



Source: Kimley-Horn, 2024

**Figure 1-1 South of Laurel Area District**  
 Downtown Plan Expansion  
*Draft Subsequent EIR*





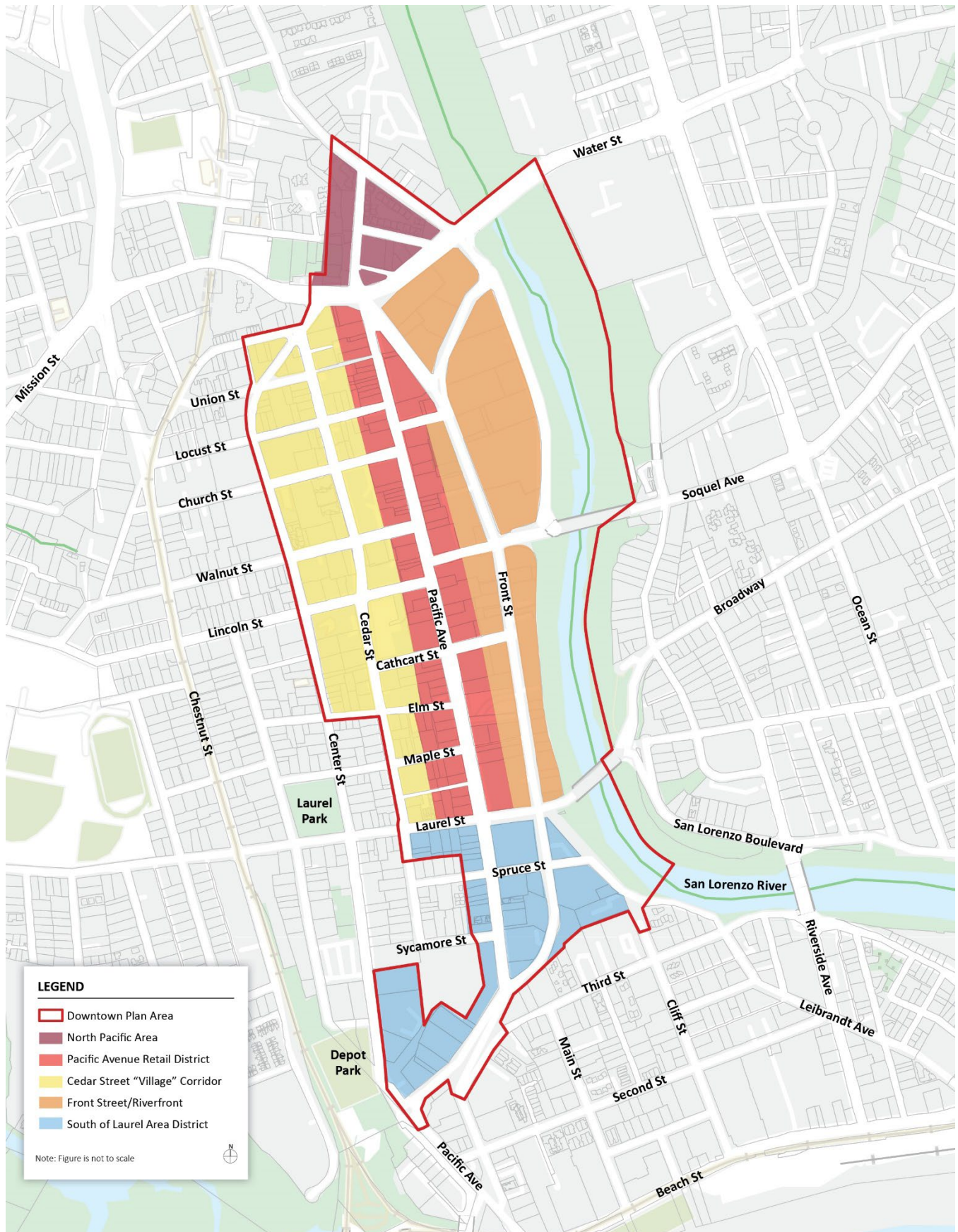
Source: Kimley-Horn, 2024

**Figure 3-1 Downtown Plan Area**

Downtown Plan Expansion

