programs that both reduce GHG emissions and increase the ability of the City to adapt to future climate impacts. Based on state guidance, the CAP established the goals of reducing GHG emissions by 15 percent from 2005 levels to meet the AB 32 target and 25 percent below 2005 emissions by 2030 to continue on the trajectory to reach the 2050 reduction target. The CAP included a list of actions for the City to implement to reduce GHG emissions, including improvements for bicycle and pedestrian infrastructure and incentive programs to promote reduction in vehicles miles traveled and utility use. The CAP did not include specific requirements or emissions reduction targets for individual projects.

The proposed CAAP identifies the GHG reduction strategies, measures, and supporting efforts developed by the City to achieve the more ambitious target of 80 percent below 1990 levels by 2030, in accordance with the State of California EO S-3-05 target of 80 percent below 1990 levels by 2050, and to show progress toward the goal of net-negative emissions (refer to **Appendix A**, Chapter 2).

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The CAAP is a policy document containing GHG reduction measures. The CAAP creates a GHG emissions reduction strategy consistent with Section 15183.5 of the CEQA Guidelines for the City. The CAAP contains a series of GHG reduction strategies and measures, combined with statewide emissions reduction actions, to reduce emissions by approximately 23,672 $MTCO_2e$ by 2030 compared to the BAU forecast. The City has set an aggressive 2030 target to meet the statewide 2050 goal of 80 percent below 1990 levels, consistent with SB 32, as represented by per-capita emissions of less than 2.0 $MTCO_2e$. As such, the CAAP would result in the reduction of GHG emissions rather than generating GHG emissions. Therefore, the potential impact would be less than significant.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. As mentioned under Criterion a, the CAAP includes GHG reduction measures that reduce the City's GHG emissions to achieve less than 2.0 $MTCO_2e$ per capita by 2030, consistent with statewide legislative targets. As described previously, the purpose of the CAAP is to reduce City's GHG emissions consistent and beyond with statewide targets. The CAAP expands on and replaces the City's 2015 CAP and would not conflict with any applicable GHG Reduction Plan, including CARB's 2017 Scoping Plan. Therefore, the potential impact would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.9 Hazards and Hazardous Materials

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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, result in a safety hazard or excessive noise 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?	☐	☐	☐	☒

Impact Analysis

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project 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?

Less Than Significant Impact. The CAAP is a guiding policy document that outlines climate action strategies and supporting measures to combat climate change and does not propose any site-specific development. However, implementation of specific measures could result in future development or construction activities that could create a hazard to the public through the transport, use, or disposal of hazardous materials or through accidental release. As described below, this would not be a significant hazard with implementation of standard protocol and requirements.

For example, Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City. Strategy T2 (Increase Multimodal Transportation Facilities) includes new bicycle/pedestrian development projects. These or other future projects could involve the use of potentially hazardous construction-related materials (e.g. solvents and fuel). They could also increase the potential of a hazard to the public or the environment through the transport or disposal of hazardous materials that result from construction activities, but these types of projects would not result in the route transport of these materials once constructed.

Strategies T7 and T9 would expand EV use throughout the City by installing charging stations throughout the City and upgrading the City's fleet to all-electric, which would reduce the use of fossil fuel, thereby reducing hazardous materials use and transport.

All types of hazardous materials are regulated by the following agencies: California Department of Toxic Substances Control, U.S. Environmental Protection Agency, Occupational Safety and Health Administration, and the Santa Cruz County Department of Environmental Health. Accordingly, the following BMPs would be required for any future development projects with the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through a reasonably foreseeable upset or accident involving the release of hazardous materials:

- Compliance with all government laws, rules, and regulations concerning the use and storage of hazardous materials and the disposal of hazardous waste will be followed at all times during construction.
- All hazardous material shall be stored and used in a safe manner and as directed by manufacturer recommendations.
- Any hazardous products, waste, or empty containers used or generated shall be properly and legally transported and disposed and shall not be poured down any drain or sewer nor disposed of in any trash container or dumpster.

Therefore, implementation of the CAAP would not pose a significant hazard or threat of hazards to the public or the environment, and the potential impact would be less than significant.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less Than Significant Impact. As described above, the CAAP is a guiding policy document that outlines climate action strategies and supporting measures to combat climate change and does not propose any site-specific development. However, implementation of some strategies, such as Strategy T2 (Increase Multimodal Transportation Facilities), could include future bicycle/pedestrian development projects within 0.25 mile of an existing school. Although construction activities could involve the use and transport of hazardous materials (e.g., fuels,

solvents), compliance with existing federal, state, and local regulations regarding the emission or use of hazardous materials, as well as future site-specific CEQA reviews, would ensure a reasonable level of safety for schools and users of future facilities through review and implementation of potential mitigation measures for any site-specific hazardous materials associated with a proposed development. Further, there are no potential projects that would involve the use or handling of acutely hazardous materials within 0.25 mile of a school. Therefore, the potential impact would be less than significant.

d. Would the project 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?

