

2.1.4 Utilities and Emergency Services

This section evaluates potential impacts to utilities and emergency services that could result from operation of the Tier I Corridor Alternatives and Tier II Auxiliary Lane Alternative. Impacts to utilities and emergency services that could occur during project construction are discussed in Section 2.4 and cumulative impacts are discussed in Section 2.5.

Regulatory Setting

Caltrans has mandatory standards, policies, and procedures for the placement and protection of underground utility facilities within highway right-of-way, as specified in Chapter 13 of the Right-of-Way Manual and the Policy on High- and Low-Risk Underground Facilities within Highway Rights-of-Way. These policies require placement and relocation of utilities to be approved through an encroachment permit process, and they govern identification, location, and clearances, as well as activities during construction. Construction of the project would need to comply with Caltrans requirements.

Impacts associated with utility relocations are addressed in this environmental document pursuant to California Public Utilities Code GO-131D filing requirements.

Affected Environment

The information in this section is derived from the proposed project's Community Impact Assessment (2015).

Tier I Corridor Alternatives

Utilities

There are more than 300 utility lines within the project area that include:

- Overhead electrical and transmission lines;
- Underground electrical, gas, sanitary sewer, water, television/cable, telephone, storm drain, and oil lines;
- Water and gas line casings on existing bridge structures; and
- Water, electric, telephone, and television lines on existing structures.

Pacific Gas & Electric (PG&E) provides gas and electricity services in the study area. AT&T maintains the local telephone service, and Comcast is the main cable service provider.

The Soquel Creek Water District provides water service to Capitola and the unincorporated communities of Aptos, La Selva Beach, Opal Cliffs, Rio Del Mar, Seascape, and Soquel. The Santa Cruz Water Department provides water service to the City of Santa Cruz.

Wastewater collection and treatment within the study area are provided by the City of Santa Cruz Public Works Department and the Santa Cruz County Sanitation District, which also serve Live Oak, Capitola, Soquel, and Aptos.

Solid waste collection, recycling, and yard waste disposal are provided by Waste Management through franchise agreements with Santa Cruz County and the cities of Santa Cruz and Capitola. The county operates two solid waste facilities: the Buena Vista Landfill west of Watsonville and the Ben Lomond Transfer Station near the town of Ben Lomond. In addition, the City of Santa Cruz operates a sanitary landfill located approximately 3 miles west of the city.

Emergency Services

There are two hospitals in the study area, both of which offer emergency services. Police protection and traffic enforcement are provided by the Santa Cruz County Sheriff’s Department, California Highway Patrol, and the police departments of the cities of Santa Cruz, Capitola, and Aptos. The Santa Cruz Fire Department, the Aptos-La Selva Fire Protection District, and the Central Fire Protection District provide fire protection and emergency rescue services. There are seven fire stations within the study area.

Table 2.1.4-1 summarizes the emergency services within the corridor.

Table 2.1.4-1: Existing Emergency Services in the Study Area

Service	Address
Hospitals	
Dominican Santa Cruz Hospital	1555 Soquel Drive, Santa Cruz
Sutter Maternity and Surgery Center of Santa Cruz	2900 Chanticleer Avenue, Santa Cruz
Police Stations	
Santa Cruz County Sheriff	870 17 th Avenue # 4, Santa Cruz
Santa Cruz County Sheriff’s Department	701 Ocean Street # 340, Santa Cruz
Santa Cruz Police Department	155 Center Street, Santa Cruz
California Highway Patrol	10395 Soquel Avenue, Aptos
Capitola Police Department	422 Capitola Avenue, Capitola
Santa Cruz County Sheriff’s Department	19 Rancho Del Mar # D, Aptos
Fire Stations	
Santa Cruz Fire Department, Station 2	230 Walnut Avenue, Santa Cruz
Central Fire Protection District of Santa Cruz County Station 1	930 Seventeenth Avenue, Santa Cruz
Central Fire Protection District of Santa Cruz County Station 2	3445 Thurber Lane, Santa Cruz
Central Fire Protection District of Santa Cruz County Station 3	4747 Soquel Drive, Soquel
Central Fire Protection District of Santa Cruz County Station 4	405 Capitola Avenue, Capitola
Aptos–La Selva District, Aptos Station (Station 1)	6934 Soquel Drive, Aptos
Aptos-La Selva District, Rio del Mar Station	300 Bonita Drive, Aptos
Source: Community Impact Assessment 2015.	