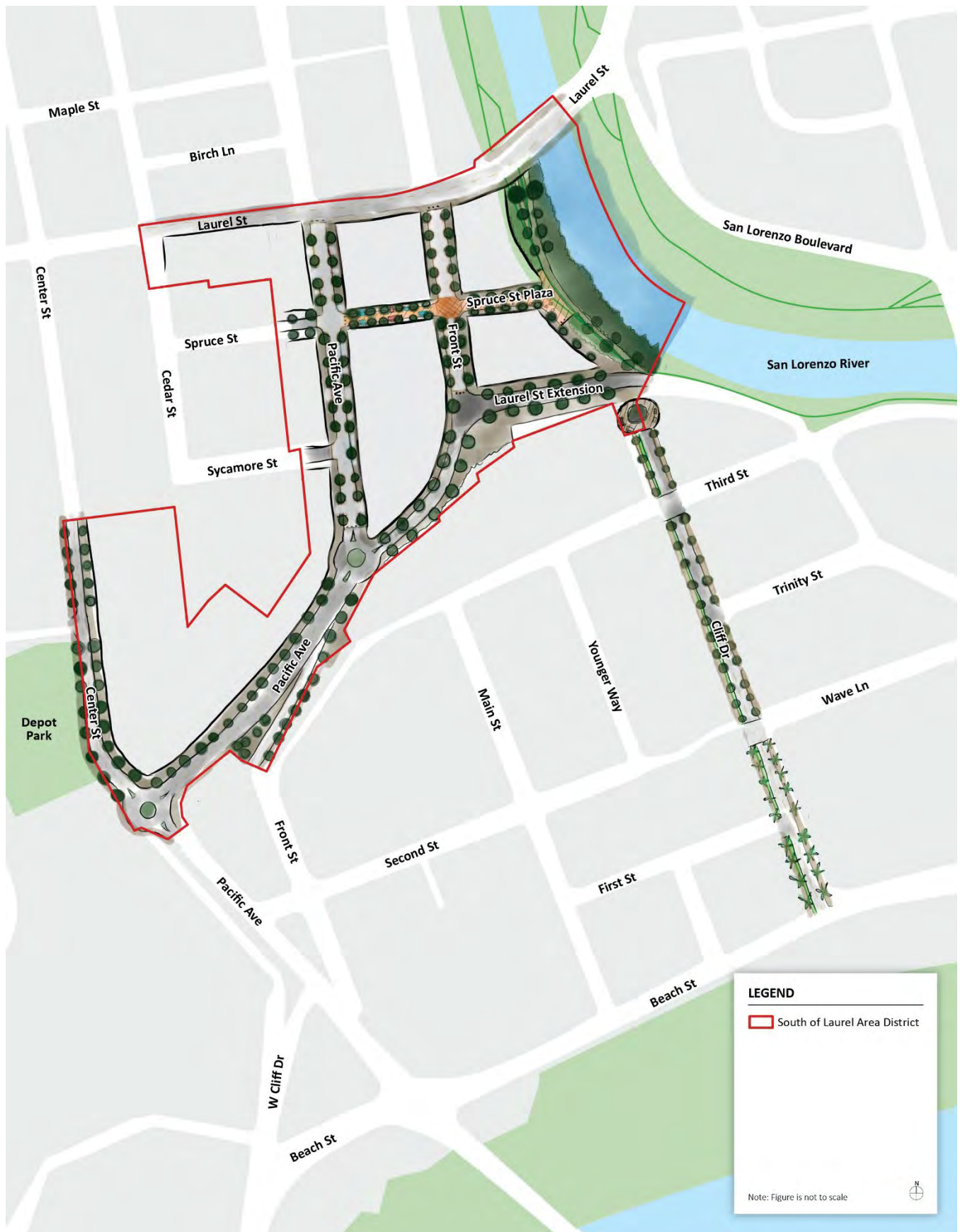
Draft Subsequent EIR





Source: Kimley-Horn, 2024

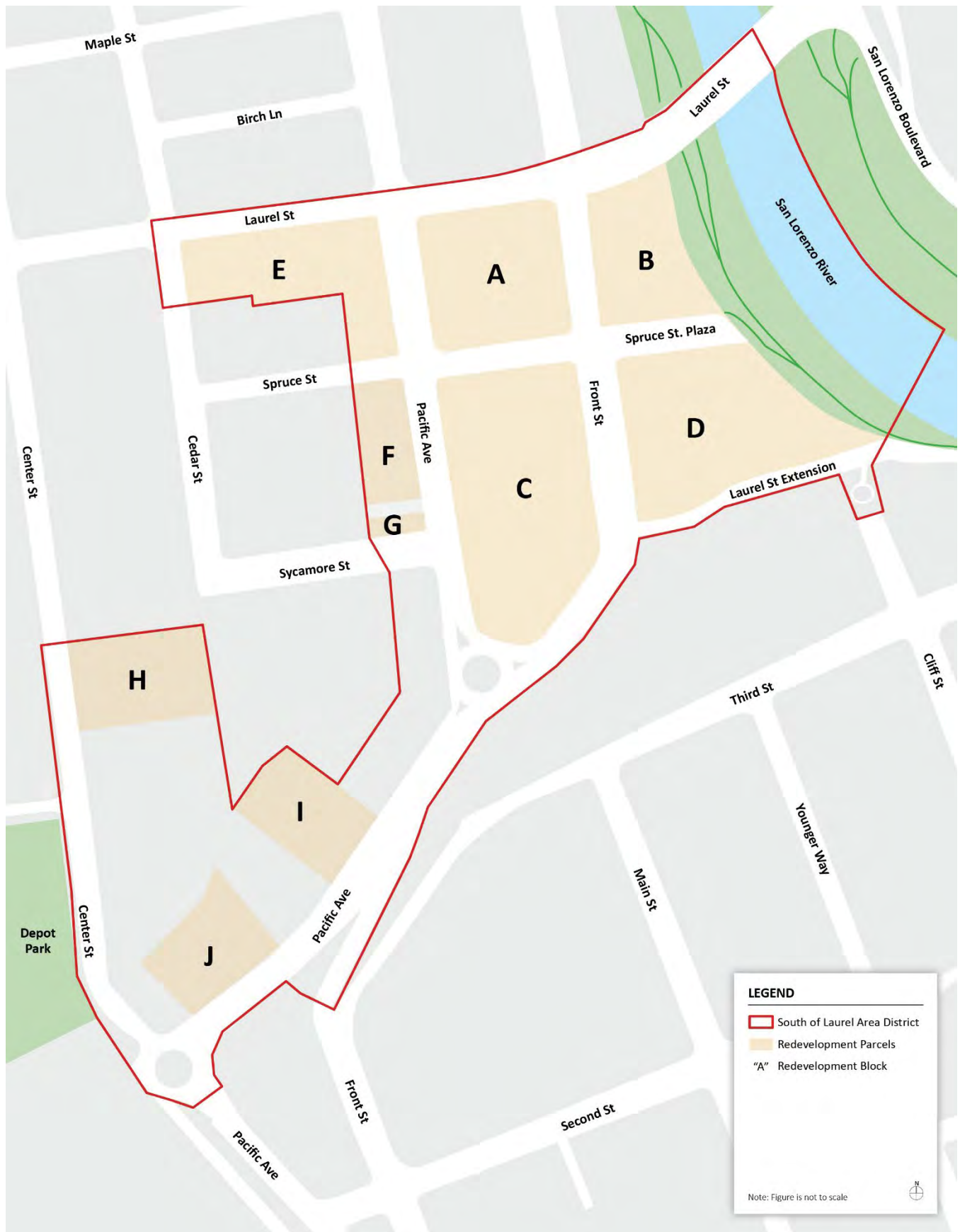
**Figure 3-2 Downtown Plan Area Districts**  
 Downtown Plan Expansion  
 Draft Subsequent EIR