Less Than Significant Impact. Based on the State Water Resources Control Board GeoTracker database and the State Department of Toxic Substances Control EnviroStor database, there are nine hazardous materials sites within the City limits that are open and actively conducting remediation measures or site assessments (SWRCB 2021; DTSC 2021). The City includes multiple leaking underground storage tank cleanup sites that have been remediated and have been closed within the boundaries of the City. Future projects implemented under the CAAP would be required to comply with existing federal, state, and local regulations, as well as future site-specific CEQA reviews and implementation of potential mitigation measures, for any site-specific active hazardous waste sites to prevent any hazard to the public or environment. Therefore, the potential impact would be less than significant.

e. Would the project, 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, result in a safety hazard or excessive noise for people residing or working in the project area?

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The City includes the Watsonville Municipal Airport, which is located on the northwestern edge of the City boundary. The airport includes Airport Boulevard, which is an arterial roadway that would be used to evacuate the City, and the Airport Boulevard/Freedom Boulevard intersection, which is identified as an evacuation route for leaving the City in the Watsonville General Plan (City of Watsonville 1994). It is unlikely that CAAP projects would be implemented in the direct vicinity of the airport and therefore would not pose a risk to impair or physically interfere with the emergency evacuation plan. However, in the event that construction activities would be implemented in the area surrounding the airport, the City would implement the following standard traffic control construction and operation BMPs during construction to ensure emergency access:

- Prior to the start of construction activities that could disrupt traffic, notify adjacent property owners and residents and emergency personnel of the construction time frame and the location of planned lane closures.
- Prior to the start of construction, install signage that includes the dates for construction and contact information for the City liaison to answer project-specific questions.
- Ensure that roadways within the project area remain open (i.e., one lane of traffic would be open, although it may have controlled access) to the greatest extent possible and that lane closures would be safely and effectively managed with appropriate safety flags and signage.
- Ensure that emergency vehicle access is retained at all times.

Therefore, the potential impacts would be less than significant.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The City is over 1 mile from fire hazard areas identified in the County's Operational Emergency Management Plan (County of Santa Cruz 2015). Therefore, implementation of the CAAP would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. There would be no impact.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.10 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease 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 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?	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
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?	☐	☐	☐	☒

The hydrologic setting includes the Pajaro River Watershed, which includes the Pajaro River, Salsipuedes Creek, and Corralitos Creek; the slough system; and the Pajaro Valley Groundwater Basin (PVGB). The City relies almost entirely on groundwater, and the PVGB is an area that has groundwater resources that are significantly affected by seawater intrusion and agricultural overdraft. The Pajaro Valley Basin Management Plan establishes a set of guidelines to improve water quality and increase groundwater supply in the PVGB.

The CAAP is a guiding policy document for the reduction of GHG emissions that does not propose new development that would result in the construction of site-specific projects that could adversely impact the hydrology and water quality. However, implementation of the strategies and measures could result in future projects. For example, Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City near transit, services, and bicycle/pedestrian facilities. However, no specific projects

(location, size, and design) have been identified and thus are too speculative to evaluate. Such future projects would be subject to CEQA review to identify the potential impacts and any required mitigation measures to reduce those impacts to a less than significant level, and they would be required to comply with applicable Watsonville General Plan policies and other required regulations relative to hydrology and water quality. The following discussion describes the potential impacts of the CAAP within this context.

Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Less Than Significant Impact. Future development projects associated with implementing the CAAP measures could require grading, excavation, and use of heavy machinery or chemicals (cement, asphalt, fuels, solvents, etc.), which could increase the potential of mixing with stormwater and degrading surface or groundwater quality. However, all construction activities would be required to implement BMPs for protecting water quality (e.g., installation of straw waddles around storm drains, replanting bare soils) that the City has developed to minimize the potential for polluted runoff to enter the stormwater drainage system, consistent with the Watsonville Municipal Code, Title 7, Chapter 6, Excavations, Grading, Filling, and Erosion Control. Therefore, the potential impact on water quality would be less than significant.

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Less Than Significant Impact. Future development projects associated with implementing the CAAP measures would require the use of groundwater since that is the primary source of water for the City. For example, Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development. However, the City prepared a Water Master Plan that accounts for future planned growth and agricultural demands, which uses substantially more water than domestic use. Therefore, future development projects associated with implementing the CAAP would not likely affect groundwater supplies or interfere substantially with groundwater recharge. Further, a project-specific CEQA analysis, including water supply assessment, would be required for any development project requiring a substantial water supply to confirm there would be no substantial decrease in groundwater supplies or interfere substantially with groundwater recharge.

