



3 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 Project Location

The proposed project is the Sustainability Policy and Regulatory Update (Sustainability Update or proposed project) of the County of Santa Cruz (County) General Plan/Local Coastal Program (LCP) and Santa Cruz County Code (SCCC). The proposed project includes unincorporated lands within the County of Santa Cruz. Santa Cruz County is generally located between the San Francisco Bay Area on the north and the Monterey Peninsula on the south, and is the second-smallest county in California, consisting of a total of 446 square miles. The county is bordered by San Mateo County to the north, Santa Clara and San Benito Counties to the east and Monterey County to the south. Figure 3-1 shows the county's regional location.

Four incorporated cities are located within the county: Capitola, Santa Cruz, Scotts Valley, and Watsonville (see Figure 3-2). Five major state routes (highways) connect Santa Cruz County with adjacent counties. Highway 1 is located along the coast from San Francisco south through Santa Cruz County to Monterey County. Highway 9 traverses the county from the City of Santa Cruz through the rural communities of Felton, Ben Lomond, and Boulder Creek. Highway 17, starting in the city of Santa Cruz, crosses the Santa Cruz Mountains into Santa Clara County, passing through the City of Scotts Valley. To the south, Highways 129 and 152 join the City of Watsonville with neighboring San Benito and Santa Clara Counties.

3.1.2 Physical Setting

The physical environment of Santa Cruz County is characterized by diverse natural features and topography, containing the forested Santa Cruz Mountains in the north and northeast, the mid-county coastal terraces where a large portion of the county's population is located, and the alluvial south county which is predominately in agricultural use. The county is adjacent to the Monterey Bay, a federally designated marine sanctuary.

For mapping and planning purposes, the County has been divided into 15 planning areas, which were created to correspond to geographic regions, as well as to generally follow the boundaries of census tracts in order to facilitate future data analysis. These are shown on Figure 3-3.

- Aptos (AT)
- Aptos Hills (AH)
- Bonny Doon (BD)
- Carbonera (CB)
- Eureka Canyon (EC)
- La Selva (LS)
- Live Oak (LO)
- North Coast (NC)
- Pajaro Valley (PV)
- Salsipuedes (SS)
- San Andreas (SA)
- San Lorenzo Valley (SL)
- Skyline (SK)
- Soquel (SQ)
- Summit (SM)

The County maintains a distinction between urban and rural areas through the use of an Urban/Rural Boundary. As shown in Figure 3-3, the Urban/Rural boundary is represented by an Urban Services Line (USL) and Rural Services Line (RSL). Urban concentrations of development are located within the four incorporated cities in the county and in the unincorporated areas of Live Oak, Soquel, Seacliff/Aptos, and Rio Del Mar. In addition to the areas within the USL, there are also urban enclaves (located outside the USL) that are recognized as having urban densities and which may or may not have all urban services. These enclaves are defined by an RSL and include the communities of Davenport, Boulder Creek, Ben Lomond, Felton, La Selva Beach, Place de Mer, Sand Dollar Beach/Canon del Sol, Sunset Beach, Pajaro Dunes North, and Pajaro Dunes South.

Nearly 90% of the unincorporated county land is located outside of the USL/RSL with lands in use as low-density residential, agriculture, open space, timber, resource conservation, and parkland. Within the USL and RSL, there are higher intensity residential land uses, as well as a variety of commercial and public facility uses, with concentrations in historic town centers and along major transportation corridors.

3.1.3 Population as of January 1, 2020, and Economic Setting

As of January 1, 2020, the California Department of Finance (DOF) estimated the total county population as 271,233, and the unincorporated county population was 133,493 (DOF 2020). The dominant economic activities in Santa Cruz County are centered in agriculture and agricultural-related businesses within South County, in educational, governmental, and health care services in mid-County and South County; and in tourism within North County. Other economic activities include quarrying, forestry, wood products, fishing, and other manufacturing. In recent years, the cannabis industry has changed and strengthened in response to legalization at the state level. Two major educational institutions—Cabrillo Community College and the Santa Cruz campus of the University of California, Santa Cruz (UCSC)—are located in the unincorporated area. The existing developed portion of UCSC is within the city of Santa Cruz, while the undeveloped northern portion of the campus property is located within the unincorporated County area.

With a spectacular coastline, accessible beaches, and wooded mountains all in proximity to several major northern California metropolitan areas, Santa Cruz County is an important vacation and recreation area. Within its borders are several state parks and a number of state beaches, and federal lands are located in the North Coast area.

3.2 PROJECT BACKGROUND

The County's existing General Plan/LCP was adopted in 1994 with a focus on preserving natural and agricultural resources and limiting urban expansion outside the USL, consistent with the growth management system established by Measure J, a voter initiative passed in 1978. After more than 25 years, the General Plan/LCP requires updating to define a sustainable growth pattern for the future, within the existing USL/RSL boundaries. The proposed project also arises in part from the Sustainable Santa Cruz County Plan (SSCC), accepted by the Board of Supervisors in October 2014 as a planning and feasibility study that focused on sustainable development of the county's urban areas. The project includes new

County Design Guidelines, which are based on the SSCC, as well as, the Pleasure Point Commercial Corridor Vision Design Guidelines and Portola Drive Streetscape Concepts, both completed in 2018. Lastly, revisions to the Santa Cruz County Code (SCCC), particularly Title 13, Planning and Zoning Regulations, were identified to implement the General Plan/LCP amendments, including sustainable and compact urban design principles in the SSCC, as well as to modernize development requirements and procedures.

3.2.1 Regulatory Background

3.2.1.1 General Plan

California state law requires each city and county to adopt a general plan for “the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code section 65300). General plans are required to take a long-term perspective, and most jurisdictions select 15 to 20 years as the long-term horizon for the general plan (Governor’s Office of Planning and Research 2017). The County Board of Supervisors adopts (and can later amend) the general plan by resolution. Once a general plan is adopted or amended, the zoning, subdivision, and other land use regulations and ordinances must be amended to be consistent with the general plan. State law allows up to four general plan amendments per mandatory element per year.

California law requires that a general plan address the mandated elements listed in Government Code section 65302. The mandatory elements for all jurisdictions are: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Cities and counties that have identified disadvantaged communities must also address environmental justice in their general plans, including air quality (Governor’s Office of Planning and Research 2017). Other elements, such as Community Design, Parks and Recreation, and Public Facilities are optional.

The County’s existing General Plan/LCP was adopted in 1994 and has been amended over time to meet state law requirements, address changing policy goals, and provide for development projects that were not anticipated when the plan was first adopted. The County’s existing General Plan/LCP includes nine chapters:

1. Introduction
2. Land Use
3. Circulation
4. Housing
5. Conservation and Open Space
6. Public Safety
7. Parks, Recreation and Public Facilities
8. Community Design
9. Noise

In addition, the County has adopted six town or village plans for the communities of Aptos, Ben Lomond, Boulder Creek, Felton, Seacliff Village, and Soquel. These plans are included in the 1994 General Plan/LCP Volume II and will be incorporated by reference in the proposed updated General Plan/LCP. The village/town plans generally address issues that are more site-specific than addressed in the General Plan/LCP. Development projects within these areas must be consistent with the village/town area plans.

3.2.1.2 Local Coastal Program

The California Coastal Act of 1976 (Coastal Act) requires local jurisdictions to adopt an LCP to regulate development within the coastal zone (see Figure 3-2 for the County’s coastal zone boundary). The Coastal Act requires jurisdictions to have an LCP consisting of both a Land Use Plan (LUP) and a Local Coastal Implementation Plan (LCIP) with implementing actions that are consistent with the statewide Coastal Act policies. The LCP is legally binding on the County and provides a permanent program for coastal protection. The County’s LUP is contained within the General Plan; goals, objectives, policies, and implementation strategies in each chapter of the General Plan that are also part of the LUP are noted by the initials “LCP.” The County’s LCIP implementing ordinances are listed in Santa Cruz County Code (SCCC) section 13.03.050 and include portions of SCCC Titles 7 (Health and Safety), 12 (Building Regulations), 13 (Planning and Zoning Regulations), 16 (Environmental and Resource Protection), 17 (Community Development), and 18 (Procedures). Once a jurisdiction’s LCP has been certified, the local jurisdiction is responsible for development review in the coastal zone, while the California Coastal Commission maintains regulatory authority over tidelands, submerged lands, and public trust lands, as well as an appealable area. The Coastal Commission certified the County’s LCP in December 1994, and it has approved numerous amendments since certification.

3.2.1.3 Sustainable Santa Cruz County Plan

The proposed project arises in part from the Sustainable Santa Cruz County Plan (SSCC), accepted by the Board of Supervisors in October 2014 as a planning and feasibility study. The study focused on sustainable development of the County’s urban areas and identified strategies to meet Assembly Bill (AB) 32, which requires California jurisdictions to reduce and limit the production of greenhouse gases (GHGs). The SSCC was focused on the development of healthy communities based on strong links between land use patterns and multi-modal transportation with the goal of reducing commute and travel times.

The SSCC describes a vision, guiding principles, and strategies to achieve a more sustainable development pattern in the County’s USL with a focus on land use, mobility, housing choice, economic vitality, and urban design. In concert with the SSCC strategies, the proposed General Plan/LCP and County Code revisions also are intended to mitigate climate change, encourage diverse housing choices and focused development, support multimodal transportation, support local agriculture and preserve agricultural land, update commercial zones to support evolving business needs and local job creation, and modernize the land use permit framework and types of uses allowed within various zone districts. The SSCC resulted in the development of a vision statement and guiding principles consistent with three fundamental sustainability concepts—environmental protection, economic strength, and social equity.

3.1.2.4 Santa Cruz County Code

The SCCC is a codification of the adopted ordinances of the County of Santa Cruz, which includes 19 titles. The titles most applicable to land use and development are: 13, Planning and Zoning Regulations; 14, Subdivision Regulations, and 16, Environmental and Resource Protection. Title 12 includes building regulations. Title 15, Community Facilities, includes regulations regarding park and other dedications, as well as roadway and transportation improvements and impact fees. Title 17, Community Development, includes regulations regarding establishment of annual growth rates, affordable housing requirements, and residential density bonus provisions. Title 18 addresses discretionary permit procedures.

3.2.2 Sustainability Update Process and Public Participation

Between 2011 and 2014, Santa Cruz County prepared the SSCC. During this time, the County engaged in intensive public outreach for the preparation of this plan, which provided the basis for the Sustainability Update. Opportunities for public participation included 16 workshops, advisory group meetings, and stakeholder meetings. The efforts focused on visioning, the meaning of “sustainability,” focus areas, and plan concepts. In addition, concurrent with the release of this Draft Environmental Impact Report (EIR), additional community meetings to gather public comment on the draft amendments have been scheduled, and refinements to the General Plan/LCP and County Code will be incorporated based upon public input prior to adoption.

The EIR Notice of Preparation (NOP) was released in July 2020 and a public scoping meeting was held in July 2020. After public release of the draft General Plan/LCP and SCCC amendments, draft County Design Guidelines, proposed map amendments, , the County Planning Department will hold community meetings, as well as several study sessions at the Planning Commission, Housing Advisory Commission, Commission on the Environment, Agricultural Policy Advisory Commission, and other key commissions and community groups. These meetings will be followed by public hearings at the Planning Commission, Board of Supervisors, and California Coastal Commission.

3.3 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines indicates that the EIR Project Description shall include a statement of the objectives sought by the proposed Project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the Project.

3.3.1 SSCC Vision Statement and Project Goals

3.3.1.1 SSCC Vision Statement

As previously indicated, the proposed Project arises in part from the SSCC completed in 2014, which describes a vision, guiding principles, and strategies to achieve a more sustainable development pattern in the County's USL with a focus on land use, mobility, housing choice, economic vitality, and urban design. In formulating the project objectives for the purpose of CEQA, the County considered the broad sustainability vision, goals and guiding principles of the SSCC. The guiding Vision Statement has been incorporated into the General Plan/LCP and is shown in Table 3-1 and has been used to develop project objectives for the purposes of CEQA.

3.3.1.2 Sustainability Update Guiding Principles

The following guiding principles were developed during the preparation of the SSCC and have in turn been incorporated throughout the elements of the Santa Cruz County General Plan/LCP:

- **Focused Development.** New development should be compact, located primarily within existing urban areas, and should feature a mixture of uses and development intensities that support transportation choices.
- **Transportation Choices.** Develop safe, reliable, and efficient transportation choices to improve air quality, reduce GHG emissions, promote public health, and enhance quality of life.
- **Open Space and Resource Preservation.** Preserve the County's unique natural resources and habitats by carefully managing new development outside the urban and rural services line.
- **Unique Community Character.** Enhance the unique characteristics of communities by investing in healthy, safe, attractive, and walkable neighborhoods and efficient transportation choices.
- **Economic Vitality.** Support locally owned businesses that bind the community together and new businesses that generate jobs and local economic prosperity. Encourage businesses that generate tax revenue and support efforts to train residents to occupy locally available jobs.
- **Housing Options.** Expand housing choices for people of all ages and incomes to lower the combined cost of housing and transportation and to promote diversity in terms of age, income, and family size throughout the County.
- **Equity and Inclusive Decision-Making.** Encourage a broad range of community and stakeholder involvement representing all communities in the County to ensure equitable land use planning and decision-making.
- **Governmental Coordination.** Align policies and funding among local, County, regional, and State governmental agencies. Remove barriers to collaboration, leverage funding, improve local control over local resources.
- **Fiscal Sustainability.** Recognize that there is a significant gap between the level of revenue that is generated by the existing land use pattern. Promote development patterns that generate revenues to provide the infrastructure and services necessary for thriving communities.

Table 3-1 Sustainable Santa Cruz County Plan Vision Statement

All parts of Santa Cruz County, both urban and rural, benefit from the increased vitality of more sustainable patterns of development and conservation. Within all neighborhoods, investments in transportation improvements have increased residents' transportation options, mobility, and quality of life. The unique needs of the various communities are taken into account in County policymaking and transportation decisions, allowing appropriate solutions for each area. The rural areas maintain the character and densities that recognize their topography and important natural resources, and that distinguish them from the urban part of the County. There are improved links among rural areas and between rural and urban areas. Residents, businesses, non-profit organizations, and governmental agencies work together in an effective partnership to encourage economic growth and private investment that benefits County residents and businesses and support the ability of governmental agencies to provide necessary facilities and services.

Within all neighborhoods, there are retail and other services that meet the needs of residents. The robust economy generates increased County revenues, which can then be leveraged to obtain grant funding necessary to provide the expanded multi-modal transportation system desired by the community. Commercial centers feature quality design and convenient connections to neighborhoods for pedestrians and cyclists. Local businesses contribute to a distinctive sense of place and community pride, with jobs providing a living wage to residents. The area is attractive to knowledge-based industries that benefit from the County's unique assets, such as lifestyle enterprises, ecotourism, and sustainable industries. The environmental and social stresses of a large commuter population have been reduced by increasing the number of local well-paying jobs. All residents have the opportunity to benefit from this growth and prosperity—the area is known as a diverse and inclusive community with equal access to opportunity. A healthy local economy contributes to the fiscal sustainability of schools and public agencies and enables the County to provide the high-quality services desired by all residents.

