4.3 TRANSPORTATION & TRAFFIC

4.3.1 ENVIRONMENTAL SETTING

IN THIS SECTION:

- Roadway Network
- Existing Traffic Conditions
- Other Transportation Modes
- Parking
- Planned Transportation System Improvements

This section was prepared based on a technical traffic report (which is included in Appendix D) prepared by Kimley-Horn Associates, with assistance from Ron Marquez, traffic consultant to the City of Santa Cruz Public Works Department. This Environmental Setting section also draws from the City of Santa Cruz *General Plan 2030* EIR [SCH#2009032007], which was certified on June 26, 2013. The General Plan EIR is available for review at the City of Santa Cruz Planning and Community Development Department (located at 809 Center Street, Room 107, Santa Cruz, California) during business hours: Monday through Thursday, 8 AM to 12 PM and 1 PM to 5 PM. The General Plan EIR is also available online on the City's website at: http://www.cityofsantacruz.com/index.aspx?page=348.

ROADWAY NETWORK

Regional access to the project site is provided from Highways 1, 9, and 17, which are referenced as state routes (SR) by the California Department of Transportation (Caltrans). Primary access from these highways to the project site is along Ocean Street to the Beach area. Major roadways in the vicinity of the project site are Pacific Avenue, Front Street, Beach Street, and Bay Street. The project site is bordered by Beach Street on the south, Main Street on the west, First Street on the north, and Westbrook Street on the east. An overview of the existing street and highway system is provided below.

State Highways

Highway - SR 1 (Mission Street) provides access to San Francisco to the north and Monterey to the south. Though the highway is oriented in an east-to-west direction within the city of Santa Cruz, it is primarily aligned in a north-to-south direction for interregional travel. It is four lanes wide along Mission Street from the west side of Santa Cruz to the Chestnut Extension, a four-lane expressway between the Chestnut Extension and River Street, and a four-lane freeway east of River Street. The speed limits for the corresponding sections are 25 miles per hour (mph), 45 mph, and between 55 and 65 mph, respectively.

Highway - SR 17 provides access to the Santa Clara Valley and San Jose to the north, and intersects Ocean Street within the City of Santa Cruz to the south. It is a frequently traveled

route for commuters to the Santa Clara Valley and for recreational traffic coming into Santa Cruz. In the vicinity of the project, it is a four-lane freeway with a speed limit of 55 mph just north of Highway 1, and 65 mph north of Pasatiempo Drive.

Highway - SR 9 provides access between the City of Santa Cruz and the San Lorenzo Valley. In the vicinity of the project, Highway 9 is signed along River Street north of Highway 1. The speed limit on Highway 9 is 25 mph from Highway 1 to just north of Encinal Street, and 35 mph north of Encinal Street.

City Streets

A summary of the primary roads expected to serve the project site is provided below. A full discussion is provided in Appendix D.

Ocean Street is a four-lane, north-south arterial road[1] that intersects Highway 17 to the north and E. Cliff Drive to the south, with a posted speed limit of 30 mph. On-street metered parking is available along most stretches of roadway north of Soquel Avenue.

Bay Street is a two-lane arterial that extends from High Street at the University of California Santa Cruz (UCSC) campus on the north to West Cliff Drive on the south. The posted speed limit is 25 mph.

Riverside Avenue, Front Street, and Pacific Avenue are north-to-south two-lane arterials with unposted speed limits of 25 mph. Their primary function is to serve the downtown and Boardwalk areas within the City of Santa Cruz, and they intersect many local roads and a few east-west arterials. Riverside Avenue is a one-way street southbound from Third to Beach Street. There is on-street metered parking on many stretches of these roadways.

San Lorenzo Boulevard, East Cliff Drive, Laurel Street, Second Street, and Leibrandt Avenue are two-lane east-to-west arterials with posted speed limits of 25 mph. They are all shorter segments of roadway primarily connecting to local streets and some major north-west arterials, in addition to serving the downtown and Boardwalk areas. Both metered and unmetered local on-street parking spots are available, and there are many left- or right-turn exclusive lanes on these arterials. Second Street is a one-way road heading west.

Beach Street is a two-lane east-to-west arterial that runs parallel to the coastline of Monterey Bay. It is a one-way roadway heading east past Pacific Avenue and the posted speed limit is 25 mph. Most intersections are stop sign-controlled, except at Riverside Avenue. There is a buffered bicycle path on the south side of the street, and metered on-street parking on the north and portions of the south side.

West Cliff Drive is a two-lane multi-directional collector street[2] that runs parallel to the coastline west of Pacific Avenue. The posted speed limit is 25 mph. A multi-use paved path is located on the ocean side of West Cliff Drive.

[1] The function of arterial roadways is to accommodate high traffic volumes and intra-city circulation. These streets are used to travel to major activity centers, facilitate freeway access, and connect to other arterials. They also serve adjacent residential land uses via arterial and collector connections.

Westbrook Street and Main Street are two-lane, north-to-south local streets[3] that run adjacent to the La Bahia Apartments and they both intersect Beach Street. The unposted speed limit is 25 mph. Metered, on-street parallel parking is available on the La Bahia frontage side, and diagonal on-street parking is available on the opposite side of both streets.

Cliff Street is a short, north-to-south local street connecting Beach and Third Streets. Most portions are two lanes wide, but one major block is a three-lane bi-directional road with two left turn-only lanes approaching Beach Street. The unposted speed limit is 25 mph, and there is on-street parallel and diagonal metered parking available on both sides.

EXISTING TRAFFIC CONDITIONS

Traffic conditions are measured by average daily traffic (ADT), peak hour traffic volumes, level of service (LOS), average delay, and volume to capacity (V/C) ratio. Average daily traffic is the total number of cars passing over a segment of the roadway, in both directions, on an average day. Peak hour volumes are the total number of cars passing over a roadway segment during the peak hour in the morning (AM) or afternoon/evening (PM). In the City of Santa Cruz, the peak hour for weekdays occurs in the evening (City of Santa Cruz, 2012).

"Level of Service" (LOS) is used to identify the magnitude of traffic congestion and delay at intersections. Traffic flows along city streets typically are controlled by the volume and capacity of the nearest intersection. Intersections are rated based on a grading scale of LOS "A" through LOS "F," with LOS A representing free-flowing conditions and LOS F representing congested conditions. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes.