Additionally, Strategy NW1 aims to increase local greenspace by preserving/restoring an additional 5 acres of green space within City limits by 2030. Greenspace would be further increased by implementing a 100-foot development buffer around all sloughs within City limits and implementing watershed improvements and habitat enhancements for sloughs, storm culverts,

and channels. Through the expansion of greenspace areas throughout the City, impervious surfaces would be reduced, resulting in decreased stormwater runoff and increased infiltration and groundwater recharge.

Therefore, the potential impact on groundwater would be less than significant.

c. Would the project 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 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?

iv. Impede or redirect flood flows?

Less Than Significant Impact. Future development projects associated with implementing the CAAP measures are unlikely to alter drainage patterns of a site or area through the addition of impervious surface. The projects would be located in areas dominated by existing paved or impervious surfaces, with no or very little new impervious surface anticipated. Some projects, such as new bike/pedestrian trails, could be located in areas that are unpaved. However, due to the linear nature of the trail, stormwater flows in small amounts to the immediate area and infiltrates to adjacent unpaved areas or is directed to the existing storm drain system. Further, projects would be required to include drainage plans that direct the water to existing stormwater systems. No future development projects are expected to be located in an area that would alter the course of a river or stream to do additional impervious surfaces.

As described above, Strategy NW1 aims to increase local greenspace by preserving/restoring an additional 5 acres of green space within City limits by 2030. The amount of surface runoff would decrease due to the expansion in greenspace throughout the City. Therefore, implementation of the CAAP would not result in substantial erosion or siltation or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site or create or contribute runoff water that would exceed the capacity of the existing City storm drain system.

Upgrades to stormwater culverts and channels would increase the efficiency by which stormwater is conveyed, which would reduce flooding throughout the City. A few areas in the eastern portion of the City are located within Federal Emergency Management Agency flood hazard areas and are protected by levees. However, most of the City and the areas where future CAAP-related development would occur are outside flood hazard areas that could receive substantial flood flows and, therefore, would not impede or redirect flood flows. Further, all future projects implemented

under the CAAP would be required to comply with Watsonville General Plan Environmental Resource Element policies, including Policy 9.D, which provides for the protection of water quality.

Therefore, the potential impact to existing drainage patterns would be less than significant.

d. Would the project, in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The City boundary is located approximately 5 miles inland from the Monterey Bay and 7 miles from the Pajaro Dunes, the closest tsunami inundation area. Further, all future projects implemented under the CAAP would be required to comply with Watsonville General Plan Environmental Resource Element policies, including Policy 9.D, which provides for the protection of water quality through erosion control and recharge protection. Because the CAAP would not directly result in the production of pollutants and would not result in an increased risk of the City due to flooding, tsunami, or seiche, the potential impact would be less than significant.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

No Impact. The CAAP would be in compliance with the PVGB Management Plan, which includes guidelines to improve water quality and increase groundwater supply in the PVGB. As described above, CAAP Strategy NW1 aims to increase local greenspace by preserving/restoring an additional 5 acres of green space within City limits, which increases infiltration and biofiltration of stormwater runoff into groundwater, without further degrading water quality or supply, which aligns with the charter of the Basin Management Plan. Further, all future projects implemented under the CAAP would be required to comply with Watsonville General Plan Environmental Resource Element policies, including Policy 9.D, which provides for the protection of water quality through erosion control and recharge protection. Therefore, there would be no impact as a result of implementing the CAAP.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.11 Land Use and Planning

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically 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?	☐	☐	☒	☐

Impact Analysis

a. Would the project physically divide an established community?

No Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan. The CAAP includes no measures that could divide an established community. Rather, the CAAP includes measures that would improve connectivity within the community. Measures T2-A, T2-B, and T2-C would improve existing pedestrian and bicycle infrastructure, provide new connections, and prioritize multimodal transportation plans for key corridors. This is consistent with Goals 10.4 and 10.5 of the Watsonville General Plan, which call for a safe, convenient network of bicycle facilities and highlight the importance of pedestrian travel. Therefore, there would be no impact.

b. Would the project 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?

Less Than Significant Impact. The CAAP would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Rather, it is a policy document intended to reduce GHG emissions, which would be beneficial and is consistent with several plans and policies.