Source: Kimley-Horn, 2024

**Figure 3-3 South of Laurel Area Conceptual Plan**  
 Downtown Plan Expansion  
*Draft Subsequent EIR*





Source: Kimley-Horn, 2024

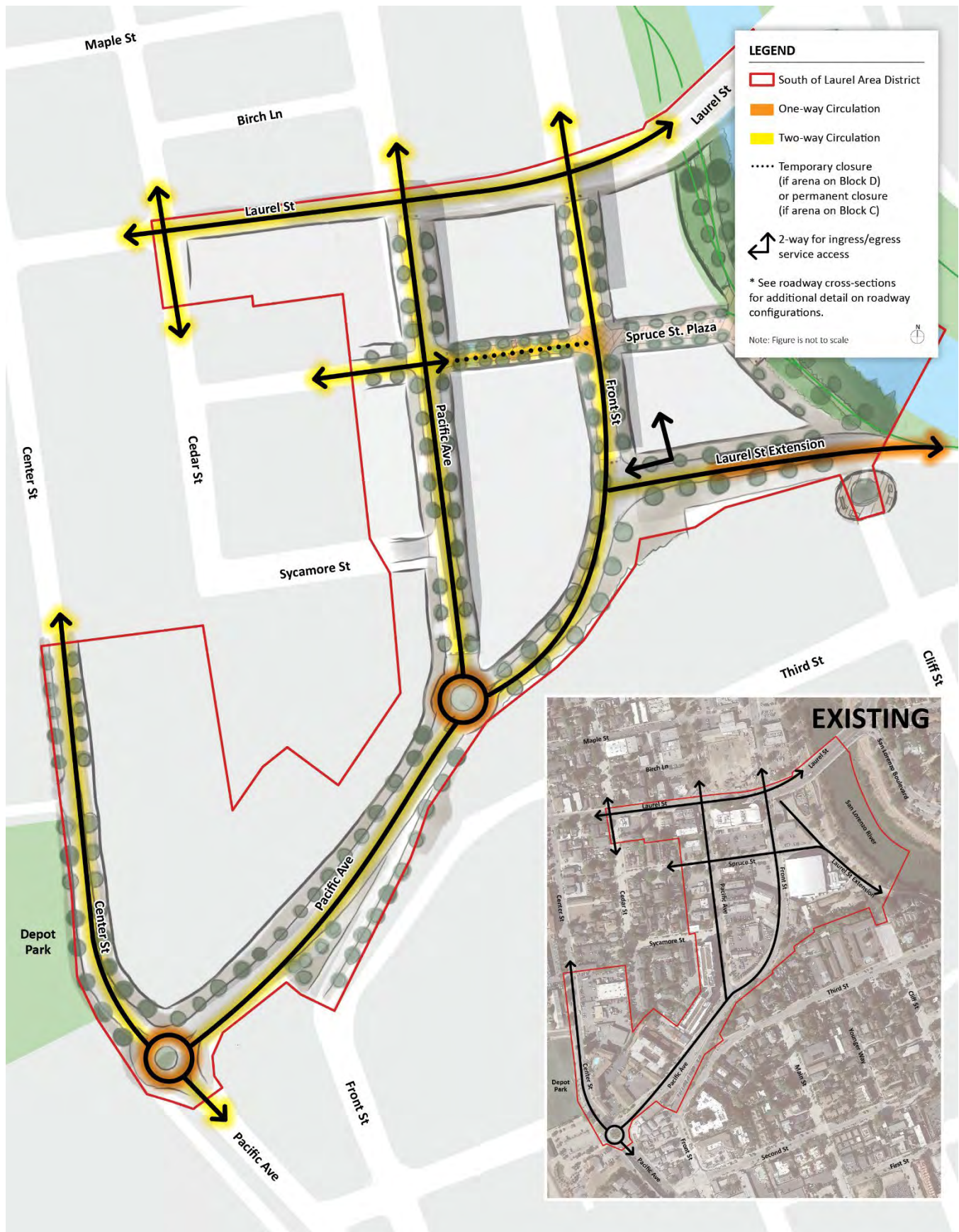
**Figure 3-4 South of Laurel Area Redevelopment Blocks**