Within urban areas, infill development has occurred on vacant and underutilized commercial properties along key transportation corridors. In some places, this development is mixed use with residential or office uses located above ground-floor commercial uses. The best characteristics of favorite areas, such as the Villages and lower 41st Avenue in Pleasure Point, have been replicated elsewhere. Development is well designed to support a walkable environment and a unique sense of place. Along key corridors, development is of sufficient intensity to support an active environment with transportation choices. New development provides a variety of housing types, and there are housing options that are affordable to households of all income levels. All residents who wish to are able to live within easy walking distance of activity centers that enhance community ties.

Transportation choices are such that residents can leave cars at home for some of their daily trips. Bike and pedestrian infrastructure has been optimized so that there is a good network of on-road lanes and sidewalks, supplemented by some off-road facilities. It is easy and safe to walk or bike from one neighborhood or commercial area to another, as new connections supplement the existing grid pattern. The railroad and Monterey Bay Sanctuary Trail Network, popularly known as the "rail-trail," contribute to transportation and recreation choices, as well as enhancing the sense of community and the vitality of the industries that use the rail. The barrier created by Highway 1 between the ocean and inland sides of the County has been lessened by strategic improvement of crossings and connectivity to those crossings. Better functioning Highway 1 reduces travel times on the freeway and also removes some pressure from local streets, increasing the reliability of travel.

Development within urban areas reduces development pressure in rural areas of the County and helps to preserve valued open space. Development is environmentally friendly due to its location, density, and green building practices. Within the urban area open space and natural habitat are protected, and new development is designed to help protect these resources. The area is a part of a sustainable system of food production with community gardens, urban agriculture, artisan food businesses, and organic farming practices. Development is designed to minimize per capita consumption of resources such as water and energy.

3.3.2 Project Goals

The broad sustainability goals of the proposed project include updating the goals, objectives, policies, maps, and implementation strategies of the General Plan/LCP and sections of the County Code and include those listed below. In concert with the SSCC strategies, the General Plan/LCP and County Code revisions also are intended to mitigate climate change, support multimodal transportation, support local agriculture and preserve agricultural land, update commercial zones to support evolving business needs and local job creation, and modernize the land use permit framework and types of uses allowed within various zone districts.

- Incorporate a new planning horizon for population, housing, and employment growth, consistent with Measure J¹ growth management principles and with the Sustainable Community Strategy for the region as prepared by the Association of Monterey Bay Area Governments (AMBAG);
- Reflect the sustainability vision and guiding principles of the Sustainable Santa Cruz County Plan (SSCC) accepted by the Board of Supervisors in October 2014, as well as the County Strategic Plan (2018) goals of Attainable Housing, Reliable Transportation, Dynamic Economy, Sustainable Environment, Comprehensive Health and Safety, and Operational Excellence;
- Ensure compatibility with land use and transportation planning principles that support reduction of greenhouse gas emissions;
- Define new land use designations, zone districts, and development standards to increase housing choices and workplace flexibility;
- Update and modernize the County Code permit procedures and development standards;
- Adopt County Design Guidelines and special guidelines for the Pleasure Point and Portola Drive Commercial Corridor;
- Align with recent changes in state law, such as Senate Bill (SB) 375 (the Sustainability Communities Strategy) and SB 1000 (Environmental Justice), among others.

3.3.3 Project Objectives

The objectives of the proposed Project for the purpose of CEQA developed by the County are as follows:

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

¹ Measure J is a 1978 voter initiative that established a comprehensive growth management system, provided for affordable housing, distinguished between urban and rural lands, and protected the County's agricultural lands and other resources; it is codified within Title 17 of the County Code.

2. **Agriculture.** Promote the economic viability and environmental sustainability of the county's agricultural economy by protecting agricultural land and supporting a diverse and competitive agricultural industry.
3. **Conservation and Open Space.** Protect and enhance the county's unique environmental setting, diverse open spaces, and cultural and natural resources.
4. **Multimodal Transportation Network.** Improve the county's circulation system to provide an accessible, comprehensive, and effective transportation network that promotes active transportation modes and reduces traffic congestion by integrating automobile use with multimodal transportation options, including enhanced public transit, bicycle, and pedestrian amenities throughout the county.
5. **Housing.** Expand the county's housing inventory to create diverse neighborhoods including a mix of housing types, a range of density options and more affordable housing options, and to accommodate regional housing forecasts. Promote the building, retention, and renovation of quality housing for all incomes, ages, and abilities.
6. **Neighborhood Vitality and Services.** Expand and improve walkable neighborhoods and neighborhood vitality with neighborhood-serving shopping areas and services to provide better local services near housing areas and reduce vehicle trips.
7. **High-Quality Design.** Protect and enhance community character and maintain the identity and vitality of existing neighborhoods through high-quality architecture and design in new buildings, major additions, and redevelopment of existing properties that reflect the character of the surrounding neighborhood.
8. **Economic Vitality.** Expand and enhance employment opportunities to diversify the county's job base, promote a strong local economy, support the creation of jobs for the County's resident workforce, and achieve a better balance between jobs and housing in the county.
9. **Climate Change and Reduction of Greenhouse Gas Emissions.** Reduce greenhouse gas emissions to achieve all adopted targets, and proactively address climate change by implementing sustainable land use and transportation policies and programs that promote efficient use of energy and alternative energy sources.
10. **Healthy Communities.** Facilitate economic, social, and physical health and wellness by promoting sustainable development that fosters economic opportunities, physical activity, active transportation, access to healthy foods and healthcare, and neighborhood centers that enable residents to meet daily needs, such as shopping, employment, and recreation, in close proximity to their homes.
11. **Healthcare and Medical Facilities.** Enhance the medical services activity center on Soquel Drive between Mattison Lane and Soquel Avenue by promoting medical mixed uses in this area.
12. **Environmental Justice.** Promote the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies; protect disadvantaged communities from a disproportionate burden posed by exposure and risk to environmental hazards; encourage equitable access to transit and

active transportation, housing, as well as services and recreational opportunities; and continue to promote civil engagement in the public decision-making process.

13. **Pleasure Point and Portola Corridor.** Implement the Pleasure Point Commercial Corridor Vision and Guiding Design Principles to meet the community’s vision regarding future development in Pleasure Point and along Portola Drive.
14. **Update Zoning Regulations and Permitting.** Modernize and streamline the County’s zoning and land use regulations and permitting process through updates that reflect new land use policies and development standards.
15. **Align with State Law and Regional Plans.** Update the General Plan/Local Coastal Program and Santa Cruz County Code to address new requirements of state law; incorporate population, housing, and employment forecasts; and achieve compliance with all applicable state laws and regulations.
16. **Parcel Changes.** Implement parcel zone amendments to provide consistency with General Plan land use designations and to facilitate development of opportunity sites, such as underutilized properties along Portola Drive and on APN 025-351-19 in Live Oak.

3.4 PROJECT OVERVIEW

3.4.1 Proposed Project

The proposed project is the Sustainability Policy and Regulatory Update of the County’s General Plan/LCP and County Code. The proposed project consists of four key components that are further described in section 3.5. Some of the components will require approval by the Coastal Commission as an amendment to the County’s certified LCP, including some amendments to the General Plan/LCP and some sections of the SCCC, as well as Land Use and/or Zoning Map changes to select parcels in the coastal zone.

1. **General Plan/LCP Amendments.** Proposed amendments include revisions to goals, objectives, policies, programs and text in five chapters of the County General Plan/LCP. The revisions include an updated Introduction and new goals and new or revised objectives and policies, as well as new and revised implementation strategies, which replace existing programs, for Chapters 2, 3, 5 and 7. These chapters will join three other existing elements that have already been updated, which will then comprise the entirety of the General Plan/LCP: Chapter 4, Housing (2016); Chapter 6, Public Safety adopted in 2020²); and Chapter 9, Noise (2019). The content of current Chapter 8, Community Design Element, is being included in the proposed Built Environment Element (Chapter 2), and thus eliminated. Additionally, Environmental Justice policies have been incorporated throughout the General Plan rather than as a stand-alone chapter, and are identified with “EJ.” Also, environmental justice policies are listed in Appendix D to the General Plan/LCP. Table 3-2 summarizes existing and proposed General Plan/LCP chapters.

² In September 2020, the County Board of Supervisors adopted revisions to the General Plan Public Safety Element. The revisions (all except sections related to coastal bluffs and beaches) were approved by the California Coastal Commission in February 2022 subject to County acceptance of modifications.

Table 3-2. Existing and Proposed General Plan Chapters

Chapter	Existing	Proposed
1	Introduction	Introduction – REVISED
2	Land Use	Built Environment* – REVISED
3	Circulation	Access + Mobility* – REVISED
4	Housing	Housing – <i>No Change (update due 2023)</i>
5	Conservation and Open Space	Agriculture, Natural Resources + Conservation* - REVISED
6	Public Safety	Public Safety – <i>No Change (updated 2020; pending Coastal Commission certification)</i>
7	Parks, Recreation and Public Facilities	Parks, Recreation + and Public Facilities* - REVISED
8	Community Design	Eliminated and incorporated into Chapter 2
9	Noise	Noise – <i>No Change (updated 2019)</i>

*Denotes elements containing “LCP” policies that implement the California Coastal Act and require approval of an LCP amendment by the Coastal Commission.

- County Code Amendments.** Revisions to the SCCC primarily address changes to Title 13—Planning and Zoning Regulations and Title 18—Procedures, but there are some proposed revisions to Title 5—Business Regulations, Title 12—Building Regulations, Title 15—Community Facilities, and Title 16—Environmental and Resource Protection in order to ensure regulations incorporate current State law and modern practices, reflect General Plan/LCP proposed revisions, and are internally consistent.
- County Design Guidelines.** The Sustainability Update includes adoption of County Design Guidelines, which are referenced in revisions to SCCC Chapter 13.11. The Guidelines generally address design elements related to site design, building bulk and massing, and relationships of new residential, mixed-use, and commercial developments to the street and to adjacent land uses. In addition, key components of the Pleasure Point Commercial Corridor Vision and Guiding Design Principles have been incorporated into the General Plan, SCCC, and County Design Guidelines as described in sections 3.5.1, 3.5.2 and 3.5.3.
- Land Use and Zoning Map Amendments.** Selected property-specific General Plan land use designation changes and/or rezonings have been identified and include opportunity sites such as the vacant property located at Soquel Drive and Thurber Lane and vacant and underutilized properties along the Portola Drive commercial corridor. There also are proposed General Plan designation and/or zone district amendments for other parcels in order to achieve consistency with the General Plan and/or existing uses on a property.

3.4.2 Local Coastal Program Amendments

The Coastal Act requires Coastal Commission approval/certification of amendments to jurisdictions’ LUP and LCIP. The proposed Sustainability Update includes amendments to some General Plan/LCP; goals,

objectives, policies, and implementation strategies that are also part of the LUP and are noted by the initials “LCP.” LCP policies within elements of the General Plan/LCP that would be amended as part of the proposed project are denoted with an asterisk in Table 3-2.

The proposed Sustainability Update also includes amendments to some chapters of the SCCC that are part of the LCIP. LCIP chapters and sections in the County Code that are proposed for amendment are denoted by an asterisk in Table 3-9. These sections and chapters will also require Coastal Commission approval and certification as part of an LCP amendment.

Eleven properties located within the coastal zone and proposed for changes to their General Plan/LCP land use designation or their zoning will also require approval by the Coastal Commission. Parcels in the coastal zone are denoted by an asterisk in Table 3-11.

3.5 DESCRIPTION OF PROJECT COMPONENTS

3.5.1 General Plan/Local Coastal Program Amendments

The proposed project includes amendments to the Introduction and four elements of the General Plan/LCP. The proposed text changes for each chapter are described and summarized below.

3.5.1.1 Chapter 1: Introduction

The Introduction provides an updated framework for community planning, including a Vision Statement and Guiding Principles, particularly a vision for land use and transportation improvements that support sustainable communities concepts developed during the extensive public visioning completed during the development of the SSCC. The chapter also provides updated text on applicable state and regional regulations and agencies.

3.5.1.2 Chapter 2: Built Environment Element

The existing Land Use and Community Design chapters are combined and updated in a new Built Environment (BE) Element. The purpose of the Built Environment Element is to guide sustainable growth and development in Santa Cruz County by addressing the distribution, location, design, density and intensity of residential, commercial, and industrial land uses. The Built Environment Element promotes a balanced and functional mix of land uses consistent with community needs, desires, and values, including economic vitality, resource protection, and safe, healthy and attractive neighborhoods with a diversity of housing choices and mobility options available to all.

The goals, policies and implementation strategies of the Built Environment Element follow these principles to plan for development that can accommodate the County’s projected growth, while maintaining and improving the environment, economy, and quality of life for those who live and work in the county, which is the concept of “sustainable growth.”

The element includes six goals with supporting objectives, policies, and implementation strategies. The revised chapter updates, revises and adds goals, objectives and policies. The objective and supporting policies regarding the Public Facility/Institutional land use designation have been moved to Chapter 7, and proposed revisions to that objective are discussed within that chapter. The proposed Built Environment Element goals address the following topics:

- 1) Sustainable development framework
- 2) Residential land use
- 3) Commercial and industrial land use
- 4) Community character and design
- 5) Policies for specific areas
- 6) Planning, permitting and public participation

Sustainable Development Framework

Goal BE-1 establishes a framework for sustainable development. Objective BE-1.1 and supporting policies maintain, update and/or consolidate existing objectives and policies regarding maintenance of the USL and RSL, with development focused inside the USL/RSL, annual growth rates and building permits as established in the SCCC. New Objective BE-1.2 encourages coordination of land use and transportation planning, and siting of higher density and higher intensity development along multimodal corridors, active connectors and main streets as defined in the Access + Mobility Element.”. New policies address mixed-use development in “activity centers” and “complete neighborhoods” (Objectives BE-1.3 and BE-1.4), where commercial, residential and community land uses are concentrated as a means to help reduce vehicle trip generation. Objective BE-1.5 and its supporting policies seek to maintain consistency with other regional plans, including AMBAG’s Sustainable Communities Strategy/Metropolitan Transportation Plan, as well as coordination with other local and regional agencies regarding sustainable growth and development.

Residential Uses and Density

The proposed Built Environment Element maintains existing urban and rural land use designations with the addition of a new urban high density “flex” residential (R-UHF) designation, which is intended to accommodate seniors, singles, students, and others who prefer and benefit from compact housing units near transit stops, multimodal corridors, employment, education, shopping centers, and neighborhood services. The intent of this new designation is to improve access and mobility for residents and focus residential growth in areas with infrastructure to accommodate higher density development. The R-UHF land use designation would be implemented by a new “RF” zone district as described in section 3.5.2. No change is proposed to rural density ranges or rural density calculations. The rural density matrix is still used to calculate rural density and is based on net developable area.