For signalized intersections, level of service is measured as the average control delay in seconds per vehicle. To evaluate unsignalized intersections, the methodology determines the LOS based on delay, which is reported for the worst approach when the intersection is controlled with one- or two-way stop signs. The delay is an average for all approaches when the intersection is controlled with all-way stop signs.

Level of Service Standards

CITY OF SANTA CRUZ

The City of Santa Cruz has established LOS D as the minimum acceptable LOS for overall intersection operations during weekday AM and PM peak hours. However, the existing *General Plan 2030* accepts a lower LOS at major regional intersections if necessary improvements would be too costly or result in significant environmental impacts (Policies M3.1.3, M3.1.4).

---

[2] The function of collectors is to provide travel within and between neighborhoods by collecting traffic from local streets and channeling it to arterial streets.

[3] The function of local streets is to provide travel within residential areas and neighborhoods, and provide direct access to land uses. They are designed to discourage through traffic in residential areas.

The City also experiences significant traffic during the summers and holiday weekends due to tourist traffic. A portion of the City's circulation system is affected by seasonal surges resulting from coastal access demands from all of northern California. However, Santa Cruz has recognized that it is not practical to build roadway improvements to accommodate this seasonal demand, and has considered beach access congestion to be acceptable as long as it does not divert traffic onto residential streets (City of Santa Cruz, 2012).

CALTRANS

Caltrans, which has jurisdiction over state highways, endeavors to maintain a target LOS at the transition between LOS C and D. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS (Caltrans, December 2002). The traffic study utilized the LOS standards contained in the "Transportation Concept Reports" prepared by Caltrans.

According to the *Transportation Concept Report* for Highway 1, the target level of service for State Highway 1 east of Morrissey Boulevard is LOS D (Caltrans, April 2006). Additionally, according to the *Caltrans Guide for the Preparation of Traffic Impact Studies (Caltrans, 2002),* if an existing State Highway facility is operating at less than the target LOS, the guide states that the existing LOS should be maintained (Caltrans, 2002).

According to the 2006 *Transportation Concept Report* for Highway 17, the target peak level of service for State Highway 17 between the Ocean Street and Scotts Valley is LOS E (Caltrans, January 2006). The Route Concept Report for Highway 17 indicates that widening is not envisioned, and this segment of the highway is considered to be a four-lane freeway (Caltrans, January 2006).

In partnership with local regional transportation agencies, Caltrans has prepared and approved a "Corridor System Management Plan" (CSMP) for Highway 1 from the junction of Highway 68 in Monterey County to King Street/Mission Street in Santa Cruz. The objectives of the CSMP are to reduce travel time or delay on all modes, reduce traffic congestion, improve connectivity between modes and facilities, and expand mobility options along the corridor in a cost-effective manner. The CSMP identifies key stakeholders, the managed network, current management strategies, existing travel conditions, major challenges to maintaining and improving mobility, and potential future management strategies and capital improvements (Caltrans, October 2011). A small segment of the City is located in Segment 3b (Larkin Valley to Branciforte Creek Bridge), with the remainder of the City being located in Segment 4 (Branciforte Creek Bridge to King Street). Existing and future LOS along Highway 1 as identified by Caltrans in this draft plan are identified below (Caltrans, October 2011).

	Existing LOS (2007)	Future LOS (2030)
▪ Hwy 1, Larkin Valley Road to Branciforte Creek Bridge	C - F	D-F
▪ Branciforte Creek Bridge to King St.	D - E	E - F

The *Concept Report* for Highway 1 indicates that, in order to achieve LOS D on Highway 1, added capacity, operational improvements, and investment in the multi-modal system will be required (Caltrans, April 2006). The Route Concept Report for Highway 1 includes the addition of High Occupancy Vehicle (HOV) lanes to Highway 1 in each direction to reduce congestion, encourage carpooling, expand express bus service, and improve safety from Morrissey Boulevard to San Andreas/Larkin Valley Road. Caltrans' draft *Corridor System Management Plan* for Routes 1 and 183 indicates that LOS along added Highway 1 HOV lanes during peak hours would range between B and C in the year 2035 (Caltrans, October 2010). While the overall LOS would remain unchanged in the other lanes with addition of an HOV lane, average speeds would be increased and delays and average travel time would be reduced (Ibid.).

Study Intersections and Highway Segments

In the City of Santa Cruz, the peak hour for weekdays occurs in the evening. The PM peak hour (roughly 4 PM to 7PM) generally has the highest number of trips compared to the AM peak hour (7 AM to 10 AM) or the midday peak hour (City of Santa Cruz, September 2011), and is considered the peak hour period for traffic studies in the City. The traffic study conducted PM peak hour traffic counts in July 2013 at the 16 intersections outlined below. The counts included vehicular traffic, pedestrians, and bicycles. The traffic counts collected at Bay Street/Mission Street (Highway 1) were compared to counts collected in 2010 when UCSC was in session to verify whether traffic conditions varied significantly during the school year. The PM peak hour volumes collected in July 2013 were within one percent of the 2010 count volumes, and were considered adequate for use in this analysis.

The study intersections were determined to be those where the majority of the traffic generated by development at the La Bahia site will be focused, and where potential traffic impacts are most likely to occur. The City Traffic Impact Study guidelines require "critical" intersections be included in the analysis that will experience a project traffic increase of 25 or more peak hour trips to be analyzed. The addition of 25 or more PM peak hour trips at critical intersection may change the LOS by one level or more and cause a potential impact. "Critical" intersections are included in the General Plan and in the City Traffic Impact Fee Program and operating conditions are regarded as critical for efficient traffic flow i.e. the addition of new project traffic may result in congested traffic operations during the analysis peak hour and improvements may be required. The following intersections meet this criterion:

1. Highway 1 / Highway 9-River Street --- [signalized]
2. Highway 17 / Ocean Street --- [signalized]
3. Ocean Street / Water Street --- [signalized]
4. Ocean Street / Soquel Avenue --- [signalized]
5. Ocean Street / Broadway --- [signalized]
6. Front Street / Laurel Street --- [signalized]
7. Pacific Avenue / Beach Street --- [all-way stop]
8. Main Street / Beach Street --- [one-way stop]
9. Riverside Avenue / San Lorenzo Boulevard --- [signalized]
10. Ocean Street / San Lorenzo Boulevard --- [signalized]

In addition, several other "critical" intersections, where the project would add less than 25 PM peak hour trips, were selected for analysis due to their close proximity to the project site and potential for impacts from the addition of the project traffic:

11. Mission Street (Highway 1) / Bay Street --- [signalized]
12. West Cliff Drive / Bay Street --- [all-way stop]
13. Cliff Street / Beach Street --- [all-way stop]
14. Riverside Avenue / Leibrandt Street-2nd Street --- [all-way stop]
15. West Cliff Drive / Beach Street --- [one-way stop]
16. Westbrook Street / Beach Street --- [one-way stop]

Highway 1 and Highway 17 are the main regional access roads to the project site. The following five highway segments are analyzed based on their proximity to project. The segments present the highest accumulation of potential project traffic to the site on the freeway system:

1. Highway 1 – Highway 9-River Street to Highway 17 Junction
2. Highway 1 – Highway 17 Junction to Emeline Avenue
3. Highway 1 – Emeline Avenue to Morrissey Boulevard
4. Highway 1 – Morrissey Boulevard to Soquel Avenue
5. Highway 17 – Highway 1 Junction to Pasatiempo Drive

Existing Traffic Volumes and Intersection Levels of Service

Existing PM peak hour turning movement volumes are shown in Appendix D. Existing intersection PM peak hour levels of service are summarized in Table 4.3-1. All study intersections currently operate within the City standard at LOS D or better, with the exception of the Highway 1/Highway 9-River Street intersection, operating at LOS E. The Bay Street/Mission Street (Highway 1) intersection operates at LOS D, which is considered acceptable using the City's LOS standards, but considered unacceptable based on the Caltrans LOS standards.

For study highway segments, Caltrans 2012 Annual Average Daily Traffic (AADT) volume data were used for highway mainline volumes for the segments identified above. Caltrans 'K' and 'D' factors were utilized to convert the 2012 AADT to directional PM peak hour volumes. The 'K' factor is the percentage of AADT during the peak hour for both directions of travel. The 'D' factor is the percentage of the peak hour travel in the peak direction. 'K' and 'D' factors multiplied by the AADT results in the one-way peak period directional flow rate, or the design hourly volume (DHV).

All highway segments currently are operating within Caltrans standards except for the following segment:

- Highway 1 – Morrissey Boulevard to Soquel Avenue (LOS F – Southbound)

It also is noted that the highway segment capacity analysis presented in the project traffic study may not fully reflect the potential impacts to Highway 1 traffic operations related to ongoing construction of the Highway 1 Soquel to Morrissey Auxiliary Lanes Project and/or traffic incidents, which can increase congestion along the Highway 1 corridor beyond what is reflected

in this analysis. This recent improvement project has now been completed, and the auxiliary lanes are in operation.

TABLE 4.3-1: Existing Intersection PM Peak Hour Levels of Service

	Intersection	Existing Traffic Control	Delay [in seconds]	PM Peak Hour LOS
1	Hwy. 1 / Hwy9-River Street	Signal	75.6	**E**
2	Highway 17 / Ocean Street	Signal	28.5	C
3	Bay Street / Mission Street (Highway 1)	Signal	42.6	D
4	Ocean Street / Water Street	Signal	43.0	D
5	Front Street / Laurel Street	Signal	27.0	C
6	Ocean Street / Soquel Avenue	Signal	36.9	D
7	Ocean Street / Broadway	Signal	34.1	C
8	West Cliff Drive / Bay Street	All-Way Stop	29.6	D
9	Pacific Avenue / Beach Street	All-Way Stop	16.1	C
10	Cliff Street / Beach Street	All-Way Stop	9.8	A
11	Riverside Avenue / Second St-Liebrandt St	All-Way Stop	9.3	A
12	West Cliff Drive / Beach Street	One-Way Stop	7.9	B
13	Westbrook Street / Beach Street	One-Way Stop	15.5	C
14	Main Street / Beach Street	One-Way Stop	17.7	C
15	Riverside Avenue / San Lorenzo Boulevard	Signal	33.9	C
16	Ocean/San Lorenzo-East Cliff	Signal	26.4	C

Source: Kimley-Horn and Associates, January 2014

OTHER TRANSPORTATION MODES

Pedestrian and Bicycle Facilities

The project site has existing sidewalks on both sides of adjacent streets. The City of Santa Cruz's bicycle system is comprised of off-street multi-use paths (Class I), on-street bicycle lanes (Class II), and on-street bicycle routes (Class III). Class I bike paths in the project vicinity include Beach Street, West Cliff Drive, and the San Lorenzo River levees. Class II bike lanes run along all extents of the study area arterials except one block of Second Street, Leibrandt Avenue and East Cliff Drive from Jesse Street to Murray Street. Class II bi-directional lanes exist along the southern side of Beach Street.

Transit Service

Transit service in the area is provided by the Santa Cruz Metropolitan Transit District (SCMTD). The project area is served by three existing routes: Routes 3, 19 and 71. In addition to the SCMTD transit services, a Downtown Trolley service has been in operation since 2010, which provides service between the Downtown and the Wharf/Beach areas between Memorial Day

and Labor Day. The shuttle operates on 30 minute headways in either direction. The Santa Cruz Trolley Consortium, Inc., a non-profit corporation, operates the trolley, which is owned by the City of Santa Cruz. The service also is sponsored by the Downtown Association and numerous businesses and organizations along with a grant from the Monterey Bay Air Quality Control District in cooperation with the City of Santa Cruz.

Rail Service

The former Union Pacific Railroad rail line forms a continuous, single-track, 32-two mile corridor from Davenport to the City of Watsonville. The Santa Cruz County Regional Transportation Commission (RTC) finalized purchase of the right-of-way in October 2012. The Santa Cruz County RTC selected Iowa Pacific Holdings, doing business locally as the Santa Cruz and Monterey Bay Railway, to operate freight and potential future passenger rail service along the corridor.

The Santa Cruz Big Trees and Pacific Railway Company operates a tourist-oriented passenger service between Felton and the Santa Cruz Beach Boardwalk on its nine-mile track line from Santa Cruz to its current terminus at Roaring Camp. The service is provided daily during mid June through the end of August, and weekends and holidays in May, early June, September through October, late November, and December. The trains run twice in each direction every day during regular operations, and partially use the tracks that cross Pacific Avenue just north of the intersection of Pacific Avenue and Beach Street.

PARKING

On-street metered parking currently exists adjacent to the La Bahia site on both sides of Westbrook Street, Main Street, and First Street, and on the frontage side of Beach Street. There are currently 39 on-street metered parking spaces adjacent to the project site frontages.