Source: Kimley-Horn, 2024

**Figure 3-5 Community Spaces**  
Downtown Plan Expansion  
*Draft Subsequent EIR*





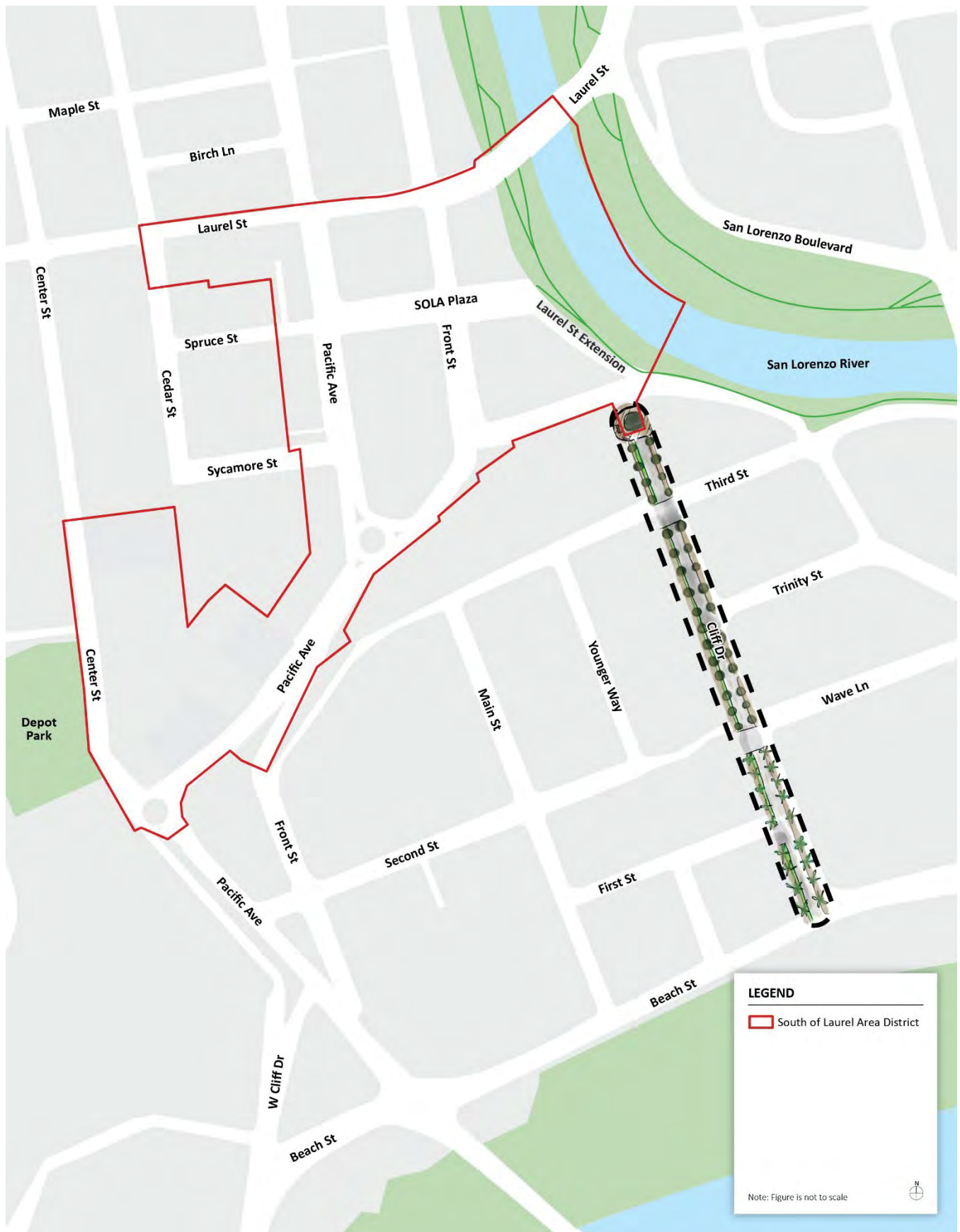
Source: Kimley-Horn, 2024

**Figure 3-6 Existing and Proposed Circulation**

Downtown Plan Expansion