Objective BE-2.3 and supporting policies seek encourage the preservation and production of housing that is attainable to residents of all income levels and household sizes through flexible residential land use strategies. Specifically, new residential policies include addressing accessory dwelling units (ADUs), small lot single-family development, and other housing types that promote affordable housing,

as well as home occupations to encourage telecommuting and businesses compatible with surrounding residential uses. New policies address provision of assisted living and other care facilities, as well as potential live-work units within mixed-use developments in commercial zones. The proposed Built Environment Element maintains mixed-use development policies, particularly allowing residential uses in commercially designated areas, but increases the residential allowance from 50% to 75% of the building square footage (BE-3.2.1) to reflect decreased demand for commercial development and increased need for housing. A new objective (BE-4.3) and supporting policies seek to enhance the public realm and provide a sense of place by fostering accessible, safe, and human-scale public spaces and increasing physical, social, and cultural connections.

The proposed new General Plan/LCP residential R-UHF land use designation would allow a mix of residential units at higher urban densities (from 22 up to 45 dwelling units per acre). In addition, the proposed project changes and slightly expands the range of the allowable density of urban residential land use designations as summarized in Table 3-3. The proposed changes would result in a density increase of about 0.5 unit/acre for very low residential and 3-5 units/acre for urban low and urban medium designations, respectively. The high-end of the density range for the urban high residential designation would increase from 17 to 30 units/acre, and the new urban high flex designation would allow density up to 45 units/acre. Policy BE-2.1.1 provides for a wider range of densities allowed as provided in Table 3-3 and also provides for revisions (along with corresponding revisions in the County Code) to allow density in the USL to be calculated based on gross site area in order to encourage developments to achieve actual densities closer to those allowed in the General Plan/LCP. Actual density that applies to a particular zone district is established by the SCCC.

Table 3-3. Existing and Proposed Urban Residential Land Use Densities

Land Use Designation	Implementing Zone Districts	Existing Density (units/acre)	Proposed Density (units/acre)
Urban Very Low (R-UVL)	R-1	1.0 – 4.3	1 – 5
Urban Low (R-UL)	R-1, RB, RM	4.4 – 7.2	4 – 10
Urban Medium (R-UM)	R-1, RB, RM	7.3 – 10.8	7 – 15
Urban High (R-UH)	R-1, RM	10.9 – 17.4	11 – 30
Urban High Flex* (R-UHF)	RF	–	22 – 45

*New land use designation

Commercial, Industrial, and Other Non-Residential Uses

The proposed Built Environmental Element maintains many existing policy topics from the 1994 General Plan regarding commercial and industrial uses, and removes parcel-specific policies from the 1994 General Plan. New policies regarding siting of dispensaries and nonretail commercial cannabis cultivation, manufacturing and distribution uses are provided. Additionally, new policies encourage medical mixed uses in targeted areas along or near Soquel Drive (BE-3.2.3), particularly between Mattison Lane and Soquel Ave (BE-1.3e) in order to foster an activity center focused on medical services and complementary land uses such as workforce housing, assisted living facilities, visitor accommodations, workforce-serving

retail, and restaurants. Policies encourage service commercial uses to locate outside of activity centers, including locating uses in rural areas when urban infrastructure is not required. The proposed Built Environment Element also ties General Plan commercial and industrial policies and implementation strategies to the County’s Economic Vitality Study, and includes a new objective specifically focused on “flexible, efficient, and dynamic workplaces.”

The proposed element calls for a new “Workplace Flex” (C-3) zone district with development standards that accommodate a variety of office, service commercial and light industrial land uses, as well as complementary consumer commercial land uses (BE-3.3c). The intent of this new zone is to bridge the gap between traditional office and light industrial land use, characterized by mixture of office, commercial, manufacturing, and research-oriented uses, as well as ancillary retail and services. Medical mixed-use policies provide for modern medical building designs paired with affordable workforce housing, senior care facilities, offices, and associated retail uses. Proposed implementation strategies call for future identification of opportunity sites appropriate for the Workplace Flex zone along multimodal corridors and in activity centers, including employment-focused activity centers with C-3 zoning at 41st Ave/Soquel Drive and 17th Ave/Monterey Bay Sanctuary Scenic Trail (MBSST) (BE-1.3f).

New policies are provided regarding tourism and visitor accommodations, including policies that allow limited short-term vacation rentals (except within ADUs), but require limitations on the amount and location of this type of use. The proposed revisions include policies to support development of visitor accommodations in close proximity to existing and planned employment centers near Highway 1 and the Soquel Drive corridor but maintain provision of coastal visitor services within identified Coastal Special Communities (BE-3.4.7), catering to traveling professionals as well as those visiting residents and medical patients (BE-3.5.4). Conversion of visitor accommodations to residential and other uses continue to be permitted under specified conditions and consistent with the Permanent Room Housing (PRH) Combining District.

New policies address allowing temporary and special events, while minimizing negative impacts to neighborhoods (BE-3.4.4), including support for farmers markets. The proposed element includes an implementation strategy to consider future creation of an Arts Combining District or other zoning tools to preserve and promote art studios and galleries with integrated retail, studio, performance and special event space (BE-3.4f).

The proposed element also establishes floor area ratios (FAR) for commercial, visitor, office and industrial land use designations and establishes building intensity in these areas. FAR is the ratio of building floor area to lot area. The proposed FARs and estimated employment density (building area per employee) are shown in Table 3-4 on the next page.

Community Character and Design

The proposed Built Environment Element includes policies and implementation strategies regarding community character and building design that are currently included in Chapter 8 of the existing 1994 General Plan/LCP. The proposed element provides community design policies to be implemented in

conjunction with the proposed County Design Guidelines, which are described below in Section 3.5.3. Specifically, the element expands existing policy to require design review for certain types of projects for consistency with design standards and guidelines set forth in the SCCC and County Design Guidelines (BE-4.1.2). Additionally, new policies call for establishment of design and development standards that recognize differences in character among the County’s rural areas, suburban communities and urban corridors (BE-4.1.3).

A new objective with supporting policies and implementation strategies encourage building and site designs that conserve energy and water, reduce material waste and carbon emissions, and support a healthy indoor and outdoor environment. Additionally, a new objective emphasizes the importance of the public realm and placemaking, with policies related to streetscape design, public gathering places, and celebrating local history and culture.

Table 3-4. Commercial and Industrial Land Use Intensities

Land Use Designation	Floor Area Ratio ¹ (Building Intensity)	Estimated Building Area Per Employee (Employment Density) ²	Implementing Zone Districts ³
Consumer Commercial			
Neighborhood Commercial (C-N)	0.5–1.0	500–1,300 sq ft	C-1, CT, PA
Community Commercial (C-C)	0.5–1.0	500–1,300 sq ft	C-1, C-2, CT, VA, PA, C-3
Visitor Accommodations (C-V) Type A ⁴ Type B ⁴	0.5–1.0 0–1.0	1,500–2,000 sq ft	VA, CT
Employment Focus			
Professional Office (C-O)	0.5–1.0	400–600 sq ft	PA, C-3
Service Commercial and Light Industrial (C-S)	0.1–1.0	1,000–2,000 sq ft	PA, C-3, C-4, M-1
Heavy Industrial (I)	0.1–1.0	1,500–2,000 sq ft	M-1, M-2

Notes:

- 1 Floor area ratio (FAR) is the ratio of building floor area to lot area. Commercial and industrial FAR calculations exclude parking garages.
- 2 Employment density assumptions are based on the US Energy Information Administration 2018 Commercial Buildings Energy Consumption Survey. Employment density is an estimation, not a requirement.
- 3 C-1 = Neighborhood Commercial; C-2 = Community Commercial; CT = Tourist Commercial; VA = Visitor Accommodations, PA = Professional and Administrative Offices; C-3 = Workplace Flex; C-4 = Commercial Services; M-1 = Light Industrial; M-2 = Heavy Industrial.
- 4 Type A = hotels, motels, bed + breakfasts. Type B = rural camps and conference centers, hostels, RV and tent-camping parks.

Policies for Specific Areas

The Built Environment Element’s goal and supporting policies for specific areas address several geographic areas where specific land use regulations are appropriate. These include coastal zone development, specific area plans, disadvantaged communities, and airport-land use compatibility. The revised element deletes parcel-specific policies and programs that are included in the existing Land Use Element, primarily because many recommendations have been completed or are no longer relevant.

- **Coastal Zone.** In the coastal zone, coastal-dependent agricultural and visitor-serving land uses are prioritized over other land uses, and development projects must be consistent with the Coastal Act. The revised element generally retains existing policies regarding development in the coastal zone, and adds additional policies to further align with the Coastal Commission’s LCP Update Guidelines.
- **Area-Specific Plans and Guidelines.** In addition to the General Plan/LCP, development projects must follow adopted village/town area or special area plans that apply to certain village and town centers, coastal communities, and other commercial corridors and activity centers.
- **Disadvantaged Communities.** The proposed Built Environmental Element also includes a new objective and policies to target public resources and services to areas identified as “disadvantaged communities” due to demographics, environmental impacts and/or geographic isolation. Disadvantaged communities in the unincorporated County include communities with an annual median household income that is 80% or less than the statewide annual median household income, and/or communities disproportionately impacted by environmental factors such as water quality impacts from underperforming septic systems, low-efficiency/high-cost water and sewage treatment, and air pollution from woodburning fireplaces and stoves (BE-5.3.1).

The proposed project includes new policies to ensure that future improvements in disadvantaged communities will not produce negative impacts on the community, such as an increase in toxic exposures, a net loss of affordable housing, or the displacement of residents and local legacy businesses (BE-5.3.2) and to encourage uses and development in disadvantaged communities that serve to improve circumstances for these communities, such as increased affordable housing, employment opportunities, environmental remediation, public infrastructure, and community services (BE-5.3.3).

- **Airport and Airspace Land Use Compatibility.** The Built Environmental Element promotes compatibility between the Watsonville Municipal Airport and land use in the surrounding airport influence area, in compliance with state noise and safety regulations as does the current Land Use Element. The proposed Built Environment Element generally maintains the policies and programs included in the existing General Plan/LCP regarding airport-land use compatibility, which were added by amendment in 2019. The Watsonville Municipal Airport is the only public use airport in Santa Cruz County. The basic function of airport land use compatibility policy is to promote compatibility between the Watsonville Airport and existing and future land uses in the unincorporated areas of the County that surround the airport. A new policy (BE-5.4.17)

acknowledges the existence of a designated military flight path in south Santa Cruz County that is not a low-level flight path and does not impact land use or development.

In addition to these identified “specific areas,” a number of proposed policies support new and/or intensified development in specific areas, locations or sites. Policies that address development potential in specific areas or parcels include the following areas, which are further described in Section 4.0.2:

LIVE OAK PLANNING AREA

- Portola Drive/Lower 41st Ave – Encourage development per the Pleasure Point Commercial Corridor Vision and Guiding Principles (BE-4.1c)
- 7th Ave/Brummer Street - neighborhood activity center and coastal priority use site (BE-1.3h, BE-5.1.4, 5.1c, 5.1d)
- Soquel Drive Corridor
 - Medical services activity center between Mattison and Soquel Avenue (BE-1.3e)
 - Transition opportunity sites from low-intensity auto services to active employment and mixed uses (BE-3.3g)
 - Evaluate commercial sites visible and/or accessible from State Route 1 for hotel and motel development, especially along the Soquel Drive corridor in Live Oak where medical uses are concentrated, and redesignate and rezone sites as appropriate, such as the vacant parcel at the northeast corner of Soquel Drive and Thurber Lane. (BE-3.5d)

SOQUEL PLANNING AREA

- Cabrillo College area – Support as an activity center with higher-density housing, limited “walkable” college-serving retail and services, and improved pedestrian and bicycle infrastructure (BE-1.3g)
- Research Park area - Consider options to increase building intensity and employment density in and around Research Park (BE-3.3e)
- Upper 41st Ave/Soquel Drive and 17th Ave/MBSST – Support of workplace flex uses (BE-1.3f)

COASTAL LOCATIONS

- Coastal Visitor Services - Encourage the provision of visitor-serving commercial services within certain Coastal Special Communities (BE-3.4.7, 5.1.5):
 - Davenport: State Route 1 frontage
 - Seacliff Beach Area: Entire Special Community
 - Rio Del Mar Flats/Esplanade Area: Esplanade frontage to Stephen Road
 - East Cliff Drive (front portion of properties) between 12th Avenue and 17th Avenue
 - Harbor Area: Lower 7th Avenue between Brummer Street and Eaton Street
- “Poor Clare’s” site – coastal priority use site for Type A visitor accommodations (BE-5.1.4, 5.1c, 5.1d)

- Davenport CEMEX Plant – redevelop the CEMEX site balancing natural resources, historic resources, local community character, visitor service

Planning, Permitting, and Public Participation

The proposed Built Environment Element includes a new goal and supporting policies and implementation strategies that address the overall permitting and public participation processes, which call for prioritization of public engagement, communication, structured project review, and consideration of environmental impacts for successful planning and permitting of land use development.

3.5.1.4 Chapter 3: Access + Mobility Element

As previously indicated, the existing Circulation Element has been renamed the Access + Mobility (AM) Element and has been revised to address the transportation system needed for sustainable development. This includes a street typology to reflect the SSCC vision of a layered network approach to achieve multi-modal transportation on a system with limited right-of-way and a constraining topography. The Access + Mobility Element seeks to strengthen the connection with multi-modal transportation planning to develop sustainable urban neighborhoods while protecting natural resources. The Element’s transportation planning policies and planned improvements are therefore strongly tied to the new Built Environment Element.

The element includes 10 goals with supporting objectives, policies, and “implementation strategies.” The revised chapter updates, revises, and adds goals, objectives, policies, and implementation strategies. The proposed Access + Mobility Element goals address the following topics:

- 1) Transportation System Management (Manage travel demand and reduce greenhouse gases)
- 2) A Multimodal Transportation System for All Users (Complete streets and Equitable access)
- 3) Community Character (Access to recreational opportunities, Neighborhood character, and Transportation system maintenance and operation)
- 4) Transportation and Economic Vitality (Efficient freight service and proactively seek funding)
- 5) Technology and Innovation (Proactive planning for technology and Data and smart infrastructure)

Transportation System Management

The proposed element updates existing objectives and policies in the existing Circulation Element, including those regarding vehicle miles traveled (VMT), and includes a new policy to maintain a VMT threshold (AM-1.1.1). Goal AM-1.0 seeks to reduce automobile trips and VMT by increasing the use of non-drive alone transportation modes through an effective transportation demand management (TDM) program, increased investment in active transportation infrastructure, and land use planning that reduces the distance people need to travel for jobs, goods and services. Overall, the proposed element generally provides a greater focus on an enhanced multi-modal transportation system. The proposed element continues support for use of the Santa Cruz Branch Line and the Santa Cruz Big Trees rail corridors for recreational travel, freight and

high-quality transit service, as determined by the Santa Cruz County Regional Transportation Commission (SCCRTC) and other rail corridor owners, as well as supports a rail station at Pajaro junction for inter-regional rail service and connectivity to future high speed passenger rail (AM-1.1.6). The new element includes a new objective and supporting policies and implementing strategies to increase shuttle, transit and active transportation travel within the tourism sector to the County's beaches, parks, and other recreation (AM-1.2).