Watsonville General Plan

The CAAP is consistent with and builds upon the goals and policies of the Watsonville General Plan. The General Plan encourages efficient use of land through orderly growth (Goal 3.1) and containment of urban development (Goal 3.2) in order to preserve farmlands and wetlands in the Pajaro Valley. The CAAP includes several measures designed to improve land use efficiency and reduce sprawl, including building development using smart growth principles (Measure T1-A), implementing multimodal enhancements to pedestrian and cyclist infrastructure (Measure T2-B), implementing transit-supportive treatments (Measure T4-A), and reducing trips by vehicle within

the community (Measures T5-A and T6-C). The CAAP is primarily intended to implement policies and programs of the Watsonville General Plan and does not conflict with the General Plan.

2012 Watsonville Trails and Bicycle Master Plan

The CAAP is consistent with and builds upon the goals and policies of the 2012 Watsonville Trails and Bicycle Master Plan. The 2012 Watsonville Trails and Bicycle Master Plan calls for improving bicycle and pedestrian transportation and providing clean air and productive sloughs (City of Watsonville 2012, Executive Summary, p. 2). The CAAP includes several measures that would improve access to and use of trails within the City, including developing new pedestrian improvements (Measure T2-A), providing pedestrian and cyclist multimodal enhancements (Measure T2-B), updating and advancing the Trails and Bicycle Master Plan (Measure T2-C), providing end-of-trip facilities (Measure T5-B), and improving active transportation routes to school (Measure T6-F). The CAAP is primarily intended to implement policies and programs of the 2012 Watsonville Trails and Bicycle Master Plan and does not conflict with the Master Plan.

AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy

The CAAP is consistent with the goals and policies of the AMBAG 2040 RTP/SCS (AMBAG 2018). Goals within the RTP/SCS include improving access and mobility, protecting the environment, and ensuring a sustainable and safe regional transportation system. The CAAP includes several measures that would accomplish these goals, including providing multimodal enhancements to pedestrian and cyclist infrastructure (Measure T2-B), implementing transit-supportive treatments (Measure T4-A), providing car-sharing programs (Measure T6-A), implementing community-based travel planning (Measure T6-C), and improving active transportation routes to school (Measure T6-F). The CAAP is primarily intended to implement policies and programs of the AMBAG 2040 RTP/SCS and does not conflict with the RTP/SCS.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.12 Mineral Resources

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☐	☒

Impact Analysis

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?

No Impact. The CAAP is a guiding policy document that outlines climate action goals strategies and supporting strategies measures to combat climate change. The State Board of Mining and Geology conducted the preparation of a map (1982) and report (1986/87) titled Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, which did not indicate any designated resources or resources of statewide/regional significance within the City. In addition, the Watsonville General Plan (City of Watsonville 1994) does not identify mineral resources or mineral resource recovery sites within the City. Therefore, there would be no impact to mineral resources.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.13 Noise

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
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, expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Impact Analysis

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Local Noise Regulation

Less Than Significant Impact. The City has not adopted noise thresholds for construction noise, and the Watsonville General Plan does not include policies or standards related to construction noise. Additionally, there are no City ordinances that specifically regulate construction or operational noise levels.

However, Section 5-8.01 of the Watsonville Municipal Code states that, between the hours of 10:00 p.m. and 7:00 a.m., it shall be unlawful for any person on residential property or a public way to make or continue, or cause to be made or continued, any offensive, excessive, unnecessary, or unusually loud noise or any noise that either annoys, disturbs, injures, or endangers the comfort, repose, health, peace, or safety of others on residential property or public ways within the City. The ordinance is specifically concerned with the using, operating, or permitting to be played, used, or operated of any radio receiving set, musical instrument, phonograph, stereo, television, or other machine or device for producing or reproducing sound in such a manner as to disturb the peace, quiet, and comfort of neighboring residential inhabitants.

Additionally, in accordance with the City's Zoning Code (Section 14-12.403) and standard Design Review process, proposed development shall include improvements to mitigate development-related impacts such as noise (e.g., buffer yards, addition of landscaping and/or walls) (b).

Construction

The CAAP is a policy document containing climate strategies and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, future projects implemented under the CAAP could result in a temporary increase in noise levels associated with construction activities, such as clearing, grading, excavating, compacting, utility installation, erecting buildings, and paving. Noise from typical construction equipment could include graders, excavators, and bulldozers.

The majority of the proposed measures in the CAAP would involve small-scale construction projects, such as installing EV charging stations and energy efficient retrofits; however, the CAAP includes some transportation and land use measures that could lead to the development of expanded bicycle and pedestrian paths or transit upgrades (Strategies T2, T3, and T4). Noise generated by construction activity would be variable depending on the project and intensity of equipment use. All future projects that would be implemented under the CAAP, such as growth consistent with Strategy T1 (Incorporate Smart Growth Principles), would be subject to applicable City regulations and requirements in the Watsonville Noise Ordinance, as well as further CEQA analysis of project-specific impacts.