Draft Subsequent EIR





Source: Kimley-Horn, 2024

**Figure 3-7 Beach Connectivity Conceptual Plan**

Downtown Plan Expansion

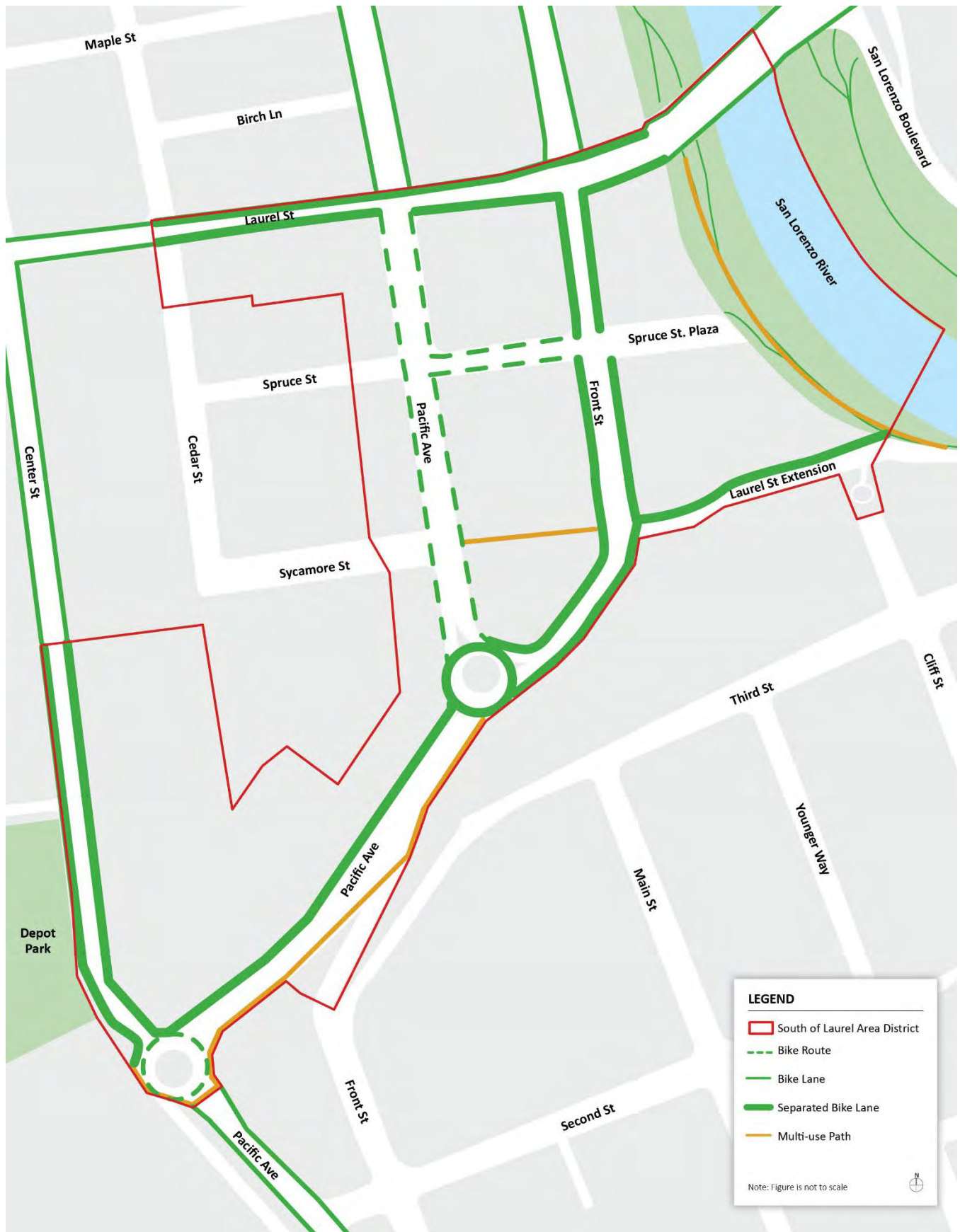
Draft Subsequent EIR





Source: Kimley-Horn, 2024