A Multimodal System for All Users

A balanced transportation system is based on the understanding that it is difficult for a single roadway to meet the demands and expectations of all modes simultaneously. A “layered” transportation network envisions streets as systems based on user types. In this approach, certain user types are prioritized on specific streets. While the complete streets approach is still the basis for planning, a layered network approach recognizes that when there are competing needs for space there is a specific user type identified and given priority. When compiled together the roadway system is then comprised of multiple networks of street types such that different users are traveling using different networks. This layering approach allows for each user type to have a higher quality experience than an approach that results in compromising space for all users by attempting to accommodate everyone within limited space.

Proposed Implementation Strategy AM-2.1a calls for development and regular updates to the County's County Active Transportation Plan, which is being developed concurrent with the General Plan and identifies as well as prioritizes infrastructure needs for bicyclists and pedestrians with special consideration and priority for protected facilities. The implementation strategy calls for coordination with the Parks Department planning process to incorporate greenways and to incorporate recommendations from existing plans such as the Sustainable Santa Cruz County Plan, Town Plans, Safe Routes to School, and the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan. Implementation Strategy AM-2.1i directs the County to identify preferred improvements from the Pleasure Point Commercial Corridor Portola Drive Streetscape Concepts for roadway improvements based on transportation analyses, develop plan lines for the corridor, and require new development to build to plan lines per the SCCC.

Community Character

This portion of the Access and Mobility Element addresses coastal access to provide measures to protect existing coastal access and create new or expanded access to the shoreline and other recreational opportunities (Objective AM-4.1). It also addresses context sensitive design including environmental as well as land use and focusing investments within the County's neighborhoods as a priority.

Roadway and Active Transportation Operations, Safety and Improvements

Level of Service. Policy AM-6.2.1 requires development projects to provide multimodal roadway improvements necessary to achieve a LOS of “D,” except on roadway segments where a lesser LOS has been accepted by the County pursuant to the criteria specifically identified in Table 3-2 of the proposed Element. When development is proposed where a LOS E or F standard has been accepted,

require feasible mitigation in the form of road improvements, a fair share contribution to a road improvement program, or other in-lieu mitigation for the transportation system.

Safety. The proposed Access + Mobility Element contains a new objective related to the safety of transportation system users by calling for a multidisciplinary and systems-based approach to the reduction of traffic related injuries and the elimination of traffic fatalities.

Roadway and Active Transportation Improvements. The proposed Access + Mobility Element carries over some of the planned roadway improvements that are in the existing General Plan/LCP, but deletes others that have been completed or are no longer being considered, and includes new roadway/intersection improvements to improve operations, safety and multimodal access. In particular, the proposed amendments also incorporate planned vehicle and active transportation projects associated with regional transportation plans, the County's Active Transportation Plan, local town plans, accepted corridor plans, as well as those proposed in the SSCC, including a potential bicycle and pedestrian overcrossing of Highway 1 in the Soquel area and another in the Aptos area to promote greater north-south circulation.

Table 3-5 summarizes changes to planned transportation improvements with the proposed General Plan/LCP revisions regarding expansion or addition of roads, and major planned intersection improvements are provided. Figure 3-4 shows the planned future transportation network in the USL identified in the SSCC.

Streetscape concepts for the Portola Drive corridor were developed in 2018 (County of Santa Cruz 2018b) and are evaluated in this EIR. The proposed concepts include the potential re-configuration of the Portola Drive public right-of-way between 26th and 41st Avenues to reduce the number of vehicle travel lanes from the existing four lanes to three lanes, with widened bicycle lanes with other landscaping and pedestrian amenities, and traffic controls, which may include round-about(s) or traffic signals. The proposed concepts include one driving lane in each direction with a center turn lane. This allows for additional on-street parking, safer bicycle facilities, wider sidewalks, safer pedestrian crosswalks, and improved landscaping. Proposed new/improved crosswalks, bus stops, stop signs and other improvements. Figures 3-5A through 3-5C show the proposed design concepts.

Transportation and Economic Vitality, and Technology and Infrastructure

This portion of the Access + Mobility Element addresses freight mobility, the importance of seeking outside funding resources to supplement limited local funding, as well as emphasizes the need for proactively engaging in new technologies to allow for a transportation system that evolves with its users' needs.

Table 3-5. Proposed Transportation Improvements

Planning Area	Existing General Plan Included in Proposed Project	Existing General Plan Deleted with Proposed Project	Other Proposed
Aptos	<ul style="list-style-type: none"> • Rio Del Mar Overpass widening and improvements • Rio Del Mar/Clubhouse Drive intersection - reconstruct and signalize • State Park Drive - Widen to 4 through lanes between Center and Soquel Drive 	<ul style="list-style-type: none"> • Soquel Drive - Improve between State Park Drive and Porter Gulch (COMPLETE) 	<ul style="list-style-type: none"> • New Frontage Road – Between Mar Vista Drive and State Park Drive on north side of Highway 1 • New Road – Connect new frontage road to Soquel Drive parallel to State Park Drive • Operational improvements in Aptos Village including new signals, rail crossing, bicycle, and pedestrian enhancements from Aptos Village Plan. • Landscape, streetscape, parking, and active transportation improvements per the Seacliff Village Plan from Seacliff Village Plan.
Live Oak	<ul style="list-style-type: none"> • Capitola Road - Widen to 4 through lanes with median islands and left-turn pockets 	<ul style="list-style-type: none"> • Soquel Avenue - Widen to 4 lanes between Soquel Drive and 17th Avenue (lack of right-of-way) • Examine East Cliff Drive as one-way inbound with bike/pedestrian lane (COMPLETE) • Widen Eaton Street to 4 lanes between 6th and 7th Avenues (lack of right-of-way) • Widen 7th Street to 3 lanes with 2-way left-turn lanes between Eaton St and Capitola Road (lack of right-of-way) • Widen 17th Avenue to 3 lanes between East Cliff Drive and Railroad (COMPLETE) 	<ul style="list-style-type: none"> • Soquel Drive/Soquel Avenue - Work with the City of Santa Cruz to add dedicated right-turn eastbound lane from Soquel Drive to Soquel Avenue. • Portola Drive – Reduce travel lanes from 4 to 2 lanes with center turn lane with protected bike lanes/wider sidewalks between 41st Avenue and 26th Avenue • New Road - Extend Kinsley Street between El Dorado Avenue and 17th Avenue • Soquel Drive/Chanticleer Avenue – signalize • Soquel Drive/Soquel Avenue - Add a dedicated right turn lane in the eastbound direction of Soquel Drive to Soquel Ave. • Soquel Drive/41st Avenue - Add a dedicated right-turn lane in the eastbound direction of Soquel Drive to 41st Avenue. • Soquel Drive/Robertson - Signalize the intersection. • Thurber Lane – close to through traffic or make it a right in/right out only and extend Thurber Lane south of Soquel Drive to reduce the number of intersection signals in short proximity with each other with potential changes at Commercial Way/Soquel Drive. • Gross Road/40th Avenue/ Soquel Drive - Change intersection control to improve operations. Consider a short-term improvement of diverter and a long-term improvement of a roundabout. • 41st Avenue/Gross Road - Improve intersection controls, intersection geometry and interchange capacity in coordination with the City of Capitola, Caltrans, and the SCCRTC to improve traffic operations as well as bicycle and pedestrian safety. • New Road - Extend Kinsley Street between El Dorado Avenue and 17th Avenue north of Santa Cruz Branch Line corridor • New Road - between Soquel Drive and Highway 1 on the west side of the Flea Market site • New Road - between Mattison Lane and the new roadway on the west side of the flea market to connect the south side of the Flea Market site • New Road – between 17th Avenue and Chanticleer Avenue that connects to Thurber extension and the new roadway on the west side of the Flea Market site

Table 3-5. Proposed Transportation Improvements

Planning Area	Existing General Plan Included in Proposed Project	Existing General Plan Deleted with Proposed Project	Other Proposed
			<ul style="list-style-type: none"> • New Road – Between Chanticleer Avenue and Mattison Lane • New Road – Between 17th and Chanticleer Avenues • Extend Bostwick Lane Between Paul Minnie Ave and 7th Ave • New Road – Between El Dorado and 17th Avenues north of Santa Cruz Branch Line corridor • New Road – Between 17th and Paget Avenues
Pajaro Valley	<ul style="list-style-type: none"> • Green Valley Road - Widen to 3 lanes between Amesti Road and Arroyo Drive • Green Valley Road - widen to 4 lanes between Airport Blvd/Holohan Road and Amesti Road • Highway 152 - Widen to 4 lanes • Freedom Blvd - Improvements (shoulder, curb, gutter, sidewalks) • Buena Vista Drive Improvements - realign and bike lanes • Amesti Road - add bike lanes and pedestrian improvements between Green Valley Road and Browns Valley Road 	<ul style="list-style-type: none"> • Airport Blvd - Widen to 3 through lanes between Ross Avenue and Green Valley Road (COMPLETE) 	<ul style="list-style-type: none"> • Holohan/Highway 152 Intersection- Construct operational and school safety improvements including: adding a left turn lane, a dedicated right-turn lane, extending existing lanes on the Holohan Road approach, adding a merge lane to Highway 152 westbound to accommodate the additional left turn lane and pedestrian and bicycle improvements. • Pajaro River Levee - Reduce flood risks to the surrounding roadway system and community by reconstructing the levees.
Soquel	<ul style="list-style-type: none"> • O'Neill Ranch road-construct new 2-lane connector between Soquel Drive and Old San Jose Road 	<ul style="list-style-type: none"> • Widen Porter Street underpass to 4 through lanes (COMPLETE) • Convert Soquel Wharf Road and Walnut Street to on-way system (COMPLETE) 	<ul style="list-style-type: none"> • New Road – Between 41st Avenue and Rodeo Gulch Road • New Road - Cordelia Ln between 41st Avenue and Rodeo Gulch Road • New Road - Between new North-South Roadway and 41st Avenue • New Road - Between Soquel Dr and Cory Street

3.5.1.5 Chapter 5: Agriculture, Natural Resources + Conservation Element

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

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

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

Agricultural Resources

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

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

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

Other Resources

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

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

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

Notes:

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

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

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

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

3.5.1.6 Chapter 7: Parks, Recreation + Public Facilities Element:

The Parks, Recreation + Public Facilities (PPF) Element is an optional element under state planning law. This element addresses topics related to providing community facilities and infrastructure to support existing and future populations, including parks, recreational and cultural facilities, public facilities, such as schools, public services and utility infrastructure. Public services and utilities that are addressed include fire and police protection, water supply, wastewater and sanitation facilities, flood control, integrated solid waste management, and telecommunications planning efforts.

Table 3-7. Development Density and Intensity on Open Space Land

Land Use	Building Intensity		Maximum Population Density ³	Implementing Zone Districts
	Max. Building Height ¹	Estimated Lot Coverage ²		
Urban Open Space (O-U)	35 feet	0% - 10%	1 dwelling/parcel	PR
Resource Conservation (O-C)	35 feet	0% - 5%	10-40 net developable acres /unit	PR, TP, A
Lakes, Reservoirs, Lagoons (O-L)	N/A	0%	N/A	PR

Notes:

¹ Maximum building height for each site is determined through project review based on the specific use proposed, and any height restrictions provided in any open space or conservation easement.

² Lot coverage is provided as an estimated range and is not tied to any development standard or requirement. Allowable lot coverage at a site that is designated as Open Space is determined by the provisions of any open space or conservation easement, site conditions, including environmental resources and constraints, and availability of developable land outside the open space areas.

³ See policies ARC-9.2.4 and ARC-9.2.7 regarding when a single-family dwelling may be permitted on a parcel with an Urban Open Space (O-U) or Resource Conservation (O-C) Land Use Designation.

The proposed element generally addresses the same topics as the existing element and incorporates the Public Facilities land use designation, which was formerly in the Land Use Element. This chapter includes

four goals with supporting objectives, policies, and implementation strategies. The revised chapter updates, revises and adds goals, objectives and policies. The proposed PPF Element goals address the following topics: :

- 1) Recreational and public facilities/institutional land uses
- 2) Parks and recreation opportunities for all
- 3) Public services (including schools, child care facilities, libraries, and fire and police protection)
- 4) Public infrastructure (including water supply, sanitation facilities, wastewater reclamation, flood control, drainage and stormwater, integrated waste management, electrical distribution system, and telecommunications)

The park development policies and implementation strategies in this element address land uses related to recreation, set standards for parks, and address the provision of adequate park facilities, their funding, sharing with other jurisdictions, and adequate access. Additionally, community services such as schools and libraries, as well as utilities and infrastructure, such as water supply, drainage, and broadband, are addressed in this element.

Objective PPF-1.1 and supporting policies address the “Public Facility/Institutional” land use designation that was moved from the Land Use Element to this chapter. The revisions provide an improved characterization of a variety of public and quasi-public serving uses, including schools, fire stations, government buildings, water supply and treatment facilities, as well as privately owned facilities built and maintained for public/quasi-public purposes, such as churches, hospitals, and sanitary landfills. This designation is also intended for appropriate ancillary public facility activities and secondary private uses. The revised chapter includes new standards for maximum building intensity as shown in Table 3-8. The revisions retain policies that permit residential development ancillary to public facility uses and affordable housing within this land use designation.

The revised element generally retains, consolidates and/or updates objectives and policies related to parks, recreation and public facilities, including coastal recreation and cultural arts. Coastal recreation policies are retained with some related to access moved to the Mobility + Access Element. The revised chapter provides a consolidated/expanded definition of active and low-intensity passive recreational uses (PPF-1.2.1) and retains park classifications. The revised chapter characterizes maximum building intensity in designated park and recreational areas as shown in Table 3-8; the standards in this table are based on SCCC regulations. Changes to park planning are not proposed except to reflect projects that have been completed, and to align with the County Parks Strategic Plan.

Table 3-8. Public Facility and Parks Land Use Designations’ Building Intensity

Land Use Designation	Building Intensity		Implementing Zone Districts ¹	
	Max. Building Height	Lot Coverage Range		
Public Facility/Institutional (P)	All Other Uses	35 feet	40% - 95%	PF
	Medical Mixed Use	60 feet	50% - 95%	PF
Parks, Recreation, and Open Space (O-R)		28 feet	0% - 40%	PR, TP

Notes: P and O-R designations provide for a wide variety of uses. The building intensity standards shown herein are potential maximums only. Actual building height and lot coverage for any future development will be determined through project review based on the specific use proposed.