Similarly, the CAAP identifies and supports implementation of alternative transportation infrastructure (T2-B: Pedestrian and Cyclist Multimodal Enhancements) that have already been subject to CEQA as part of the Final EIR for the 2040 MTP/SCS (SCH No. 2015121080). Construction associated with these improvements would continue to be subject to the mitigation measures required in the Final EIR, including construction BMPs. The CAAP does not identify any additional changes to these improvements that would result in additional environmental impacts.

Therefore, the potential construction noise impacts would be less than significant.

Operation

The transportation measures under the CAAP focus on reducing the amount of VMT by providing enhanced access to alternative modes of transportation and increasing density and destination accessibility (Strategies T1 through T6). These measures encourage a reduction in vehicles on the road, thereby promoting an overall decrease in noise from transportation sources. The remaining reduction strategies do not include any components that would be anticipated to be a source of substantial operational noise. Changes to transit operations have been addressed in the Final EIR for the MTP/SCS, and implementation of any of these actions, as supported by the CAAP, would include compliance with identified mitigation measures, including site-specific noise assessments and noise-reducing retrofits for affected land uses. Therefore, implementation of CAAP strategies and measures would not result in exposure of people to noise in excess of established standards, nor would it result in a temporary, periodic, or permanent increase in ambient noise levels above existing

levels. Further, any future site-specific discretionary projects would be subject to subsequent environmental review wherein any site-specific noise impacts would be addressed accordingly.

Therefore, the potential operational noise impacts would be less than significant.

b. Would the project result in the generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant Impact. As discussed above, the CAAP is a policy document containing climate strategies and supporting measures to reduce GHG emissions and does not propose any site-specific development. However, future projects implemented under the CAAP could result in temporary vibration exposure associated with operation of heavy equipment during construction activities.

Construction

The majority of the proposed measures in the CAAP would involve small-scale construction projects, such as installing EV charging stations and energy efficient retrofits, that would not be expected to result in pile driving or other impact construction techniques that typically result in higher vibration levels. Additionally, vibration generated by construction activity would be variable depending on the project and intensity of equipment use. All future projects that would be implemented under the CAAP would be subject to applicable City regulations and requirements, as well as further CEQA analysis of project-specific impacts. Similarly, alternative transportation infrastructure (such as identified Measure T2-B, Pedestrian and Cyclist Multimodal Enhancements) that have already been subject to CEQA as part of the Final EIR for the 2040 MTP/SCS (SCH No. 2015121080). Construction associated with these improvements would continue to be subject to the mitigation measures required in the Final EIR, including construction BMPs to minimize vibration. The CAAP does not identify any additional changes to these improvements that would result in additional environmental impacts.

Therefore, the potential vibration impacts from construction would be less than significant.

Operation

Following construction, the CAAP GHG reduction features do not include any components that would be expected to generate groundborne vibration, with the exception of supporting implementation of transit improvements (such as identified in T4-S1) that have already been subject to CEQA as part of the Final EIR for the 2040 MTP/SCS (SCH No. 2015121080). Operation of these improvements would continue to be subject to the mitigation measure required in the Final EIR, including site-specific assessments and implementation of methods to reduce vibration.

Therefore, the potential vibration impacts from operation would be less than significant.

c. Would the project, 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, expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The Watsonville Municipal Airport is located within the City. However, the CAAP does not propose any land use or zoning changes related to airports or airstrips, nor does it include any development that would increase exposure to aircraft noise. Therefore, this impact would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.14 Population and Housing

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Impact Analysis

a. Would the project 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)?

Less Than Significant Impact. The CAAP is a policy document with climate strategies and supporting measures to reduce GHG emissions and does not propose any site-specific development, such as new homes or businesses that would directly induce population growth, or the expansion/extension of infrastructure that would indirectly induce growth by removing a current obstacle to growth. However, implementation of strategies and measures under the CAAP could have the potential to increase population and housing. The CAAP includes strategies and measures that encourage "smart growth" and the development of bicycle/pedestrian infrastructure.

Measure T1-A (Smart Growth Principles) includes the inclusion of transit-oriented development in the Downtown Watsonville Specific Plan (Supporting Effort T1-S1), high density development centered around transit (Supporting Effort T1-S2), and encouragement of more employment opportunities and inclusionary (affordable) housing in the next Housing Element update (Supporting Efforts T1-S5 and T1-S6). The CAAP would not facilitate any housing or population growth beyond that allowed under the Watsonville General Plan, the impacts of which were addressed in the Watsonville General Plan EIR. As the City develops future planning documents that may include new homes, businesses, or infrastructure that could be growth-inducing (e.g., Downtown Watsonville Specific Plan and Housing Element Update), the potential environmental impacts would be addressed in the required environmental documentation prepared for those planning documents.