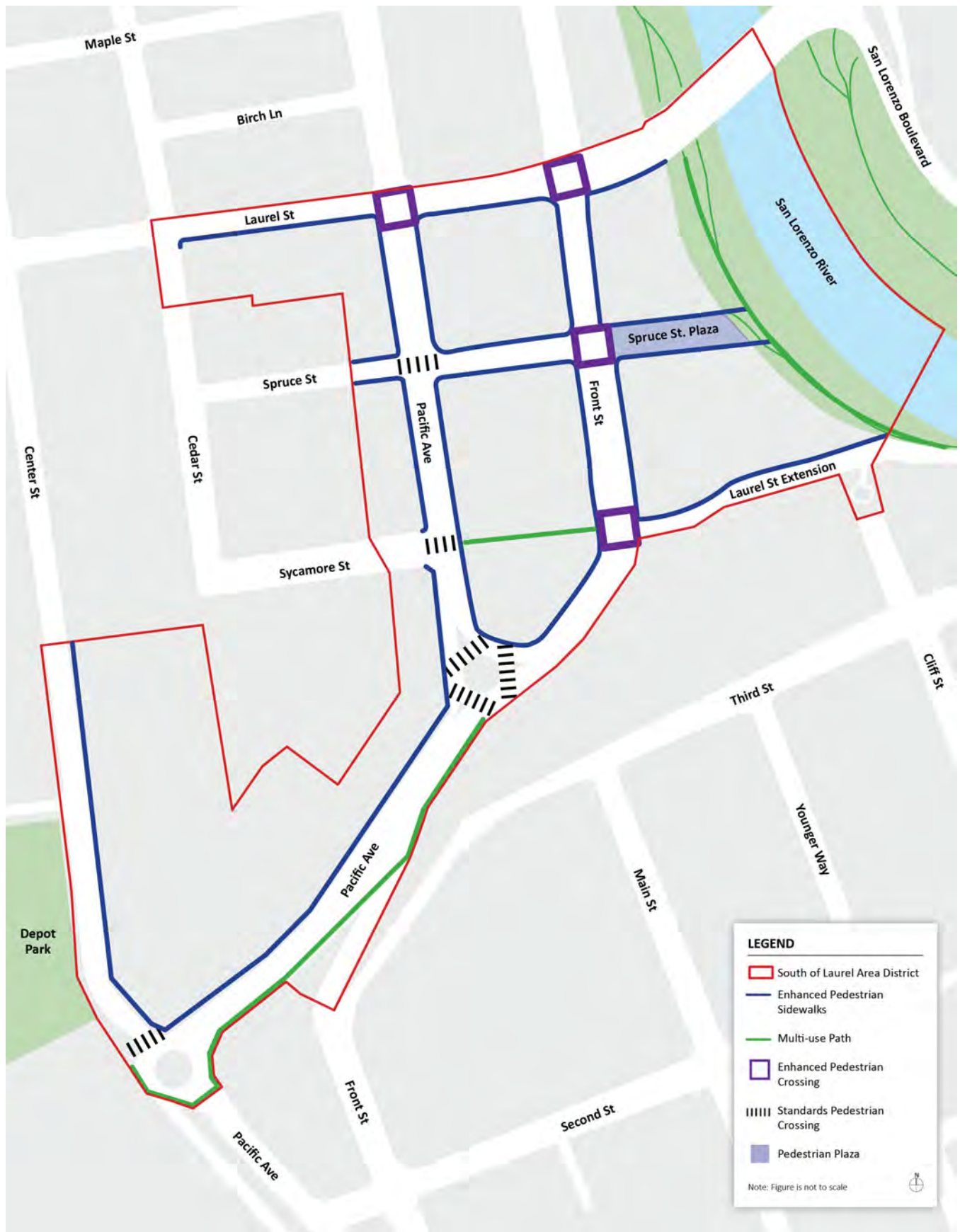
Source: Kimley-Horn, 2024

**Figure 3-9 Proposed Bike Circulation**

Downtown Plan Expansion

Draft Subsequent EIR





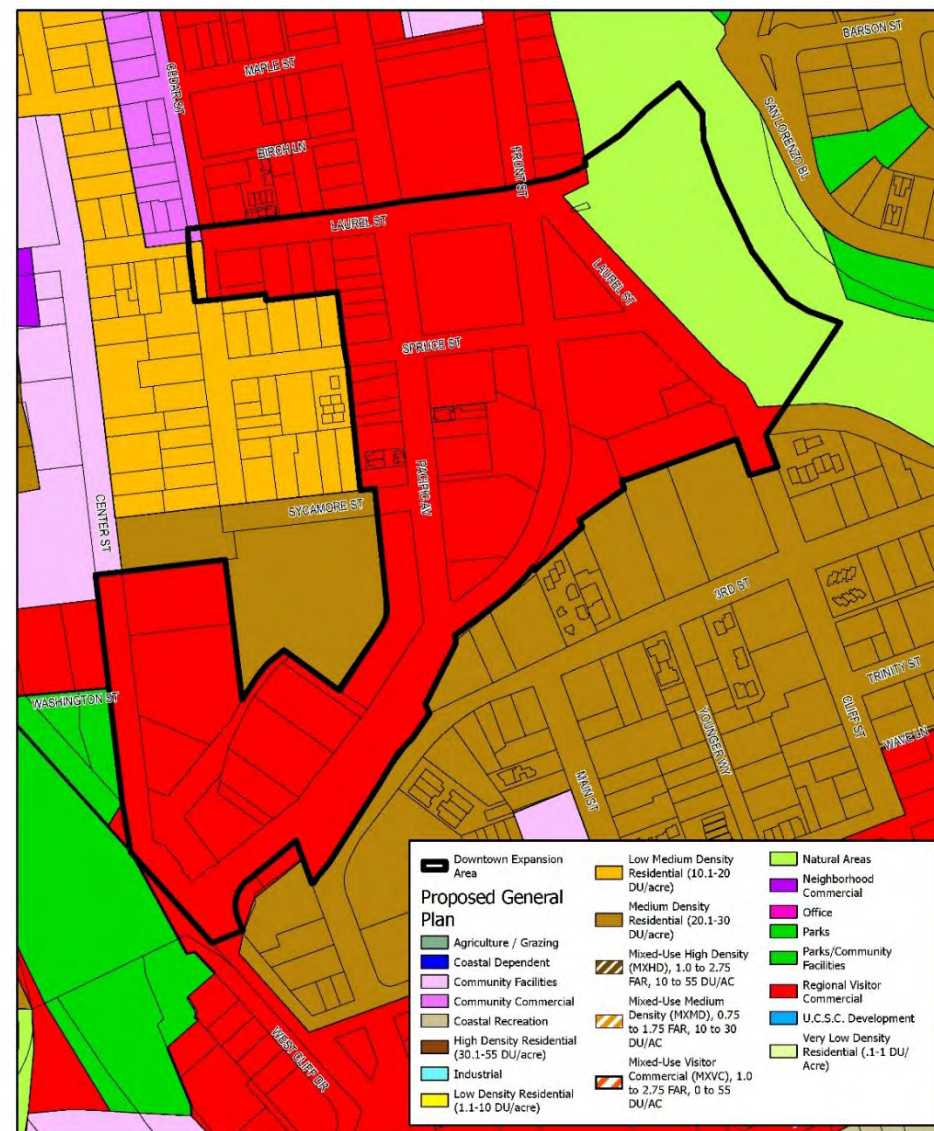
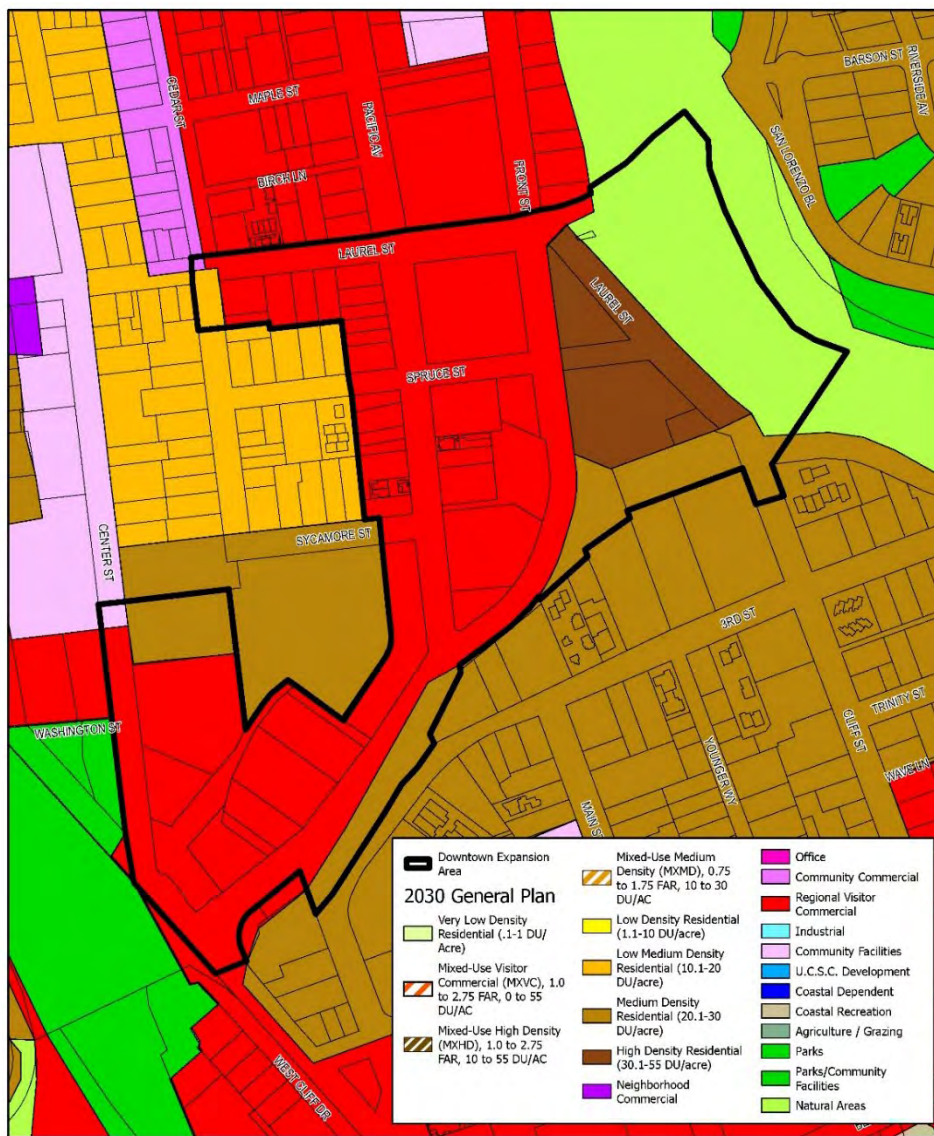
Source: Kimley-Horn, 2024