Tier II Auxiliary Lane Alternative

Utilities

There are approximately 19 utility lines within the Tier II project area, including overhead electrical and transmission, underground gas, sanitary sewer, storm drain, television/cable, telephone, and fiber-optic lines. Service providers are identified above in the Tier I Corridor Alternatives section.

Emergency Services

Emergency services would be provided by the same agencies identified above in the Tier I Corridor Alternatives section (Table 2.1.4-1).

Environmental Consequences

Tier I Corridor Alternatives

Utilities

As described in Section 2.4.2, there is potential for utilities to be affected during construction activities under the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative. Under the HOV Lane Alternative, 142 utility lines would likely require relocation to avoid conflicts with the proposed improvements, such as placement of bridge columns, footings, and new pavement. Under the TSM Alternative, 110 utility lines would likely require relocation. Precise field locations may vary for utilities such as PG&E's 21-kilovolt electrical lines, and relocation details would be worked out with the utility providers during the final design phase of the project in accordance with Caltrans procedures.

Emergency Services

The long-term effect of the project would be to reduce congestion and thereby enhance accessibility for emergency services within the project area, which would benefit the community. While the Tier I Corridor TSM Alternative would have minimal benefit, the Tier I Corridor HOV Lane Alternative would increase the capacity of Route 1, allowing emergency service providers to better respond to emergencies during peak traffic periods while using Route 1. Short-term impacts to emergency services would occur during construction; these impacts are discussed in Section 2.4.3.

Tier II Auxiliary Lane Alternative

Utilities

The Design Team has determined that utilities could be affected during construction under the Tier II Auxiliary Lane Alternative, as described in Section 2.4.3. Under the Auxiliary Lane Alternative, 15 utility lines would likely require relocation to avoid conflicts with the proposed improvements. The affected utilities include:

- Five storm drain facilities, including 600 feet of reinforced concrete pipe (ranging from 9 to 18 inches in diameter) to be protected in place, and one storm drain manhole to be modified or extended.
- Three sewer facilities, comprising 500 linear feet of sanitary sewer lines to be protected in place.
- Nine electrical facilities, including eight PG&E poles to be relocated and 210 linear feet of 21-kilovolt electrical line.
- One gas facility with 90 linear feet of gas line to be protected in place.
- One cable facility with 80 linear feet of cable to be relocated.

Precise field locations may vary for utilities, such as the 21-kilovolt electrical lines, and relocation details would be worked out with the utility providers during the final design phase of the project in accordance with Caltrans procedures.

Emergency Services

The Tier II Auxiliary Lane Alternative would improve traffic operations (merging) in this section of Route 1, allowing emergency service providers to better respond to emergencies while using Route 1 in this area. Short-term impacts to emergency services would occur during construction; these construction impacts are discussed in Section 2.4.3, Utilities and Emergency Services.

No Build Alternative

Under the No Build Alternative, congestion on the roadway would continue to worsen in the area, further impacting service provider response times. This would result in an adverse impact on emergency services using Route 1.

Avoidance, Minimization, and Mitigation Measures

Tier I Corridor Alternatives

The Tier I Corridor Alternatives would not result in actual construction; therefore, no avoidance, minimization, and/or mitigation measures are required. Project-specific impacts on utilities will be assessed after a Tier I corridor alternative is selected and Tier II construction-level projects are developed; these will be subject to separate environmental review.

As described in Section 2.4.2, in compliance with Caltrans policies, coordination with utility providers would be initiated during the preliminary engineering phase of future projects and would continue through final design and construction. There would be coordination with utility providers to plan utility relocations, to identify potential conflicts, to ensure that construction of the proposed project minimizes disruption to utility operations, and to formulate strategies for overcoming problems that may arise. Design, construction, and

inspection of utilities relocated for the project would be done in accordance with Caltrans requirements.

Measures to avoid or minimize disruptions to emergency services and utilities during project construction are presented in Section 2.4.2.

Tier II Auxiliary Lane Alternative

The impact avoidance and minimization measures described in Section 2.4.3 for the Tier I Corridor Alternatives are also applicable to the Tier II Auxiliary Lane Alternative and are required to be implemented as part of the Tier II project.

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