In addition, Measure T2-C (Trails and Bicycle Master Plan) includes advancing the plan to achieve 5 new miles of bicycle lanes or routes by 2030. Construction of new bicycle and pedestrian facilities would accommodate the existing and planned population. Further, it would not induce

unplanned population growth because the lack of bicycle/pedestrian facilities is not currently an obstacle to growth.

Therefore, the potential impacts would be less than significant.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. Implementation of Measure T1-A would increase density and access to transit in developed areas of the City. Intensification of land use could lead to displacement of residents in existing lower-density developments. However, consistent with smart growth principles and the Watsonville General Plan, net housing units would increase. If needed, the Uniform Relocation Act and California Relocation Assistance Act provide for assistance to displaced people by directing them to replacement housing and subsidizing relocation costs. The California Relocation Assistance Act also restricts the removal of affordable housing if a redevelopment proposal does not provide an equivalent number of affordable units. Any developments proposed under Measure T1-A would be required to undergo separate CEQA-level review and apply appropriate mitigation if displacement were to occur.

Therefore, the potential impact would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.15 Public Services

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Impact Analysis

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

Fire protection?

Police protection?

Schools?

Parks?

Other public facilities?

Less Than Significant Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan. Although the CAAP does not include or specify any specific development projects, some of the measures support future development.

As described in Section 2.4.14, Population and Housing, implementation of Measure T1-A could induce population growth by increasing density in developed areas of the City. However, implementation of the CAAP would not induce additional growth beyond that anticipated by the Watsonville General Plan and evaluated in the General Plan EIR and therefore would not increase demand for public services or facilities. Therefore, the CAAP would not require the development

of new or expanded public services or facilities, the construction of which could potentially result in significant environmental impacts. Nonetheless, any future development projects would be subject to their own CEQA-level review, including an analysis of needs and capacities for public services and facilities. Development projects would need to incorporate necessary mitigations on a case-by-case basis.

Therefore, the potential impact on public services would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.16 Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	☐	☐	☒	☐

Impact Analysis

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?

Less Than Significant Impact. The CAAP is a policy document containing strategies that are consistent with the Watsonville General Plan. Strategy T1 includes measures and supporting efforts that incorporate smart growth concepts that would lead to higher density development within the City near transit, services, and bicycle/pedestrian facilities, which could cause an increase in use of existing parks in the City. However, no specific projects (location, size, and design) have been identified and thus are too speculative to evaluate. Such future projects would be subject to CEQA review to identify the potential impacts and any required mitigation measures to reduce those impacts to a less than significant level, and they would be required to comply with applicable Watsonville General Plan policies. In addition, the project would not result in population growth beyond that which would be facilitated and anticipated by the Watsonville General Plan and therefore would not result in substantial physical deterioration of neighborhood and regional parks. The potential impacts would be less than significant.

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?

Less Than Significant Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan. The project would not result in population growth beyond that which would be facilitated and anticipated by the Watsonville General Plan and evaluated in the General Plan EIR and therefore would not require the construction or expansion of recreational facilities. Major projects referenced in the CAAP, such as the RTS/SCS, have already undergone separate CEQA analysis and will implement project-specific mitigations as necessary. Some minor construction may be required for trail and bike facilities facilitated under Strategies T1 and T2, specifics of which are unknown at this time. In addition, Strategy NW1

would include the addition of greenspace throughout the City, resulting in a net increase in recreational opportunities. Such future projects would be subject to CEQA review to identify the potential impacts and any required mitigation measures to reduce those impacts to a less than significant level, and they would be required to comply with applicable Watsonville General Plan policies. Implementation of the CAAP would therefore not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. The potential impacts would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.17 Transportation

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 section 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?	☐	☐	☒	☐

Impact Analysis

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Less Than Significant Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan, many of which are aimed at reducing automobile trips and VMT.

Strategies T5 and T6 focus on reducing community trips through trip reduction programs such as telecommuting (Measure T5-A), the provision of end-of-trip facilities (Measure T5-B), car-sharing programs (Measure T6-A), mobility devices (Measure T6-B), community-based travel planning (Measure T6-C), school ride-sharing programs (Measure T6-D), school bus services (Measure T6-E), active transportation routes to school (Measure T6-F), and encouraging local shopping (Measure T6-G). The CAAP is also aimed at increasing the use of multimodal transportation facilities (Strategy T2) and prioritizing transit movement (Strategy T4).