**Figure 3-10 Proposed Pedestrian Circulation**

Downtown Plan Expansion

Draft Subsequent EIR





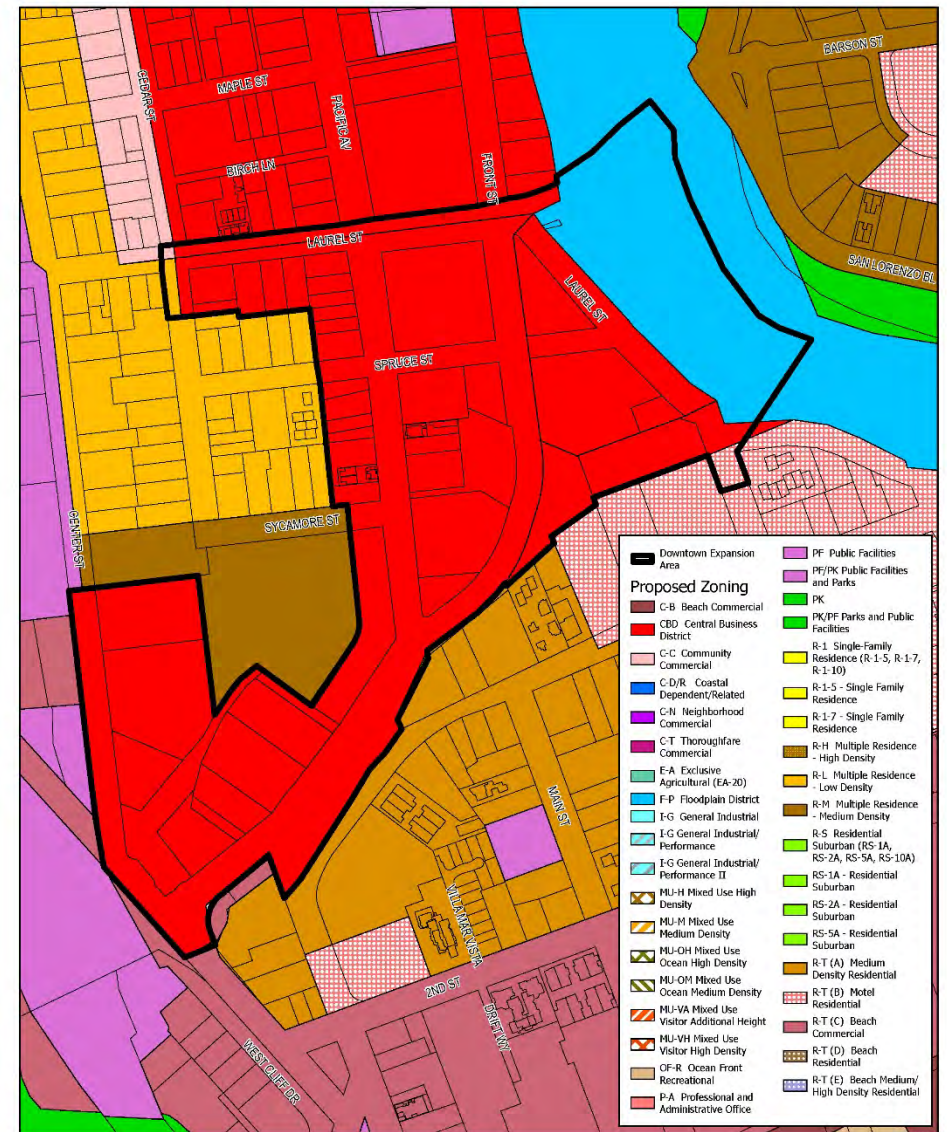
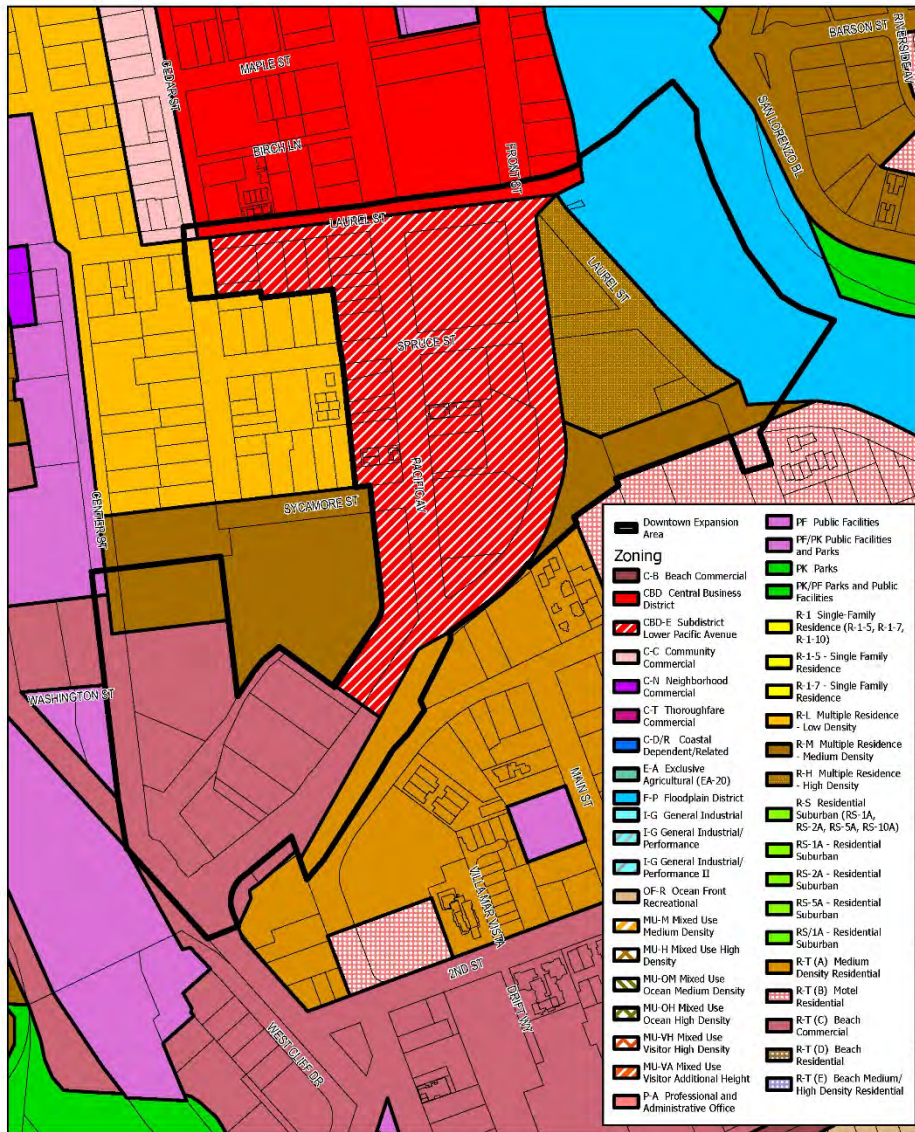
Existing