¹ PF = Public Facilities, PR = Parks, Recreation, and Open Space, TP = Timber Production

3.5.2 Santa Cruz County Code Amendments

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

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

Code Section(s)	Proposed Amendment(s)
<i>Business Regulations</i>	
5.52 Trip Reduction	Updated to include current best practices for transportation demand management and moved to 13.16 Parking and Circulation
<i>Building Regulations</i>	
12,01.010-100: Building Permit Regulations*	Updates definitions to be consistent with state law and minor changes to building permit submittal requirements
12.28: Solar Access Protection	Deleted due to state regulations. The Solar Shade Control Act (Public Resources Code Sections 25980 – 25986) protects solar access from shading by vegetation, and prohibits property owners from planting or allowing a newly planted tree or shrub to cast a shadow over more than ten percent of a solar collector on a neighboring property at any one time during the hours of 10:00 AM and 2:00 PM

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

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

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

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

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

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

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

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

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

3.5.2.1 New Zone Districts

The proposed project includes two new zone districts: Residential Flexible (RF) and Workplace Flex (C-3) as further described below.

Residential Flexible (RF) Zone

The proposed General Plan R-UHF land use designation would be implemented by a new “RF” zone district. The purpose of the RF zone district is to accommodate a greater intensity of residences along and near public transportation corridors within the County’s USL, creating opportunities for infill housing available to residents at various income levels and household sizes, including workers, students, singles and seniors, specifically by encouraging compact attached housing units. Parcels within the RF Zone District shall be located in areas with a full range of urban services and in close proximity to multimodal corridors, commercial services, schools/colleges, and/or major employment centers. Compared to other residential zone districts, this zone district includes flexible development standards appropriate to the more urban nature of this district, such as taller structures, no lot coverage requirements, and lower open space and parking requirements per unit.

Workplace Flex (C-3) Zone

This new C-3 zone district is intended to be aligned with workplace flex policies in proposed in the General Plan/LCP. The purpose of this district is to provide centers of employment with a flexible mixture of office, retail, research and light industrial land uses as well as ancillary sales, customer service and public facilities

uses to meet the daily needs of workers. C-3 District parcels should make efficient use of urban infrastructure and should accommodate flexibly built spaces for multiple business types and changing business needs over time. The C-3 District is intended for parcels located along major corridors and in activity centers within the USL, with a General Plan designation of community commercial (C-C), professional and administrative office (C-O), or service commercial and light industrial (C-S).

3.5.2.2 Revisions to Allowed Uses and Development Standards

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

Agricultural Uses

Single-family Dwellings on Commercial Agricultural Land

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

Land Uses

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

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

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

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

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

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

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

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

Agricultural Preserve Zone District

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

Residential Uses

Changes to residential uses in Section 13.10.322 include the addition of community gardens as an allowed use. In addition, residential dwellings consistent with zone district density no longer require a use permit, and site development permits regulate the design of the site and dwellings. Within the Pleasure Point Commercial Corridor Area, parcel rezoned from commercial to residential are subject to the same special use and development standards provided for commercial parcels in this area (per Section 13.10.334[D]). Congregate senior housing use and development standards were removed from Section 13.10.324, and instead the code would reference state law requirements for this land use. Small-scale commercial agriculture use standards in the RA, RR, and R-1 districts were added to section 13.10.324. Regulations and approval requirements for large family child care in section 13.10.686 and other related code sections have been removed, since, per state law, large family day care uses must be approved ministerially wherever residential uses are allowed.

Residential Development Standards

The proposed amendments to Section 13.10.323 (residential development standards) include the addition of the RF zone district, as well as updated development standards for other residential districts to support the development of multi-family housing and infill development. In alignment with the General Plan/LCP, inside the USL/RSL density is calculated based on gross site area rather than net developable area. Setbacks for small lot single family and multifamily zone districts have been reduced. Maximum lot coverage and floor area ratio has been increased for higher density RM districts, with no lot coverage requirement in the RF district. In the RF district and higher-density RM districts (as well as in the RR, RA and R-1 districts on parcels larger than one acre), three-story buildings would be allowed (compared to two-story buildings on other residential parcels). High density RM district parcels would be allowed building heights up to 35 feet, and 40 feet would be allowed in the RF district (compared to 28 feet on other residential parcels). Open space standards for the RM district were updated with similar overall size

requirements to current standards, and lower open space standards were added for the RF zone, reflecting the more urban nature of this zone district. Detailed calculation of gross building area was removed, since updated information would be provided within the definition of “Floor Area, Gross” in Section 13.10.700.

Standards for residential accessory structures were moved from 13.10.323 to 13.10.611. Separation between an accessory structure and another structure would be required to be three feet or as provided by the building code, whichever is greater. The current 10-foot separation requirement has been removed. Garages with ADUs- above can utilize ADU setback standards. Garages within a required setback would be limited to 13 feet rather than 16 feet, consistent with the overall accessory structure standards.

Temporary Events and Weddings

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

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

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

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

Commercial Uses

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

Uses

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

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

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

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

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

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

Development Standards

In Section 13.10.333, commercial building height standards remain at three stories in all commercial zones, but the actual heights are proposed to be increased from 35 to 40 feet in all commercial zones, except up to 50 feet in the new C-3 zone. The increased height is intended to accommodate larger first floors, consistent with 40-foot heights proposed in the SSCC. In the C3 zone district, a minimum 15-foot first floor height is required. Adjacent to residential and non-commercial agricultural districts, new third-floor setbacks apply. A maximum FAR of 1.0 would be allowed for all commercial districts. In the C-1 and PA districts, minimum lot size and lot frontage has decreased to allow for more infill neighborhood commercial development.

Along the Pleasure Point commercial corridor, the proposed revisions require that development on commercially zoned parcels located along the mapped Pleasure Point commercial corridor (Portola Drive between 26th Avenue and 41st Avenue and 41st Avenue between Portola Drive and the Capitola city limit) follow the guidance provided in the Pleasure Point Commercial Corridor Vision and Guiding Design Principles (County of Santa Cruz 2018a). The revisions also include special development standards for this area regarding maximum square footage for individual tenant spaces (2,000 square feet), height

(height exceptions or variances are not allowed), and setbacks from abutting residential zone districts (30 feet for commercial buildings, 20 feet for residential buildings, with third stories set back an additional 5 feet).

Animal Uses

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

Industrial Uses

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

Timber Production Uses

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

Parks, Recreation and Open space Uses

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

Public and Community Facilities Uses

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

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

Mixed-Use Medical Standards

The revisions also add a new provision for hospitals and mixed-use medical developments within the USL on PF- or commercially-zoned properties greater than or equal to 5 acres, subject to special development standards with allowed lot coverage 50 – 95% and a maximum building height of 60 feet (not to exceed four stories). Mixed-use medical developments must have a medical facility as the primary use, constituting at least 50% of gross building square footage. The remaining square footage may be commercial and/or residential land use. Commercial uses may include offices, neighborhood/community sales and services, and eating and drinking establishments listed in SSCC 13.10.332(D): Commercial Uses Chart. Maximum residential density shall be 45 dwelling units per acre per the Urban High Flex General Plan designation.

3.5.2.3 Revisions to Permits and Permit Processing Procedures

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

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

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

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

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

3.5.2.4 Site Development and Design Review

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

Table 3-10. Site Development Permit Requirements

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

Table 3-10. Site Development Permit Requirements

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

Notes:

- ¹ In the TP Zone District, agricultural use and development is allowed on portions of the parcel not in timber production.
- ² A Site Development Permit is not required for exterior remodels related to agricultural and timber uses with no increase in square footage.
- ³ See use charts provided in SCCC 13.10 to determine if a particular use is allowed within a zone district.

3.5.2.5 Transportation-Related Revisions

The proposed project includes a number of revisions to transportation-related code sections. A new Chapter 13.16 is proposed to the SCCC that revises vehicle and bicycle parking standards that were formerly included in SCCC sections 13.10.550-578. The revisions generally consolidate sections related to provision of site access, off-street vehicle parking, bicycle parking, driveway standards, and transportation related site design standards. Key changes to these standards include: a complete update to the bicycle parking ratios, location and design standards; a complete update to shower facility requirements; an updated calculation and organization of auto parking ratios, including a reduction in residential parking ratios from current requirements; provision of electric vehicle infrastructure requirements; update to parking design per County Design Guidelines, modern regulations and exceptions; removal of loading requirements for retail businesses less than 10,000 square feet; and new interior roadway, private roadway, and right-of-

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

way definitions and design requirements. Also, new drive through design standards have been added in section 13.16.091, and sight clearance triangle structure height limit standards have been pulled into 13.16.093 from SCCC section 13.10.525.

The chapter also includes a transportation demand management (TDM) section (13.16.200) that was formerly included in SCCC Chapter 5.52. TDM requirements are revised and expanded such that TDM programs will be required for new development or at the time of a major alteration or enlargement for projects that meet one of the following criteria: 1) residential developments of 25 or more units; 2) non-residential development with employers or multitenant sites with 50 or more employees that arrive or leave work during peak periods; and 3) mixed use developments that meet either criteria (1) or (2).

Minor edits have also been made to Chapter 15.10, Roadway and Roadside Improvements. In a related update, zone district development standards note that sidewalks and other amenities for pedestrians, bicyclists and transit riders are required based on street typology and roadway classification. Space for these amenities may lead to larger front and street side setback requirements per SCCC 15.10.050 and County of Santa Cruz Design Criteria.

3.5.3 County Design Guidelines

The proposed County Design Guidelines provide overarching guidelines to all project types and specific design guidelines for the following types of developments: multi-family residential, residential flex for the proposed new residential flex zone district, as well as mixed-use, commercial, and work flex for light industrial, creative office and retail uses. The County Design Guidelines would be adopted as a separate document, but are incorporated by reference in the revised SCCC (section 13.11.060). The SCCC revisions indicate that the adopted County Design Guidelines would be applicable to development within the county's urban and rural services lines, including new multi-family, mixed-use, and commercial construction, additions and exterior remodels over 500 square feet.

The proposed Guidelines include the following elements:

- Overarching Design Guidelines. These guidelines apply to all project types and provide design guidance for: site planning; building design; open space; community character; neighborhood transitions; access, circulation and parking; landscaping and sustainability; and trash enclosures/utilities.
- Multi-Family Residential Design Guidelines. These guidelines are tailored toward infill multi-family projects and address design elements that include: frontage design, neighborhood compatibility and accessibility. Guidelines for development in the new Residential Flex Zone District are included this chapter.
- Mixed-Use Design Guidelines. Mixed-use development is an efficient and effective pattern that combines residential development with commercial and office uses. The guidelines in this chapter addresses the complexities of designing to cater toward multiple uses on one site. Design measures for vertical and horizontal mixed-use typologies are outlined.

- Commercial Design Guidelines. Commercial development is addressed as new development as well as repurposed/retrofitted development, described as “infill” in the design guidelines. These guidelines focus special attention on site design, access and circulation, building design and public gathering spaces for different types of commercial developments.
- Work Flex Design Guidelines. A new commercial development typology to the County, the “Work Flex” guidelines establish criteria to facilitate the development of projects to be used for light industrial, creative office and retail uses. These differ from standard commercial developments and require additional design guidelines to guide innovative, creative, and unique development projects.

3.5.4 Parcel-Specific Land Use and Zoning Map Amendments

The proposed project includes General Plan Land Use Map and Zoning Map amendments to 23 parcels, including key opportunity sites and key parcels along transportation corridors, including opportunity sites along the Portola Drive Corridor and the property located at the northeast corner of Thurber Lane and Soquel Drive. The proposed project also includes General Plan redesignation and/or rezoning of some parcels to eliminate inconsistencies between General Plan Land Use Map designations and zone districts associated with mapping errors in the 1994 General Plan (or before). Table 3-11 identifies specific properties and proposed changes that are further described below and are shown on Figures 3-6A through 3-6D.

3.5.4.1 Portola Drive

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

3.5.4.2 Thurber Lane / Soquel Drive Property

The parcel on the northeast corner of Soquel Drive and Thurber Lane (APN 025-351-19) is identified as a potential property for consideration of redesignation and rezoning for a potential mix of residential and commercial uses to support medical uses within the Soquel Drive corridor. The approximate 6.2-

acre property is currently designated Neighborhood Commercial (C-N), Professional and Administrative Offices (C-O), and Urban Open Space (O-U) in the General Plan/LCP and is zoned C-1 (Neighborhood Commercial) and PA (Professional-Administrative Office). The parcel is shown on Figure 3-6B.

For the purposes of the EIR, it is assumed that the northern portion of the property would be redesignated in the General Plan/LCP to the new high density residential designation and rezoned to a high-density residential zone, such as the County’s proposed Residential Flex (RF) zone district, which would accommodate workforce housing at higher urban densities (22-45 dwelling units per acre). The southern portion would be redesignated to Community Commercial (C-C) in the General Plan/LCP and rezoned to a more intense commercial zone, such as Community Commercial (C-2), which is intended to accommodate a range of potential commercial uses, including neighborhood-serving uses, offices, retail, restaurants, and visitor accommodations, such as hotels, motels, and inns.

This EIR addresses the potential drainage impacts associated with development on the property. The site currently has an unnamed ephemeral stream running from the north end to the south end of the site, which is piped to the north and south of this property. Impacts will be reviewed under two sets of development assumptions, one with the stream and related buffer area maintained as a natural feature, and the other with the stream being piped. Development assumptions for the property will also include a potential future General Plan land use amendment and rezoning of the property to accommodate development, which could include a mix of residential and commercial land uses. This EIR considers two potential development scenarios for this property:

- 1) The existing unnamed stream and riparian corridor remain as currently exists with development sited outside of the riparian corridor with a required 10-foot riparian setback from the top of the bank as previously identified by County staff (County of Santa Cruz 2021) that would be incorporated into future development as an attractive and functional open space and hydrologic element; and
- 2) The stream would be placed in a pipe and undergrounded, joining the existing underground drainage pipes that exist off-site at both the north and south ends of the property.

As noted above, this EIR, which is a program EIR, will not analyze particular development layouts, and actual development potential of the site depends on many factors, including a biotic assessment, delineation of the stream, and any proposed development’s consistency with the General Plan/LCP and County codes in place at the time of application.

3.5.4.3 Others

Table 3-11 summarizes other properties with proposed General Plan land use designation and/or Zoning Map amendments, primarily to achieve consistency with the General Plan, and in some cases with existing uses. Location of these parcels are shown on Figures 3-6A, 3-6B, and 3-6D.