The Beach / South of Laurel Area includes about 7,800 parking spaces; approximately 80 percent (about 6,300 spaces) are in the Beach Area. A total of 4,145 spaces, a little over 50 percent of the total, are available to the general public, independent of intended activity. A total of 3,562 of these spaces are in the Beach Area and 583 spaces are in the South of Laurel district. Unrestricted, publicly available Beach Area spaces are dominated by the two Seaside Company lots, with a combined total of 1,771 spaces, and the City-owned and -operated 430-space Wharf lot. Other spaces include other City-operated lots, on-street meters, and free curbside spaces (City of Santa Cruz, September 2011). The Santa Cruz Seaside Company is proposing to improve the entry way, add landscaping and restripe the parking configuration of the existing Main Beach parking lot that would add approximately 100 additional parking spaces.

PLANNED TRANSPORTATION IMPROVEMENTS

Planned City Improvements

The City's adopted Capital Improvements Program (CIP) is a multi-year schedule of projects with their associated costs and proposed funding sources. The CIP represents the best efforts to allocate available resources toward projects that provide the most benefit for the people of Santa Cruz. In addition to the Highway 1 / Highway 9-River Street intersection improvement (programmed for 2016/17) described below, other major improvements on the current CIP include: intersection improvements Bay/West Cliff (signalization programmed for 2016), Pacific/Beach (roundabout programmed for 2015), Ocean/Water (programmed for 2015/16) and Ocean/Broadway (left-turn restrictions programmed for 2016).

The City of Santa Cruz has adopted a "Traffic Impact Fee" (TIF) program based on future projected trips generated for each new project. The TIF program, originally adopted in June 2005, evaluated over 60 intersections and identified numerous projects within the City which were needed in order to address the effects of cumulative development, and established fees. The fees are used to fund planned improvements at intersections and roadways included in the program. New development and redevelopment projects are required to pay traffic impact fees, which are calculated at the time of building permit issuance. The TIF was updated in November 2012 to reflect traffic conditions associated with buildout accommodated by the City's General Plan as identified in the City's *General Plan 2030* EIR. The updated fee also combined the former Citywide and Beach/South of Laurel fees. The current City-wide traffic impact fee is $3,850 per new peak hour trip, and those fees may be adjusted annually.

The Mission/Bay and Ocean/San Lorenzo intersections are included in the Traffic Impact Fee (TIF) program. The fund balance in the Traffic Impact Fee fund is in excess of $5 million and it's use is restricted to the improvement of congested intersections on the TIF program list. All of the projects noted above are TIF program intersections. The program also funds bike and pedestrian projects (15% of fees collected) and neighborhood traffic calming projects (5% of fee collected).

Bicycle and Pedestrian Path Improvements

The City's adopted *Bicycle Transportation Plan* (2008) includes the following new paths: Arana Gulch path to connect Broadway with Brommer Street, Branciforte Creek Connection to complete the levee path over Branciforte Creek and under the Soquel Bridge, Monterey Bay Sanctuary Scenic Trail Network (as discussed below), and the San Lorenzo River Trestle Bridge Connection project. The Plan also includes numerous other infill and improvements to existing bike and pedestrian facilities.

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is proposed to span the Monterey Bay from Lover's Point in Pacific Grove to Wilder Ranch in Santa Cruz. The Santa Cruz County Regional Transportation Commission (SCCRTC) adopted a final Master Plan in November 2013. The project site is located within Segment 7-8, in which the existing bicycle path along Beach Street is identified. The SCCRTC approved funding for Segment 7 from Natural Bridges Drive to the Wharf Intersection in December 2013. Improvements of striping to the existing cycle track

and the programmed roundabout at Pacific Avenue and Beach Street (2000 LF) is recommended in the Plan.

State Highways

STATE ROUTE 1

As indicated above, improvements for the Highway 1 Soquel to Morrissey Auxiliary Lanes Project are complete. In addition, the SCCRTC has been working with Caltrans and the Federal Highway Administration since 1986 on studies for longer-term improvements to Highway 1. The current Caltrans Route Concept Report for Highway 1 includes the addition of High Occupancy Vehicle (HOV) lanes to Highway 1 (California Department of Transportation, April 2006). This project will add a lane in each direction to reduce congestion, encourage carpooling, expand express bus service, and improve safety from Morrissey Boulevard in the City of Santa Cruz to San Andreas/Larkin Valley Road. Caltrans' *Corridor System Management Plan* for Routes 1 and 183 also supports HOV lanes on Highway 1 in conjunction with other transportation demand management strategies (Caltrans, October 2011).

A Draft EIR for the HOV project is being prepared and is expected to be released for public review and comment in Summer 2014. The document will provide a program level analysis of the Highway 1 corridor, San Andreas/Larkin Valley Road to Morrissey Blvd, to be improved ultimately as HOV Lane alternative with auxiliary lanes and an alternative without HOV lanes. A project level analysis will be provided in this EIR for added auxiliary lanes between 41st and Soquel Avenues (both directions) and a pedestrian overcrossing at Chanticleer Avenue. Decisions on the HOV lane alternative have yet to be made or funded.

STATE ROUTE 9

The Highway 1/Highway 9-River Street intersection, which is controlled by a signal, currently operates at LOS E during the both the PM and Design Day peak hours, which does not meet Caltrans standards. The City is working with Caltrans to implement lane modifications at this intersection. The improvements require Caltrans approval and an encroachment permit. With implementation of these improvements, the intersection would continue to operate at LOS E during the existing PM peak hours, but the average delay would be reduced by approximately 20 seconds.

The following improvements are identified for the Highway 1/Highway 9-River Street intersection, and are included in the current City Traffic Impact Fee (TIF) Program:

- Northbound Approach: Modify the intersection to consist of one left/thru, one-thru, two right lanes and a bike lane.
- Southbound Approach: Modify the intersection to consist of two-left, one-left/thru, one-thru, one right lane and a bike lane.
- Eastbound Approach: Reconstruct to consist of two left, three thru, and one right lanes. The northbound receiving leg would be widened to two lanes and a shoulder that is also available for bike use.
- Upgrade all sidewalks and access ramps to meet ADA requirements.

Currently, a Project Report, preliminary engineering and associated studies are complete An Initial Study/Mitigated Negative Declaration will be circulated in January 2014 for consideration by City Council in February 2014. The project design and right-of-way acquisition phase are anticipated to take two years, with construction programmed in 2016/17. The improvements are already required under existing conditions.