These strategies and measures are fully consistent with the Watsonville General Plan, which calls for promoting the use of transit (Goal 10.2), providing a safe and convenient network of bicycle facilities (Goal 10.4), and recognizing the importance of pedestrian travel (Goal 10.5). They are also fully consistent with CEQA Guidelines, Section 15064.3(b), in that they would not increase VMT compared to existing conditions. These strategies focus on encouraging alternative transportation modes and reducing VMT. The strategies and measures would have a net benefit to alternative transportation and would assist in the implementation of the AMBAG 2040 MTP/SCS.

Therefore, the potential impact on the circulation system and VMT would be less than significant.

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

Less Than Significant Impact. There are no strategies or measures in the CAAP that would, on a programmatic level, substantially increase hazards due to a design feature or incompatible use or result in inadequate emergency access. The strategies, measures, and supporting efforts of the CAAP would provide alternative modes of transportation and reduce VMT City-wide.

The Public Safety Element of the Watsonville General Plan (as amended in 2020) includes an Emergency Preparedness Plan and Emergency Evacuation Route Analysis, which was created in response to the 2020 Local Hazard Mitigation Plan to determine the best feasible evacuation route based on the location of the hazard.

Specific projects initiated under these measures would need to meet the requirements of the City's development review process and undergo CEQA-level review. The preparation of CEQA compliance documents would ensure that applicable Watsonville General Plan policies regarding circulation and public safety are met through the implementation of appropriate standard BMPs during construction to ensure emergency access, as well as any additional mitigation measures required to reduce potential impacts to less than significant.

Additionally, in accordance with the City's Zoning Code (Section 14-12.403) and standard Design Review process, proposed development shall include improvements to mitigate development-related impacts such as traffic (b), shall not generate pedestrian or vehicular traffic that will be hazardous or conflict with existing and anticipated traffic in the neighborhood (c), and incorporate roadway improvements, traffic control devices or access restrictions to control traffic flow or divert traffic as needed to reduce or eliminate development impacts on surrounding neighborhood streets (d).

Therefore, the potential impacts regarding transportation hazards and emergency access would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.18 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 telecommunications 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 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?	☐	☐	☒	☐

Impact Analysis

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

c. Would the project 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?

Less Than Significant Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan. The CAAP would not accommodate growth beyond that anticipated by the Watsonville General Plan, nor does it propose development projects that would increase wastewater generation, water or telecommunications demand, stormwater runoff, or energy use. In contrast, the project would create greater efficiency in the use of public services, as strategies are aimed at reducing natural gas use (Strategy E1), retrofitting existing

buildings to promote efficiency (Strategy E2), sourcing clean and renewable electricity (Strategies E3 and E5), implementing cool roof technology (Strategy E4), reducing municipal energy demand (Strategy E6), and promoting wastewater treatment plant efficiency (Strategy E7).

Therefore, implementation of the project would not require new nor result in the expansion of existing wastewater treatment, storm drainage, electric power, natural gas, or telecommunications facilities. Accordingly, the CAAP would not significantly impact water supplies nor the capacity of the wastewater treatment system. Furthermore, any future developments that would be initiated as a result of the project would be subject to CEQA-level review wherein site-specific water, wastewater, stormwater, power, gas, and telecommunications impacts would be assessed.

Therefore, the potential impacts would be less than significant.

d. Would the project 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. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. The CAAP is a policy document containing strategies and measures that are consistent with the Watsonville General Plan. Strategy SW1 is aimed at reducing the burden on solid waste facilities through diverting organic waste from the regional landfill. By 2030, the City aims to achieve 75 percent waste diversion City-wide. This would greatly reduce the amount of solid waste delivered to the regional landfill. Strategy SW1 is consistent with AB 939, which calls for a 50 percent diversion rate from landfills, and with AB 341, which has a statewide waste diversion goal of 75 percent. Implementation of the CAAP would reduce solid waste in the City.

Therefore, the potential impact would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.19 Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
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?	☐	☐	☒	☐

Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. The CAAP is a guiding policy document that outlines climate action goals and supporting strategies to combat climate change and does not propose any site-specific development. The CAAP includes multiple strategies that aim to reduce the GHG production rates of the City, and aim to increase sustainable transportation routes (Strategy T2, Multimodal Transportation Facilities), throughout the City, which would be a beneficial effect of the CAAP.

The Public Safety Element of the Watsonville General Plan (as amended in 2020) includes an Emergency Preparedness Plan and Emergency Evacuation Route Analysis, which was created in response to the 2020 Local Hazard Mitigation Plan to determine the best feasible evacuation route based on the location of the hazard.