Table 3-11. Properties Proposed for General Plan and/or Zone District Redesignation

	Site Address - APN	APN	Current GP Land Use Designation	Current Zoning	Proposed GP Land Use Designation	Proposed Zoning	Reason
Portola Drive							
1	3051 Portola Drive*	028-401-15	R-UH	RM-3	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
2	3301 Portola Drive*	032-032-50	C-S	C-4	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
3	3315 Portola Drive*	032-032-49	C-S	C-4	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
4	3335 Portola Drive*	032-032-48	C-O	PA	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
5	815 35 th Avenue*	032-032-46	C-O	PA	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
6	3431 Portola Drive*	032-032-47	C-O	PA	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
7	3501 Portola Drive*	032-041-68	C-C	C-2	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
8	3150 Portola Drive*	032-075-02	C-N	C-1	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
9	3330 Portola Drive*	032-074-03	C-N	C-1	<i>R-UHF</i>	<i>RF</i>	Encourage opportunities for residential development
Others							
10	Thurber Lane/Soquel Drive	025-351-19	C-N, C-O, and O-U	C-1, PA	<i>C-C, UHF</i>	<i>C-2, RF</i>	Encourage mix of uses in Soquel Drive medical mixed-use area
11	2020 Brommer Street A	029-181-42	R-UM	PF	<i>No Change</i>	<i>RM-4</i>	Rezone to be consistent with General Plan designation
12	2000 Brommer Street	029-181-50	R-UM	PF	<i>No Change</i>	<i>RM-4</i>	Rezone to be consistent with General Plan and reflect existing use (assisted care facility)
13	550 Soquel-San Jose Road, Soquel	030-261-10	R-UM and P	PF-L, R-1-6	<i>P</i>	<i>PF-L</i>	Redesignate General Plan/rezone for consistent designation on site, reflecting existing use (Soquel Cemetery/community center) and remove dual land use designation
14	550 Soquel-San Jose Road, Soquel	030-261-11	R-UM and P	PF-L, R-1-6	<i>P</i>	<i>PF-L</i>	
15	75 Asta Drive, Watsonville*	045-371-02	P	PF	<i>R-UL</i>	<i>R-1-6</i>	Redesignate General Plan/rezone to be consistent with existing development (single-family residential)
16	N/A	050-171-08	AG	PF-AIA	<i>P</i>	<i>No Change</i>	Redesignate General Plan to be consistent with existing use (electric facility/substation) and zoning
17	2446 Freedom Boulevard, Watsonville	050-171-18	AG	PF-AIA	<i>P</i>	<i>No Change</i>	Redesignate General Plan to be consistent with zoning and existing use (social club)

Table 3-11. Properties Proposed for General Plan and/or Zone District Redesignation

	Site Address - APN	APN	Current GP Land Use Designation	Current Zoning	Proposed GP Land Use Designation	Proposed Zoning	Reason
18	500 CA-1, Davenport*	058-081-13	R-UL	R-1-6	C-N	C-1	Redesignate General Plan/rezone to be consistent with existing development (commercial/residential mixed use)
19	170 Laurel Glen Road, Summit	103-301-01	C-N, R-R	RA	R-R	No Change	Redesignate General Plan to be consistent with existing development (single-family residential) and remove dual land use designation
20	N/A	103-301-02	CN, R-M	C-1, RA	R-R	RA	Redesignate General Plan/rezone to be consistent with adjacent parcel in same ownership as 170 Laurel Glen Rd (single-family residential) and remove dual land use designation and zoning
21	7337 Glen Haven Road, Soquel	104-041-19	R-R	CA	AG	No Change	Redesignate General Plan to be consistent with AG-2B agricultural soils and existing zoning
22	7099 Glen Haven Road, Soquel	104-041-23	AG, R-R	CA	AG	No Change	Redesignate General Plan to be consistent with AG-2B agricultural soils and existing zoning and remove dual land use designation
23	1326 Hames Road, Aptos	107-162-02	R-R, AG	CA	No Change	A, CA	Rezone portion of site to be consistent with General Plan designation and lack of agricultural soils on this portion of the site

*Denotes properties within the coastal zone where change requires approval and certification as an LCP amendment by the Coastal Commission

General Plan Designation Abbreviation

R-M	Mountain Residential	C-C	Community Commercial
R-R	Rural Residential	C-N	Neighborhood Commercial
R-UL	Urban Low Residential	C-O	Professional and Administrative Offices
R-UM	Urban Medium Residential	C-S	Service Commercial and Light Industrial
R-UH	Urban High Residential	U-O	Urban Open Space
P	Public Facility/Institutional		

Zone District Abbreviation

RA	Residential Agriculture	C-1	Neighborhood Commercial
R-1-6	Single-Family Residential	C-2	Community Commercial
RM4	Multifamily Residential	C-4	Commercial Services
RF	Residential Flex	PA	Professional and Administrative Offices
A	Agriculture	PF	Public and Community Facilities
CA	Commercial Agriculture		
AIA	Airport Influence Area Combining District		

3.6 INTENDED USES OF EIR

As indicated in the Chapter 2, Introduction, the EIR is an informational document for decision makers. CEQA requires that decision makers review and consider the EIR in their consideration of this project. Discretionary County approvals required for the proposed project include a General Plan amendment, LCP amendment, and SCCC amendments, as well as adoption of the County Design Guidelines and General Plan land use designation and/or zoning map changes for 23 parcels. Other required approvals and/or permits include approval of an LCP amendment by the Coastal Commission. After certification, this EIR may be used by the County and other agencies as a “first tier” document for later projects as authorized by section 15183 of State CEQA Guidelines; see Chapter 2 for further discussion on tiering. Reviews of later projects under this provision would be required to consider any project-specific impacts not evaluated in this EIR.

3.7 REFERENCES

California Department of Finance (DOF). 2020. “E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020 with 2010 Census Benchmark.” May 2020. Accessed October 7, 2020 at <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-5/>.

County of Santa Cruz 2018a. Pleasure Point Commercial Corridor Vision and Guiding Design Principles. Public Draft November 26, 2018. Prepared with assistance from MIG. Accepted as amended by Board of Supervisors December 11, 2018.

County of Santa Cruz. 2018b. Portola Drive Streetscape Concepts. Public Draft. November 26, 2018. Accepted as amended by Board of Supervisors December 11, 2018.

County of Santa Cruz. 2021. Medical Office Building Project Draft Environmental Impact Report. June 2021. Prepared with assistance by Rincon Consultants, Inc.

Governor’s Office of Planning and Research. 2017. *State of California General Plan Guidelines*.

3.8 FIGURES

Figure 3-1. Regional Location

Figure 3-2. Jurisdictional Boundaries

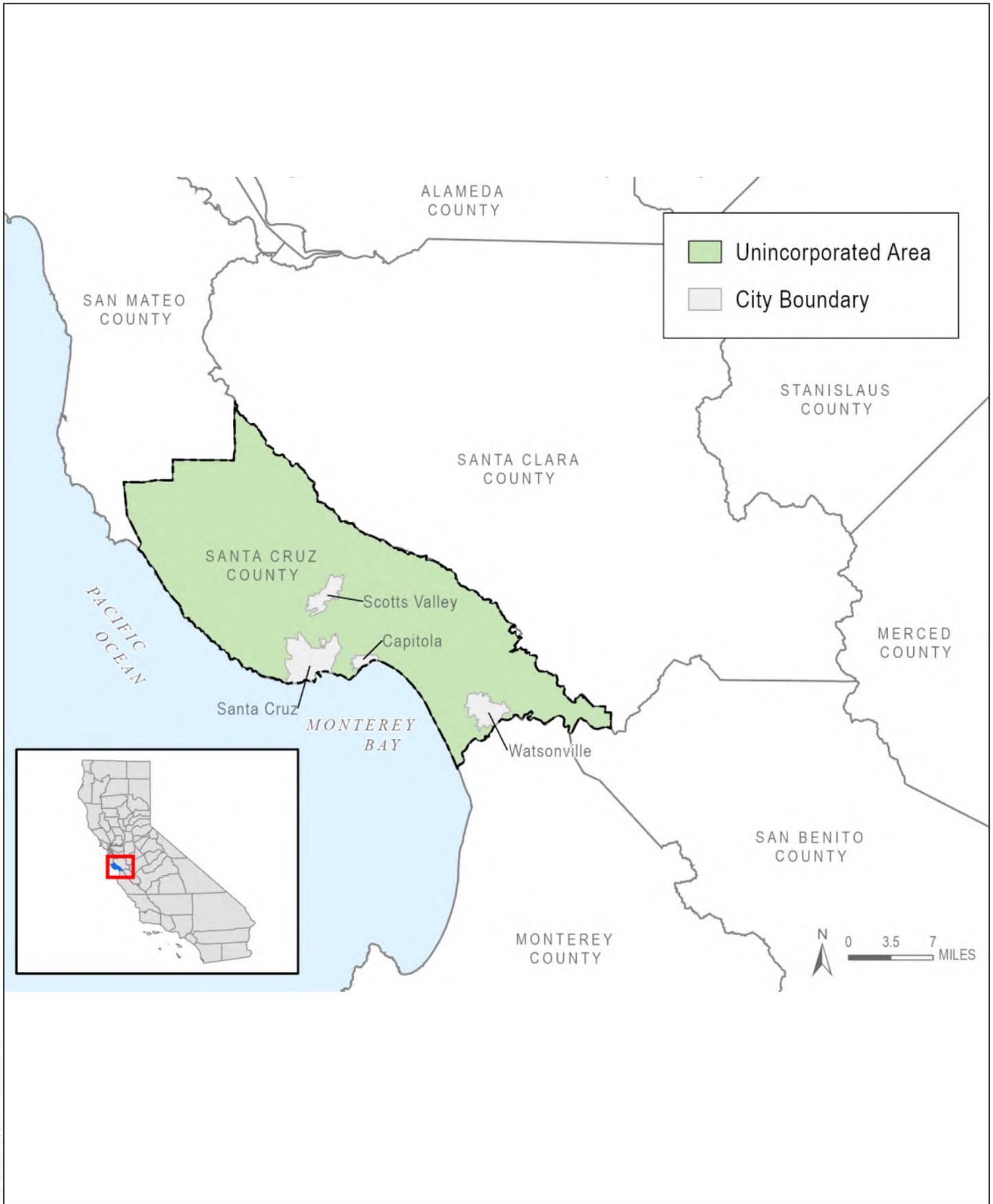
Figure 3-3. County Planning Areas and Urban and Rural Services Lines