CALTRANS' CORRIDOR SYSTEM MANAGEMENT PLAN

As previously indicated, Caltrans has prepared and approved a "Corridor System Management Plan" (CSMP) for Highway 1 from the junction of Highway 68 in Monterey County to King Street/Mission Street in Santa Cruz. The draft plan indicates that the following strategies will be used to manage State Route 1 over the next 20 years:

- Maintenance and preservation of the roadway.
- Support improvement of transit service, including new express bus service on the HOV lanes planned for the Santa Cruz corridor.
- Support land use and transportation planning efforts such as the Association of Monterey Bay Area Governments' "Blueprint Plan."
- Reduce congestion by encouraging programs that increase the use of transit, improve bicycle and pedestrian programs, and encourage programs such as carpools, ridesharing, telecommuting, and park-and-ride facilities to reduce demand.
- Intelligent Transportation Systems/Traveler Information/Traffic Management to clear congestion after collisions.
- Operational Improvements, including auxiliary lanes, intersection improvements, ramp metering (Caltrans, October 2010).

4.3.2 RELEVANT PROJECT ELEMENTS

The proposed project is composed of the following uses:

- A 165-room hotel
- Conference / banquet facilities totaling 4,350 square feet, with seating for approximately 290 attendees[4]
- A 2,500-square-foot restaurant (150 seats)
- A 750-square-foot day spa
- Retail space totaling 2,500 square feet

[4] Based on estimates included in the project traffic analysis that is based on 15 square feet per occupant, including tables and chairs, per provisions of the California Building Code.

Access and Deliveries

The project will have a check-in driveway at the first floor level on Beach Street, which provides access to the valet parking area and to the on-site parking garage. One exit-only driveway will be provided on Main Street, and one full-access driveway will be provided on Westbrook Street. The driveway on Westbrook Street will provide access to the parking structure on the second floor for hotel facility guests.

Hotel and restaurant deliveries and laundry will be received at the loading dock toward the top of Westbrook Street. After receiving, all goods will be moved to the appropriate internal storage areas. All bulk refuse (hotel and restaurant) will be compacted. Refuse will be picked up from the rear of the property.

Parking and Proposed Improvements

A total of 210 on-site parking spaces are provided in a two-level garage, as follows: 87 regular striped spaces, 67 compact striped spaces, 49 valet spaces (provided in the drive aisles of the parking structure), and seven Americans with Disability Act (ADA) parking spaces in the parking structure. An area for open parking spaces will be provided at the check-in area; however, these spaces are omitted from the on-site parking totals, as they will be used for loading only. Of the 49 valet parking spaces, 27 will be located on the first level of the parking garage and 22 will be located on the second level. Valet service will be provided as needed. Valet parking will occur in the drive aisles of the parking structure. The valet spaces will be used when the hotel use is reaching capacity.

The site plan indicates that on-site bicycle parking facilities will be provided with a capacity of 70 total bicycles. Interior storage will be provided for up to 40 bicycles, while outdoor bicycle parking facilities for 30 bicycles will be provided near the entrance of the hotel.

The sidewalk on the project frontage would be reconstructed as part of the project. In addition to the main entry location on Beach Street, pedestrian access also will be provided from First Street to the parking structure and the hotel.

Proposed Project Alternative Transportation Program

The Applicant has provided a framework for an Alternative Transportation Program for the proposed hotel project. The proposed measures include membership in the Ecology Action alternative transportation program or other equivalent transportation management program, and the hotel operator will actively encourage carpooling, transit and/or bicycle commuting for hotel employees, including provision of free bus passes and free emergency rides home for employees. The project provides 70 bicycle storage spaces. The hotel operator shall provide hotel patrons information to encourage alternative methods of transportation to the hotel and beach area, including, but not limited to promoting use of the Beach/Downtown Trolley. Documentation of implementation of the program will be provided to the City Planning and Public Works Departments prior to issuance of an occupancy permit for the hotel.

Construction

Construction would be expected to occur over approximately 1½ years, with an estimated start date in May 2015. As part of construction of the new hotel, the majority of the existing apartment complex would be demolished and an excavation of in-situ soil would occur over approximately nine weeks. Demolition would result in removal of approximately 2,750 tons of material and is estimated to be completed in approximately six weeks. Grading activities would result in excavation of 23,250 cubic yards of soil, all of which would be exported offsite. Grading is estimated to take approximately three weeks.

4.3.3 IMPACTS AND MITIGATION MEASURES

CRITERIA FOR DETERMINING SIGNIFICANCE

In accordance with the California Environmental Quality Act (CEQA); State CEQA Guidelines (including Appendix G); City of Santa Cruz plans, policies and/or guidelines; and agency and professional standards, a project impact would be considered significant if the project would:

3a Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (see discussion of City standards below);

3b Change the level of service of a State Highway roadway segment from acceptable operation (LOS A, B, or C) to deficient operation (LOS D, E or F) or result in a change in LOS for a segment currently operating at a deficient level based on Caltrans significance criteria[5];

3c Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways;

3d Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment);

3e Result in inadequate emergency access; or

3f Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The City of Santa Cruz considers "D" or better to be an acceptable level of service for intersections, which is a policy in the City's existing General Plan. A significant impact would result if LOS dropped below a "D" level of service or where a project would contribute traffic increases of more than three percent at intersections currently operating at unacceptable levels (E or F), as further described below. This criteria is applied only to intersections within the City's jurisdiction, but not to Caltrans intersections. The City's *General Plan 2030* also accounts for

[5] Caltrans. December 2002. "Guide for the Preparation of Traffic Impact Studies."

accepting a LOS below "D" at major regional intersections where improvements would be prohibitively costly or result in significant, unacceptable environmental impacts. There are no other adopted plans, ordinances, or policies that establish "measures of effectiveness" for the performance of the circulation system.

For City intersections that already operate at unacceptable levels of service (E or F), the City considers project impacts to be significant if congestion will worsen measurably at the intersection as a result of the project. "Measurably worse" is considered to be a three percent increase in trips at the affected intersection. The City has used the three percent significance criterion for project trip contribution at existing impacted intersections, except for Caltrans-maintained intersections (which are subject to the criteria in 3b above), in part based on directives in the City's existing General Plan to accept a certain level of congestion during peak hours at major intersections, as well as to reflect variations in daily traffic volumes. The three percent criterion has been used throughout the City and is based upon the likelihood that a project will result in an observable increase in congestion at a given intersection or road segment. This is based in part on information provided by Caltrans, in the yearly "Traffic Volumes" reports, which identifies the standard deviation expected with regard to reliability of traffic count data. The standard deviation ranges indicate a 12 percent deviation at 10,000 vehicle trips, meaning that if a traffic count totals 10,000 vehicles per day, then approximately 90 percent of the time, the actual traffic counts will lie within a range of 8,800 to 11,200 vehicles. Thus, the three percent reflects this variation in daily traffic conditions (California Department of Transportation, June 2006).