There are no strategies or measures identified in the CAAP that would increase the likeliness of hazards or substantially impair the adopted Local Hazard Mitigation Plan or other emergency evacuation plan, or otherwise inhibit access to any emergency evacuation routes within the City.

Although there are no specific construction projects outlined in the CAAP, in the event that construction shall occur as a result of implementing CAAP measures, it is standard practice for the City to require that emergency access is retained during construction.

Further, future development projects implemented under the CAAP would be subject to compliance with the California Building Code and the Watsonville Municipal Code to ensure all buildings are designed and constructed with fire-safe materials and measures.

Therefore, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan, and potential impacts would be less than significant.

b. Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Less Than Significant Impact. The City is located in the Pajaro Valley surrounded by rural and undeveloped areas. Although the City is surrounded by moderate to high wildfire risk areas, the CAAP measures would be implemented primarily in the urban area of the City and would not pose any additional wildfire risks. The City is not located in a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area and is relatively flat in nature (slope grade less than 15 percent) (County of Santa Cruz 2021). The closest fire hazard area is over 1 mile from fire hazard areas identified by the County's Operational Emergency Management Plan (County of Santa Cruz 2015).

Therefore, implementation of the CAAP would not result in exacerbated wildfire risks due to slope or prevailing winds that would expose occupants to additional uncontrolled spread of wildfire hazards, and the potential impacts would be less than significant.

c. Would the project 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?

Less Than Significant Impact. The CAAP is a policy document containing strategies, goals and supporting measures that are intended to reduce the impact of climate change on the City and its residents. Implementation of the CAAP would not require the installation or maintenance of wildfire infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that would exacerbate the fire risk or impact the environment. Therefore, implementation of the CAAP would not result in additional project elements that would exacerbate wildfire risks, and the potential impact would be less than significant.

d. Would the project 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?

Less Than Significant Impact. The project area is not located within a State Responsibility Area, a Very High Fire Hazard Severity Zone, or a County-mapped Critical Fire Hazard Area (County Santa Cruz 2021). The project area is relatively flat in nature and is far from any elevated features.

Therefore, it is unlikely that any downslope or downstream impacts associated with wildfires would result from the project. All project designs associated with CAAP projects would incorporate all applicable fire safety code requirements and would include fire protection devices as required by the local fire agency. Therefore, the potential impact would be less than significant.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

2.4.20 Mandatory Findings of Significance

Does the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; Sundstrom v. County of Mendocino,(1988) 202 Cal.App.3d 296; Leonoff v. Monterey Board of Supervisors, (1990) 222 Cal.App.3d 1337; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

Impact Analysis

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?

Less Than Significant Impact. The purpose of the CAAP is to provide a framework through implementing strategies that aim to address the impacts of climate change and reduce GHG emissions from City operations. The CAAP strategies are consistent with the Watsonville General Plan (City of Watsonville 1994) and align with the Climate-Safe California Campaign net-negative emissions goals by 2030. The CAAP does not include any strategies or measures that would encourage development that would result in the decrease of wildlife habitat or eliminate any important examples of the major periods of California history or prehistory. As explained in detail in Section 2.4.4, Biological Resources, and Section 2.4.5, Cultural Resources and Tribal Cultural Resources, the potential impacts would be less than significant, with no mitigation required.

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 current projects, and the effects of probable future projects)?

Less Than Significant Impact. Implementation of the CAAP would not result in cumulatively considerable impacts. The 2021 CAAP would result in a beneficial reduction of GHG emissions and align with the City's goal of net-negative emissions by 2030 (Climate-Safe California) in the Transportation and Land Use, Energy, and Solid Waste sectors. All strategies implemented under the CAAP would be consistent with the Watsonville General Plan policies aimed at protecting natural resources, reducing emissions of GHGs and air pollutants, reducing vehicle trips and VMT, reducing demands on utilities and service systems, and preserving biological, cultural, and other resources, limiting negative cumulative impacts on growth. The potential impacts would be less than significant.

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

Less Than Significant Impact. The CAAP does not have any effects that would cause any adverse direct or indirect effects on human beings. The CAAP serves as a framework for the City to implement strategies that would positively impact the natural environment, human beings, and resources the community relies upon. The CAAP would achieve these goals through various strategies discussed above, including reduction in air pollution, reduction in transportation congestion, reduction in solid waste sent to landfills, energy efficiency, alternative fuel use, and carbon sequestration. Therefore, the 2021 CAAP implementation would have less than significant impacts with respect to adverse effects on humans.

Mitigation Measures

No mitigation measures are required to reduce potentially significant impacts to a less than significant level.

Section 3 List of Preparers

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Appendix A. City of Watsonville Climate Action and Adaptation Plan

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