Figure 3-4. Future Transportation Network in Urban Areas

Figure 3-5A-C. Portola Drive Streetscape Concepts

Figure 3-6A-D. Properties Proposed for Land Use Redesignation and/or Rezoning

INTENTIONALLY LEFT BLANK



SOURCE: County of Santa Cruz 2021

FIGURE 3-1

Regional Location

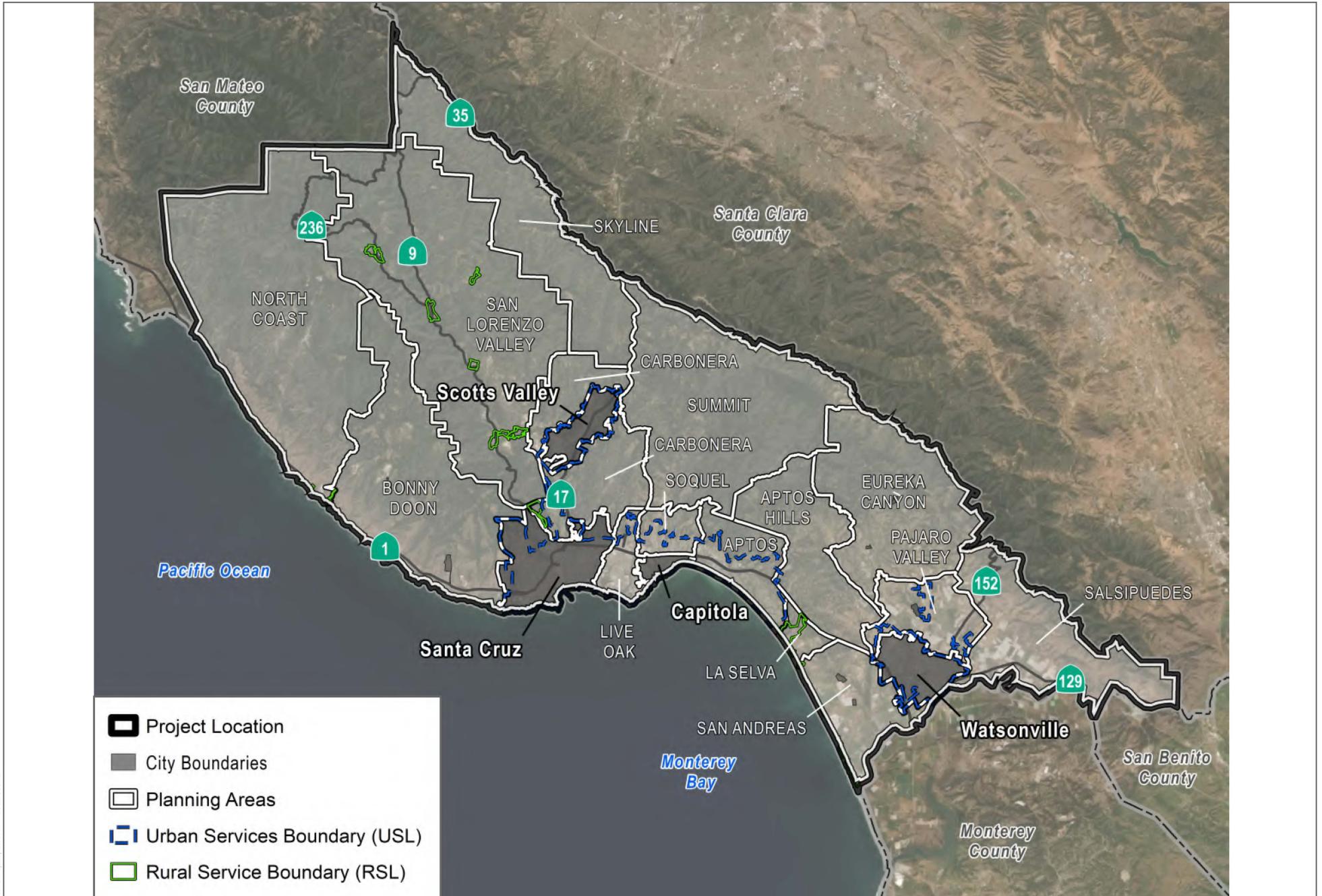


SOURCE: County of Santa Cruz 2021

FIGURE 3-2

Jurisdictional Boundaries

County of Santa Cruz Sustainability Policy and Regulatory Update

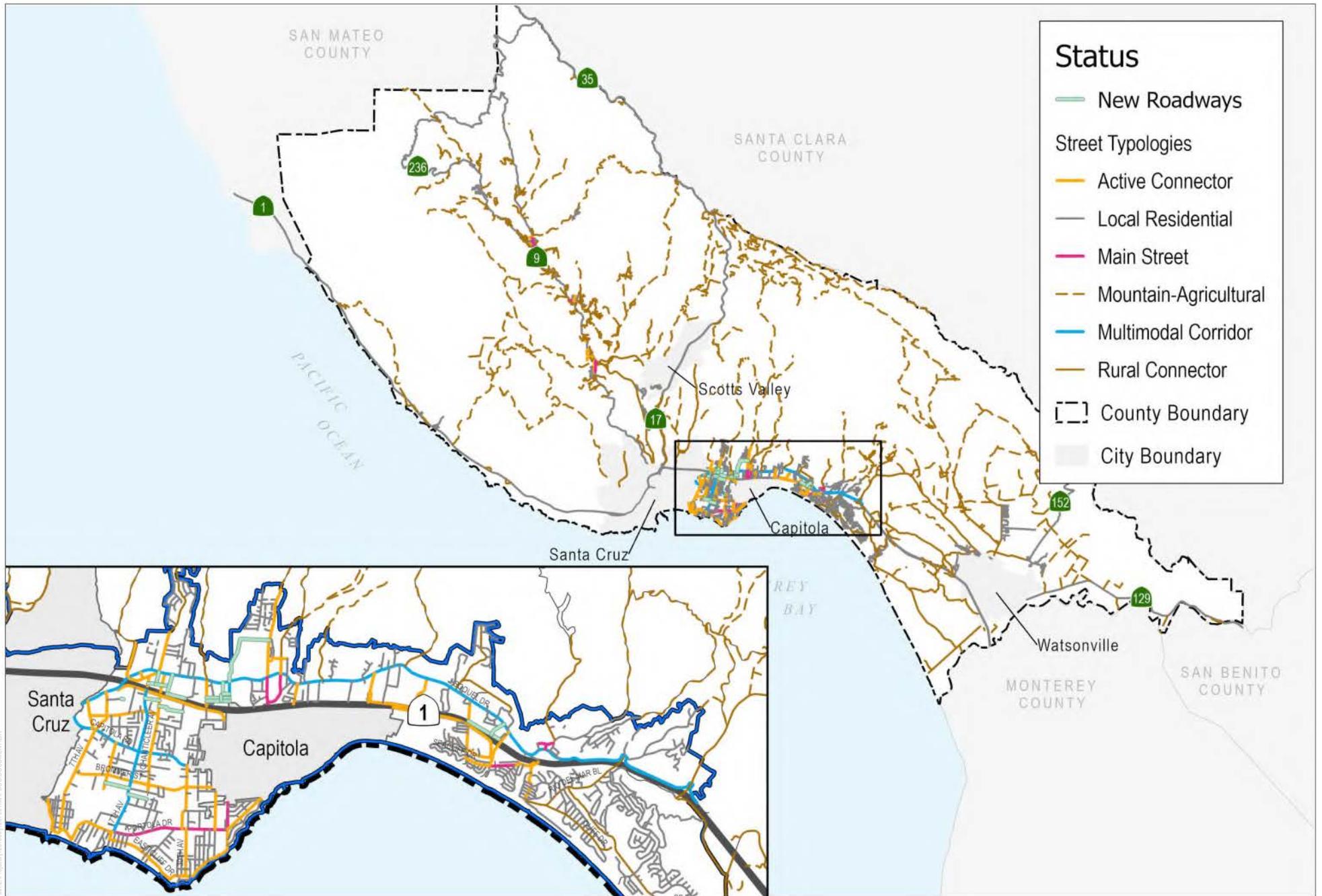


SOURCE: County of Santa Cruz 2021

FIGURE 3-3

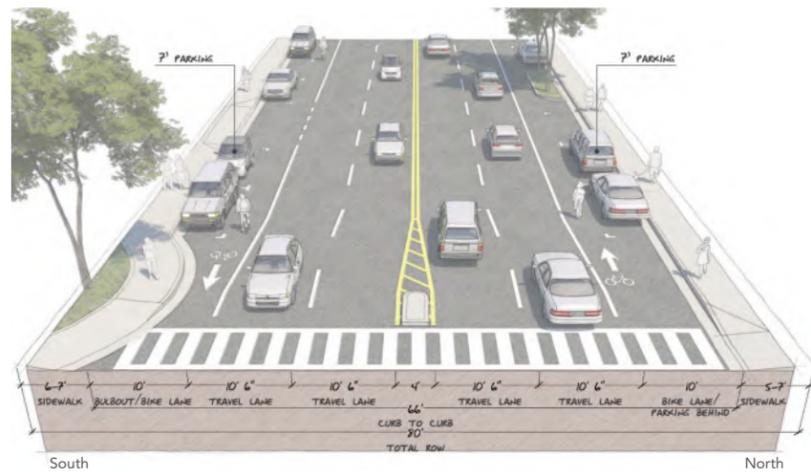
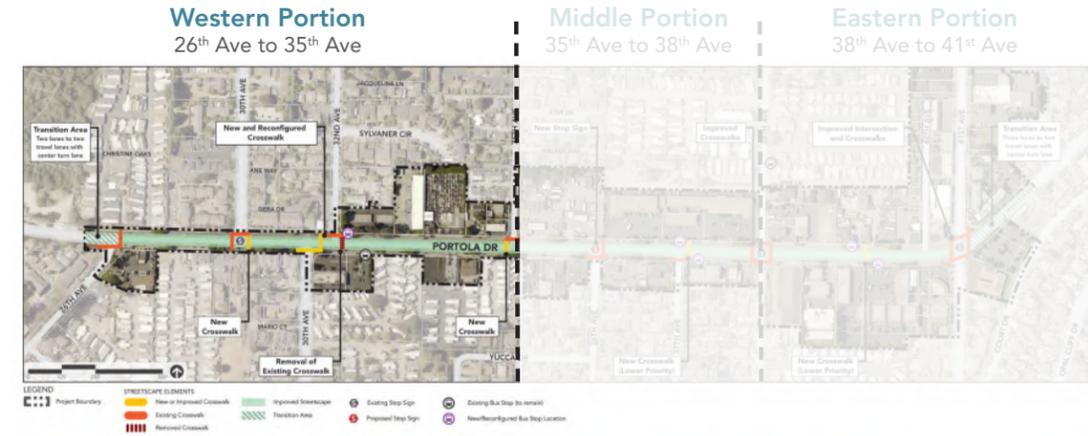
County Planning Areas and Urban and Rural Services Lines

County of Santa Cruz Sustainability Policy and Regulatory Update



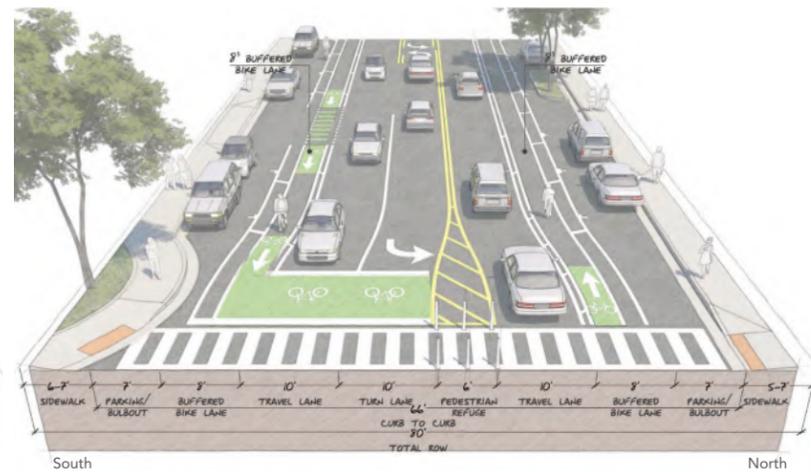
SOURCE: County of Santa Cruz 2021

Western Portion Improvements



Existing Conditions

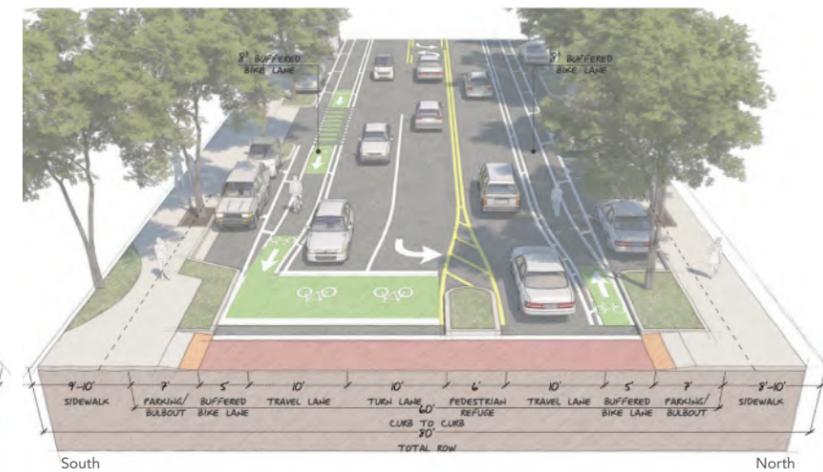
The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.



Near Term Concept

This concept requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts (and is the least expensive to implement). Key improvements include:

- **Repurpose the roadway** from four travel lanes to two travel lanes with a center turn lane and dedicated left turn pockets at intersections
- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn "bike boxes" at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections

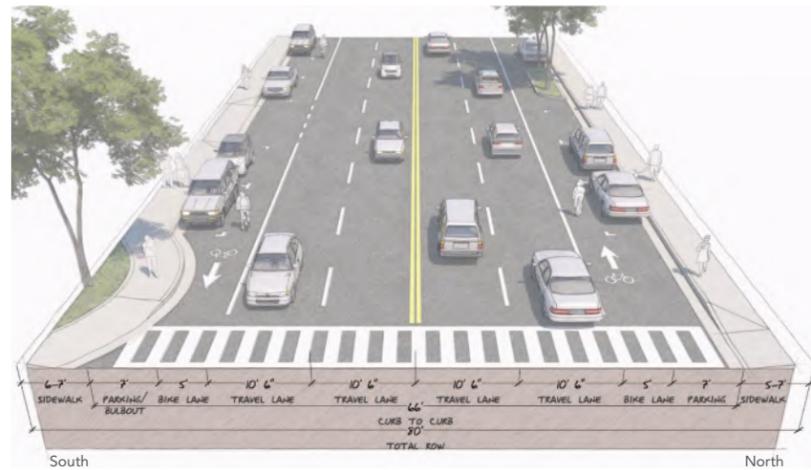
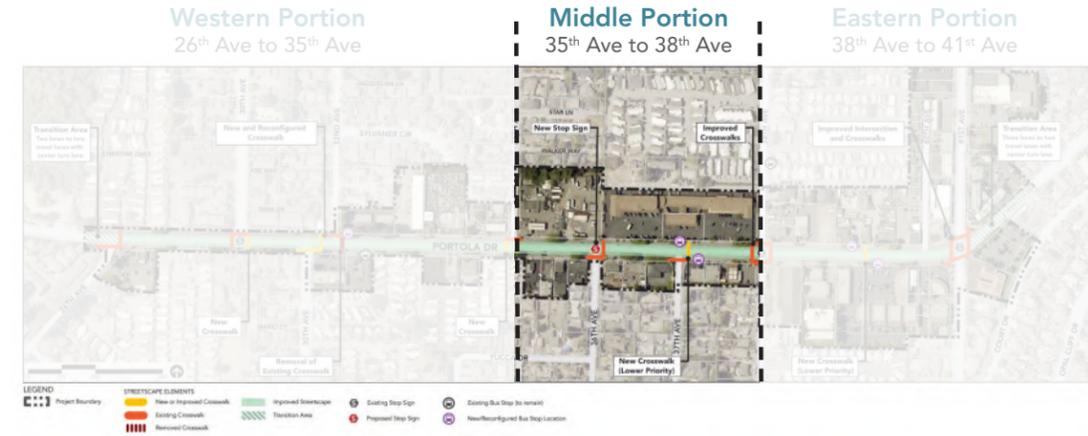


Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

- **Add more street trees** to provide shade and support a residential mixed-use corridor
- **Create wider sidewalks** and **shorter pedestrian crossings** with pedestrian refuges and bulbouts at intersections.

Middle Portion Improvements



Existing Conditions

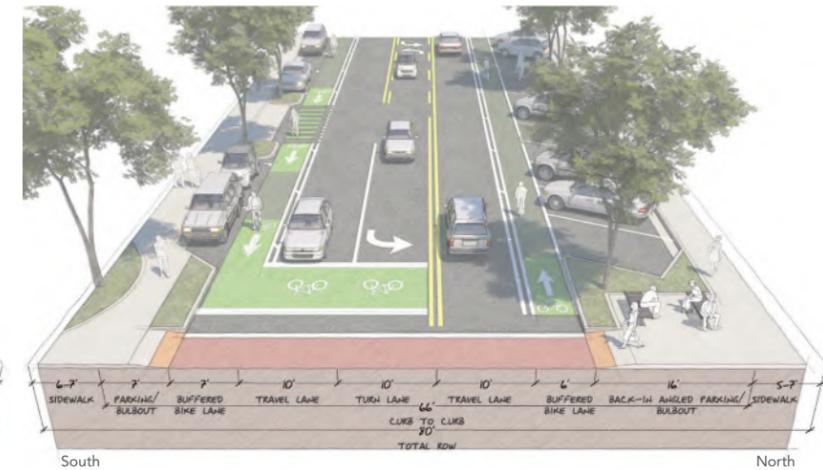
The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.



Near Term Concept

Requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts and the least expensive to implement. Key improvements include:

- **Add more on-street parking** on the north side of Portola Drive to support local businesses
- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn **"bike boxes"** at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections
- **Provide a new center turn lane** and dedicated left turn lanes at intersections

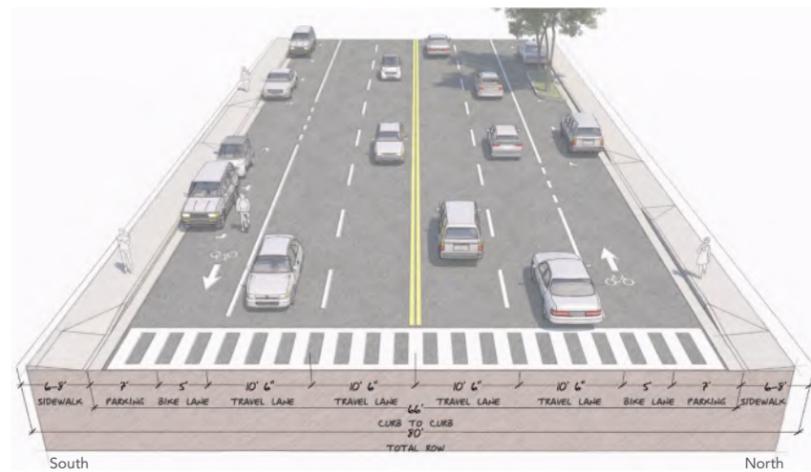
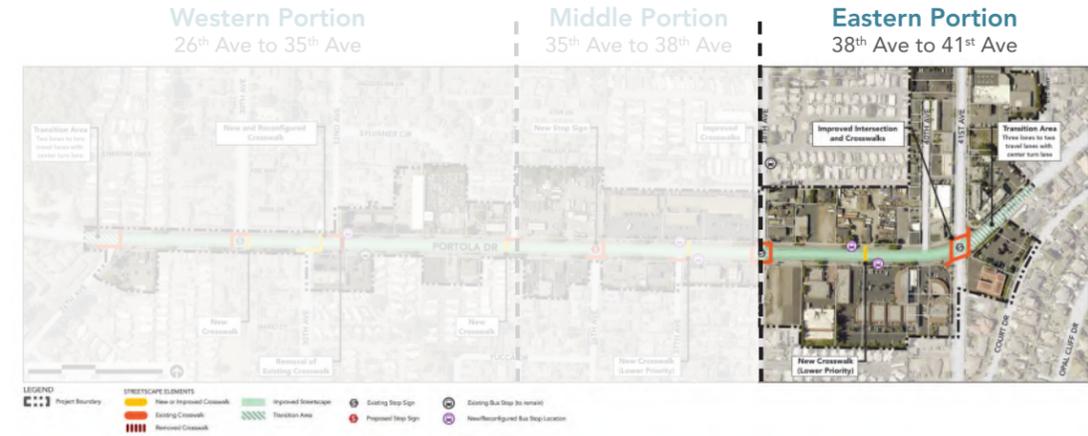


Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

- **Create permanent on-street parking** on the north side of Portola Drive to support local businesses
- **Add more street trees** to provide shade and support a residential mixed-use corridor
- **Shorten pedestrian crossings** and install bulbouts at key intersections with special paving
- **Encourage Pocket Plazas** that provide gathering spaces and opportunities to tell the story of Pleasure Point
- Encourage developments to **extend sidewalks** onto their properties as needed for provide 10-foot wide sidewalks

Eastern Portion Improvements



Existing Conditions

The existing street section along this portion of Portola Drive includes tree bulbouts, parallel parking, painted bicycle lanes, and two driving lanes in either direction.