IMPACT ANALYSIS

As described in the Initial Study (see Appendix A), there are no adopted congestion management programs for the project area (3c). The following impact analyses address impacts to City streets and intersections (3a) and state highways (3b), and the potential to substantially increase hazards or result in inadequate emergency access (3d-e). Potential project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities (3f) are addressed in the LAND USE (4.7) section of this EIR.

Impacts to Circulation System

Impact 4.3-1: Circulation System Impacts
The project will result in an increase in daily and peak hour trips, but would not cause existing or planned intersections to operate at an unacceptable Level of Service (LOS), and would not adversely affect non-auto modes of transportation. However, project trips would contribute to the existing unacceptable LOS of D at the Mission Street/Bay Street and E at the Highway 1/Highway 9 intersections. Therefore, this is a *significant impact*.

PROJECT TRIP GENERATION

The project would generate approximately 1,075 daily trips, with approximately 79 PM peak hour trips (38 in and 41 out). The project trip generation took into account the 44 existing

apartment units at the project site that will be removed, and credit was given for these existing uses.

The trip generation estimate for the proposed project was developed using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation, 9th Edition, 2012*. ITE trip generation rates for hotel land uses include facilities commonly included within a hotel site, such as restaurants, small retail shops, cocktail lounges, meeting and banquet rooms, or convention facilities, as well as employee trips. For this reason, no additional trip generation was included for the project's retail, restaurant, or conference facility/meeting space components. The spa facility is assumed to generate trips from outside of the hotel, and was accounted for separately from the hotel trip generation. The estimated trip generation is summarized on Table 4.8-2.

A 10 percent reduction was applied to the hotel trip generation, which equates to a net reduction of 12 hotel trips during the PM peak hour. This reduction is based on the project's proximity to bicycle facilities, the local transit service, and the trolley service between the Beach and Downtown areas during the summer months, as well as incentives offered by the hotel, which could result in trip reductions for both staff and visitors. The Applicant's Alternative Transportation Program includes measures to support bicycle use, bus passes for employees, and alternative transportation methods for guests. Typically, a hotel located in a resort setting similar in surroundings to the project (e.g., with proximity to the Boardwalk, beach, wharf, restaurants) would have a PM peak hour trip generation rates of up to 43% lower than the project according to the ITE Trip Generation Manual (Kimley-Horn and Associates, January 2014). Thus, the 10 percent reduction is much less that what could be experienced and is consistent with the allowed parking reductions for a development of this type per City of Santa Cruz Zoning Code SEC 24.12.290.4.

TABLE 4.3-2: Project Trip Generation

Land Use	Project Size	Daily Trip Rate	Weekday Daily Trips	PM Peak Hour		
				Total	In	Out
Hotel	165 Rooms	8.92/room	1,472	116	57	59
Reduction for Transit/Bike Trips			(148)	(12)	(6)	(6)
Spa	750 SF	36.13/SF	28	3	1	2
Reduction for 50% public use			(14)	(2)	(1)	(1)
Less Trips From Existing Apartments	44 apts	6.65	(293)	(28)	(14)	(14)
Reduction for Transit/Bike Trips			30	2	1	1
Net New Trips			**1,075**	**79**	**38**	**41**

SOURCE: Kimley-Horn and Associates, January 2014

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The distribution of project trips was determined based upon the locations of land uses within the City of Santa Cruz, as well as traffic volumes at the study intersections, and is consistent with other traffic studies within the city limits. The trip distribution for the project trips is as follows (City of Santa Cruz TRAFFIX model gate numbers shown in parentheses):

- To/From the North – Highway 17/Scotts Valley (Gate #25): 49%
- To/From the East – Highway 1/Capitola (Gate #19): 29%
- To/From the West – Highway 1 (Gate #1): 10%
- To/From the North – Downtown Santa Cruz (Gate #58): 10%
- To/From the North – Beach Area Neighborhood 2%

TRAFFIC VOLUMES WITH PROJECT AND LEVEL OF SERVICE ANALYSIS

Existing PM peak hour intersection traffic volumes with the addition of project trips are shown in Appendix D. Table 4.3-3 identifies LOS with the addition of the project traffic. All of the study intersections would continue to operate at acceptable levels of service, except for the Highway 1/Highway 9-River Street and Bay Street/ Mission Street intersections under Caltrans LOS standards. All of the City-maintained study intersections would operate at acceptable levels of service according to the City's LOS standard. The Highway 1/Highway 9-River Street intersection would continue to operate at an unacceptable LOS E. The Bay Street/Mission Street (Highway 1) intersection would continue to operate at an unacceptable LOS D per Caltrans' LOS standard.

For the Highway 1/ Highway 9-River Street intersection, the City of Santa Cruz level of service standard is D, although the General Plan allows consideration of acceptance of a lower LOS at regional intersections if necessary improvements would be too costly or result in significant environmental impacts (Policies-Actions M3.1.3, M3.1.4). However, the Caltrans standard is LOS C/D. The intersection LOS would not change, but the intersection would continue to operate at LOS E with a control delay of 76 seconds/vehicle during the PM peak hour. In terms of Caltrans standards, the intersection would operate at an unacceptable LOS, although the existing deficient LOS would not change. Although the addition of project traffic (27 PM peak hour trips) and the change in overall intersection control delay (increase of 0.4 seconds/vehicle) is not considerable, the project traffic would result in a significant impact at this intersection, based on Caltrans standards.

As previously indicated and described above on page 4.3-10, intersection improvements are planned for the Highway 1/Highway 9-River Street intersection. With these improvements, the intersection will continue to operate at LOS E, but the average control delay will be reduced by approximately 20 seconds/vehicle compared to existing baseline conditions. A Project Report, preliminary engineering and associated studies are complete An Initial Study/Mitigated Negative Declaration will be circulated in January 2014 for consideration by City Council in February 2014. The project design and right-of-way acquisition phase are anticipated to take two years, with construction programmed in 2016/17. The improvements are already required under existing conditions.

TABLE 4.3-3
Intersection PM Peak Hour Levels of Service with Project Trips

	Intersection	Existing		With Project	
		Delay [in seconds]	PM Peak Hour LOS	Delay [in seconds]	PM Peak Hour LOS
1	Hwy. 1 / Hwy9-River Street	75.6	**E**	76.0	**E**
2	Highway 17 / Ocean Street	28.5	C	28.8	C
3	Bay Street / Mission Street (Highway 1)	42.6	**D**	42.7	**D**
4	Ocean Street / Water Street	43.0	D	44.8	D
5	Front Street / Laurel Street	27.0	C	27.4	C
6	Ocean Street / Soquel Avenue	36.9	D	37.1	D
7	Ocean Street / Broadway	34.1	C	34.8	C
8	West Cliff Drive / Bay Street	29.6	D	30.3	D
9	Pacific Avenue / Beach Street	16.1	C	17.7	C
10	Cliff Street / Beach Street	9.8	A	10.0	A
11	Riverside Avenue / Second St-Liebrandt St	9.3	A	9.5	A
12	West Cliff Drive / Beach Street	7.9	B	14.29	B
13	Westbrook Street / Beach Street	15.5	C	15.9	C
14	Main Street / Beach Street	17.7	C	18.3	C
15	Riverside Avenue / San Lorenzo Boulevard	33.9	C	34.2	C
16	Ocean/San Lorenzo-East Cliff	26.4	1.061	27.3	C

SOURCE: Kimley-Horn and Associates

The Bay Street/Mission Street would continue to operate at LOS D during the PM peak hour, according to the City's standards. In terms of Caltrans standards, the intersection would operate at unacceptable LOS. Although the addition of project traffic (8 PM peak hour trips added) and the change in overall intersection control delay (increase of 0.1 seconds/vehicle) are not considerable, the project does cause a significant impact at the intersection, based on Caltrans standards. The following improvements have been identified for this intersection and are included in the current City TIF Program:

- Eastbound Approach: Reconstruct to consist of one left, two thru, and one right lane.
- Westbound Approach: Reconstruct to consist of one left, two thru, and one right lane.
- Northbound Approach: Reconstruct approach to consist of one left, one thru, and one right lane and one bike lane.
- Southbound Approach: Reconstruct approach to consist of two left, one thru, and one right lane and one bike lane.
- Convert northbound and southbound approaches from split-phasing to protected left-turn phasing.

With these improvements, the intersection will operate at an acceptable LOS C during the PM peak hour, and the impact would be mitigated. The improvements are included in the City's TIF program, but are not currently programmed in the City's current Capital Improvement Plan.

CONSTRUCTION TRIPS

The existing apartment complex will be demolished and an excavation of in-situ soil would occur over approximately nine weeks. Demolition would result in removal of approximately 2,750 tons of material and is estimated to be completed in approximately six weeks. It is expected that 140 truckloads of debris from the existing apartment building will be hauled away over the six weeks. This computes to approximately 10 trips per weekday or two trips in the PM peak hour.

Grading activities would result in excavation of 23,250 cubic yards of soil, all of which would be exported offsite. Grading is estimated to take approximately three weeks. Based on these volumes, it is estimated that excavation will generate approximately 156 truck trips per day, uniformly spread out, or approximately 20 trips per hour. Labor would add approximately 10-20 trips per day or 5-10 trips in the PM peak hour during demolition and excavation. During excavation the maximum daily rate would be 176 daily tips and the 30 PM peak hour trips.

Once excavation is complete, construction of the foundations will commence and then the actual building frame and finish work. These activities will generate approximately 10-20 laborer trips plus equipment and construction delivery, subcontractor trips and other construction trips per day. All of this activity will generate between 100 and 150 daily trips, which are lower than the excavation trip generation of a maximum of 176 daily trips. The excavation trip generation is typically the highest construction activity trip generation estimated for the project, but is still less than the actual project trip generation, and thus the project traffic analysis represent a worst case scenario for the project.

The debris and excavation material will be hauled to a recycling site in Castroville, and the outbound hauling route will be along Beach Street, Third Street, Riverside Street, San Lorenzo Street, Broadway and Ocean Street to Highway 1. The inbound route will be along Highway 1, Ocean Street, Broadway, Laurel Street, Pacific Avenue and Beach Street.

The construction-related traffic during the demolition and excavation phase will be temporary and limited to a period of less than six weeks for each component. Due to high traffic volumes and pedestrians in the beach area, especially during the summer months, no loading or staging of equipment on Beach Street will be allowed between the Memorial Day weekend and the Labor Day weekend (Saturday, May 28th through Monday, September 3rd), nor during the week before Easter through the week after Easter (Monday, April 2nd through Friday, April 13th). Only small construction vehicles, such as pick-up trucks, may be allowed on Beach Street on a case- by-case basis during this period. The contractor will submit traffic control plans per the Manual on Urban Traffic Control Devices (MUTCD) and City standards.

OTHER TRANSPORTATION MODES

As noted previously, the vehicular project trip generation estimates include a 10 percent reduction based on trip reduction data, the location of the hotel to surrounding land uses, the beach, visitor activities, the hotel incentives for visitors and staff, and on the assumption that some hotel staff are anticipated to travel by bicycle or public transit to and from the project site. Conservatively assuming that the full 10 percent multi-modal reduction is comprised of staff and guest trips made by bus transit, bicycle or other non-auto trips, the project would

potentially generate approximately 148 weekday daily and 12 weekday PM peak hour non-auto trips. The project would not interfere with any existing or planned transit, bicycle or pedestrian facilities or systems, and the additional bus ridership demand generated by the project is not anticipated to exceed the available supply of the existing or future multi-modal system.

Mitigation Measures

The identified improvements for the Highway 1/Highway 9-River Street and Bay Street/Mission Street intersections are required under existing conditions, and are planned to be improved through the City's Traffic Impact Program. The proposed project will be required to pay the City's Traffic Impact Fee, which will go toward funding the identified projects, and thus will mitigate the project's contribution to existing impacted intersections. However, until the improvements are implemented, both intersections will continue to operate at an unacceptable level of service. The Bay/Mission intersection would operate at an unacceptable in the near-term, but will operate at an acceptable level when the improvement is completed. However, even with improvements, the Highway 1/Highway 9-River Street intersection will continue operate at an unacceptable LOS in the long-term.