Near Term Concept

Requires simple paint, striping and signage changes to meet the vision for the corridor. It would not require changes to the existing curbs or tree bulbouts and the least expensive to implement. Key improvements include:

- **Create wider and safer bicycle lanes** that are buffered from vehicle traffic, and potential left turn "bike boxes" at key intersections (to be further analyzed in a traffic study)
- **Ensure ADA accessible pedestrian crosswalks** at intersections
- **Provide a new center turn lane** and dedicated left turn lanes at intersections



Long Term Concept

Builds out the Near Term Concept with new curbs and pavement changes. This would result in additional costs to implement. Key improvements include:

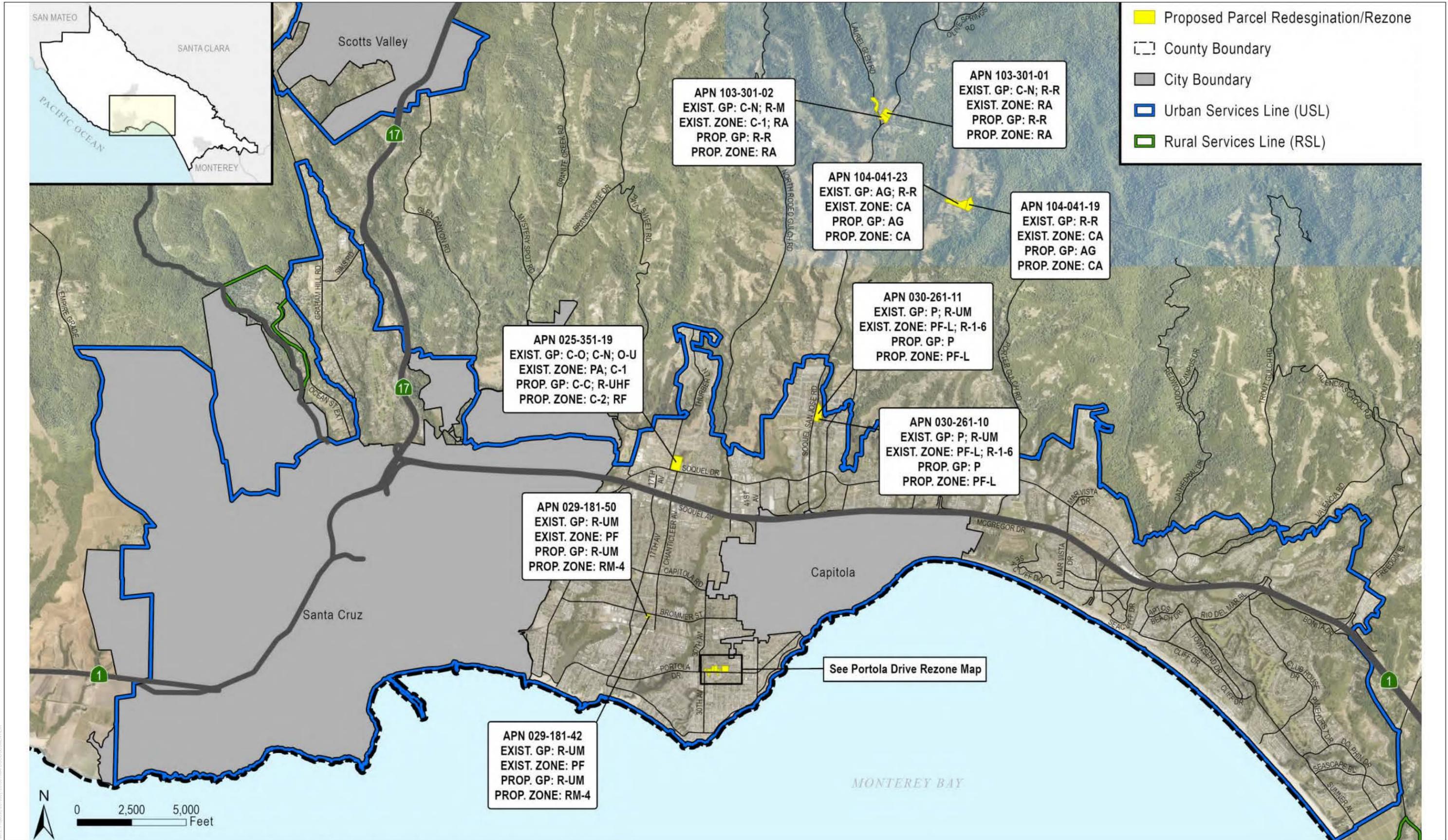
- **Add more street trees** to provide shade and improve aesthetics
- **Shorten pedestrian crossings** at intersections and install mid-block crossings with pedestrian refuges with special paving
- Encourage developments to **extend sidewalks** onto their properties as needed for provide 10-foot wide sidewalks

SOURCE: County of Santa Cruz 2018



SOURCE: County of Santa Cruz 2021

FIGURE 3-6A

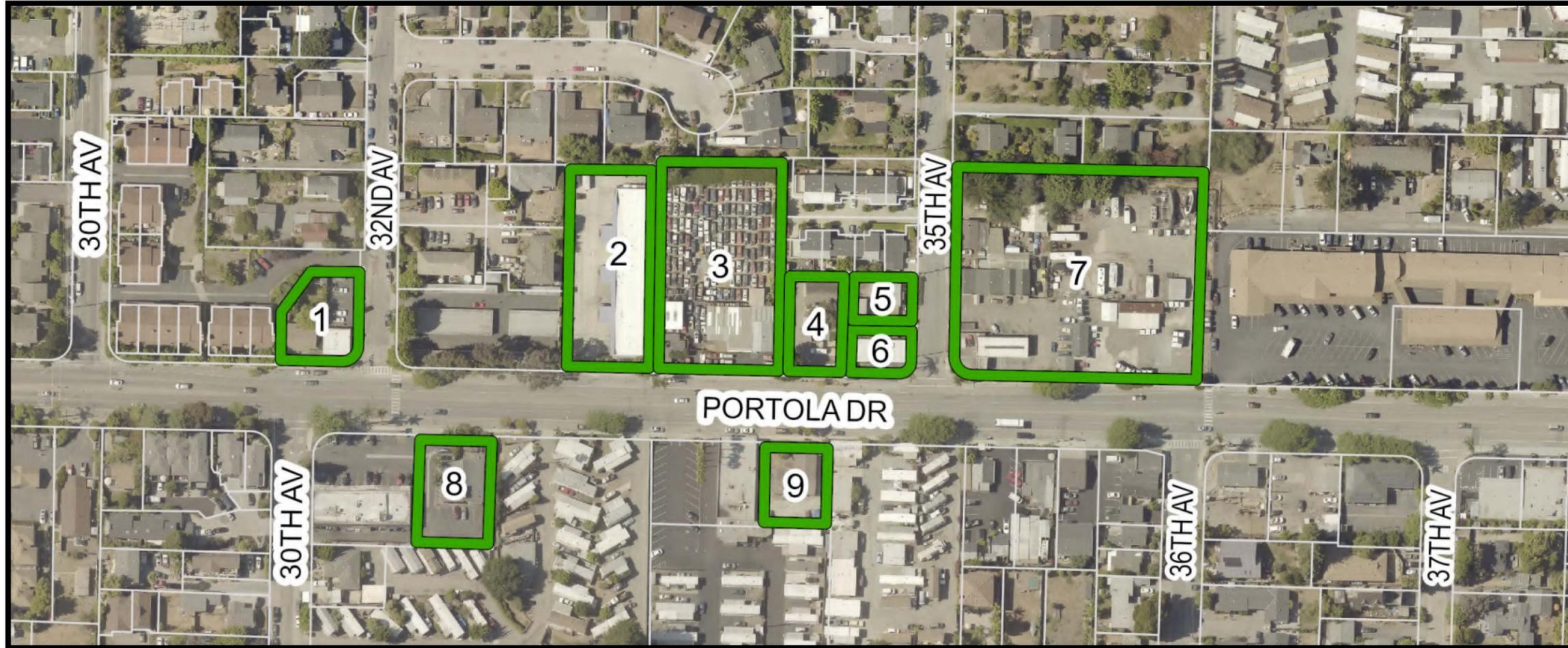


SOURCE: County of Santa Cruz 2021

FIGURE 3-6B

Properties Proposed for Land Use Redesignation and/or Rezoning - Mid County

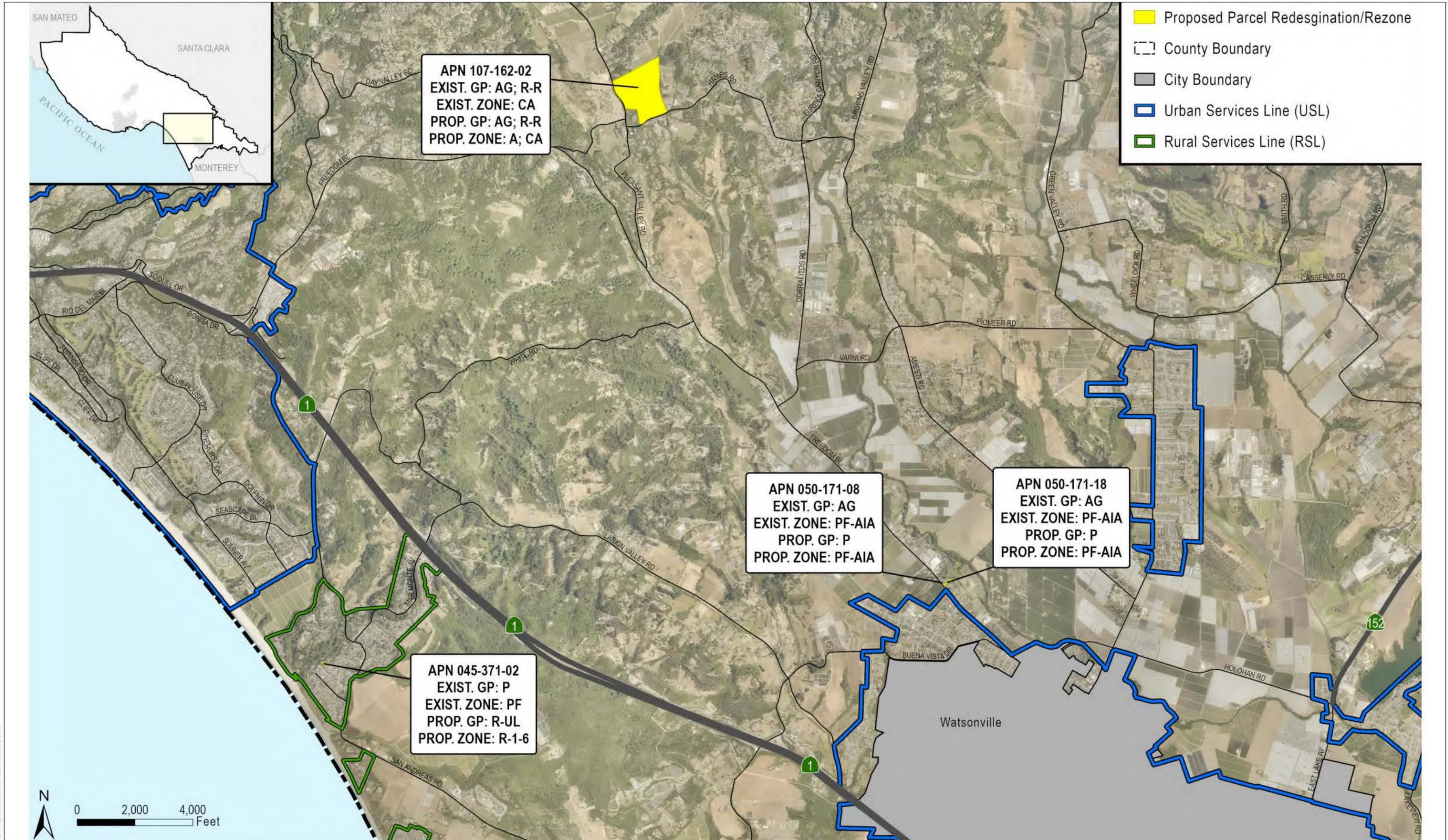
County of Santa Cruz Sustainability Policy and Regulatory Update



SITE ID	APN	ADDRESS	EXISTING GP	EXISTING ZONING	PROPOSED GP	PROPOSED ZONING	PARCEL SIZE (SF)
1	028-401-15	3051 PORTOLA DR	R-UH	RM-3	R-UHF or C-N	RF or C-1	11,326
2	032-032-50	3301 PORTOLA DR	C-S	C-4	R-UHF	RF	27,312
3	032-032-49	3315 PORTOLA DR	C-S	C-4	R-UHF	RF	40,685
4	032-032-48	3335 PORTOLA DR	C-O	PA	R-UHF	RF	9,540
5	032-032-46	815 35TH AVE	C-O	PA	R-UHF	RF	5,271
6	032-032-47	3431 PORTOLA DR	C-O	PA	R-UHF	RF	5,184
7	032-041-68	3501 PORTOLA DR	C-C	C-2	R-UHF	RF	79,541
8	032-075-02	3150 PORTOLA DR	C-N	C-1	R-UHF	RF	13,199
9	032-074-03	3330 PORTOLA DR	C-N	C-1	R-UHF	RF	8,843



- Proposed Rezone Sites
- Parcels



SOURCE: County of Santa Cruz 2021

FIGURE 3-6D

Properties Proposed for Land Use Redesignation and/or Rezoning - South County

County of Santa Cruz Sustainability Policy and Regulatory Update

INTENTIONALLY LEFT BLANK