Impact 4.3-2: Highway Impacts
The project will result in an increase in daily and peak hour trips, but would not result in a change to an unacceptable LOS along highway segments. This is a *less-than-significant impact*.

The project will result in approximately 23 additional peak hour trips along Highway 1 and 39 additional peak hour trips along Highway 17. The Highway 1 segment levels of service calculations assumed the existing highway geometrics and lane configurations with completion of the Highway 1 Morrissey Boulevard to Soquel Avenue Auxiliary Lanes Project, which was under construction at the time the traffic analysis was conducted, but has since been completed. All of the study highway segments would operate at acceptable levels of service according the LOS targets established by Caltrans. The segment of Highway 1 from Morrissey Boulevard to Soquel Avenue, which currently operates at LOS F in the southbound direction during the PM peak hour, will improve to acceptable LOS D with completion of the auxiliary lanes project. See Appendix D for further discussion.

Mitigation Measures

No mitigation measures are required, as a significant impact has not been identified.

Access and Hazards

Impact 4.3-3: Project Circulation and Emergency Access
The project will not result in creation of hazards due to design of the circulation system or incompatible equipment or result in provision of inadequate emergency access. This is a *less-than-significant impact*.

The project will have a check-in driveway at the first-floor level on Beach Street, which provides access to the valet parking area and the on-site parking garage. One exit-only driveway will be provided on Main Street, and one full-access driveway will be provided on Westbrook Street. The driveway on Westbrook Street will provide access to the parking structure on the second floor. The project traffic study concluded that circulation within the parking garage is adequate for passenger-type vehicles. Some of the parking spaces at the end of the drive aisles will require multiple turns to exit, which may be troublesome for inexperienced drivers or drivers of larger vehicles.

Goods vehicles will make deliveries (food, linen, and hotel-related deliveries and pick-ups) to the project site on Westbrook Street. Trucks would have to back up into the loading dock from the street. Westbrook Street is a local street with low traffic volumes, one travel lane in each direction, and on-street parking on both sides. It is expected that the majority of delivery trucks would be typical 30-foot rigid-body vehicles. These vehicles aren't anticipated to have trouble accessing the loading area. Longer 40-foot trucks would likely have to encroach into the opposing traffic lane to access the loading area. Trucks longer than 40 feet would likely have trouble accessing the loading area, and would have to park on-street to make deliveries or pick-ups.

A bicycle track runs along the south side of Beach Street in the project vicinity and is frequently used by cyclists. Access to the site would be available from the cycle track and sidewalks. Sidewalks and access ramps along the project frontages will be improved. Thus, the project would not create conditions that would substantially increase a traffic hazard.

The site will be accessible to emergency response vehicles; access to the site will meet City Fire requirements and will not create access hazards. No roads would be closed or converted/reconstructed that will impact response routes or travel times to the area. Intersections in the project area would continue to operate at acceptable levels in accordance with City standards. As discussed above, increased delays to other major intersections currently operating at unacceptable levels of service would be less than a second with the addition of project traffic. While the project will result in increased daily and peak hour trips in the area, the project's contribution to area-wide traffic would not substantially affect or increase response times by emergency vehicles to the area. The project will generate a net increase of about one trip per minute in the PM peak hour on the City road network, which would not measurably affect emergency access or response times. Thus, the project would not result in provision of inadequate emergency access to the site.

Mitigation Measures

No mitigation measures are required, as a significant impact has not been identified.

Parking

Impact 4.3-4: Project Parking Supply
The project parking supply will be adequate to meet demand under City parking requirements. Thus, there will be *no impact* related to project parking supply.

The project includes an enclosed, partially underground parking garage with a total of 210 parking spaces, including 49 valet spaces. Under City parking requirements, without any credits for shared parking or implementation of auto reduction programs, the project would be required to provide 261 onsite parking spaces. The City's Municipal Code allows a 10 percent reduction of Non-Automotive Use Programs (per section 24.12.290.7) and a 10 percent reduction for Cooperative Parking Facilities (per City Code 24.12.290.4). The parking demand accounts for all uses at the hotel site, which qualifies it for a reduction for cooperative parking. The shared use/cooperative parking facilities reduction accounts for the parking facilities at a single site being used for multipurpose trips being made to the site (i.e. visitors that stay at the hotel and attend a conference, visit the spa and/or eat at the restaurant), as well as trips being made to individual uses at different times of the day or week. The Applicant has submitted an Alternative Transportation Program that outlines measures to implemented, including provision of onsite bicycle parking; provision of free employee bus passes; and provision of emergency rides for employees, among other strategies to be developed with the City. With implementation of this program and the shared parking provisions, a 20 percent reduction in required parking would result in a total of 207 spaces for the project, which is provided by the project.

Therefore, project parking supply is adequate, and there would be no impact.

Mitigation Measures

No mitigation measures are required, as a significant impact has not been identified.

Impact 4.3-5: Offsite Parking Impacts
The project will result in the removal of five on-street public parking spaces, but would not substantially decrease public parking in the Beach area. This is a *less-than-significant impact*.

There is currently existing on-street metered parking surrounding the La Bahia Apartments on both sides of Westbrook Street, Main Street, and First Street, and on the project frontage side of Beach Street. Along the site frontage, there are currently 39 on-street metered parking spaces. Based on review of the current site plan, it is estimated that with the project, the on-street parking along the site frontage will be reduced to 34 spaces (a loss of five spaces) due to the provision of project driveways to the check-in area, the parking structure, and loading areas. The diagonal spaces on First Street will be restriped and curb extensions will be constructed on the project frontage side of the street at Main Street and Westbrook Street.

Parallel parking spaces will be provided on Beach Street, Main Street, and Westbrook Street and will have to be restriped based on the driveway configuration.

The Beach L Area Plan of the City's Local Coastal Plan includes a policy (3.34) that indicates that the public parking supply in the Beach area shall not decrease below 3,690 public parking spaces. (See the LAND USE (4.7) section of this EIR for further discussion of the LCP.) According to review by City staff, there are 4,211 public parking spaces in the Beach and South of Laurel areas. The removal of five public spaces as a result of the project would not be considered a significant reduction, and the area would continue to have over 500 public parking spaces in excess of the LCP requirement. Thus, removal of on-street parking is a less-than-significant impact. Additionally, as previously indicated, the Santa Cruz Seaside Company is proposing to improve the Main Beach parking lot that would add approximately 100 additional parking spaces in the area.

Mitigation Measures

No mitigation measures are required, as a significant impact has not been identified.