Proposed

Source: Kimley-Horn, 2024

Figure 3-11 Existing and Proposed General Plan/LCP Land Use Map





Existing

Proposed

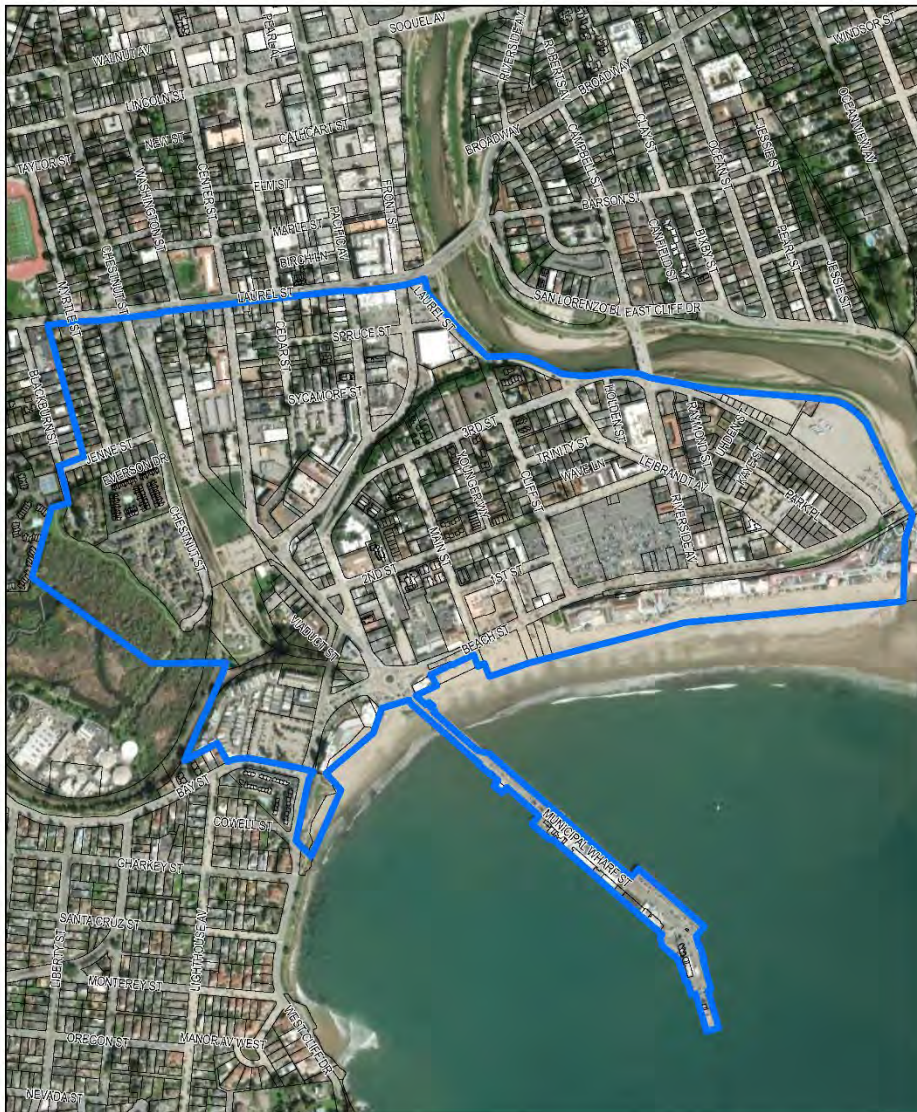
Source: Kimley-Horn, 2024

Figure 3-12 Existing and Proposed Zoning Map

Downtown Plan Expansion

Draft Subsequent EIR





Existing

Proposed

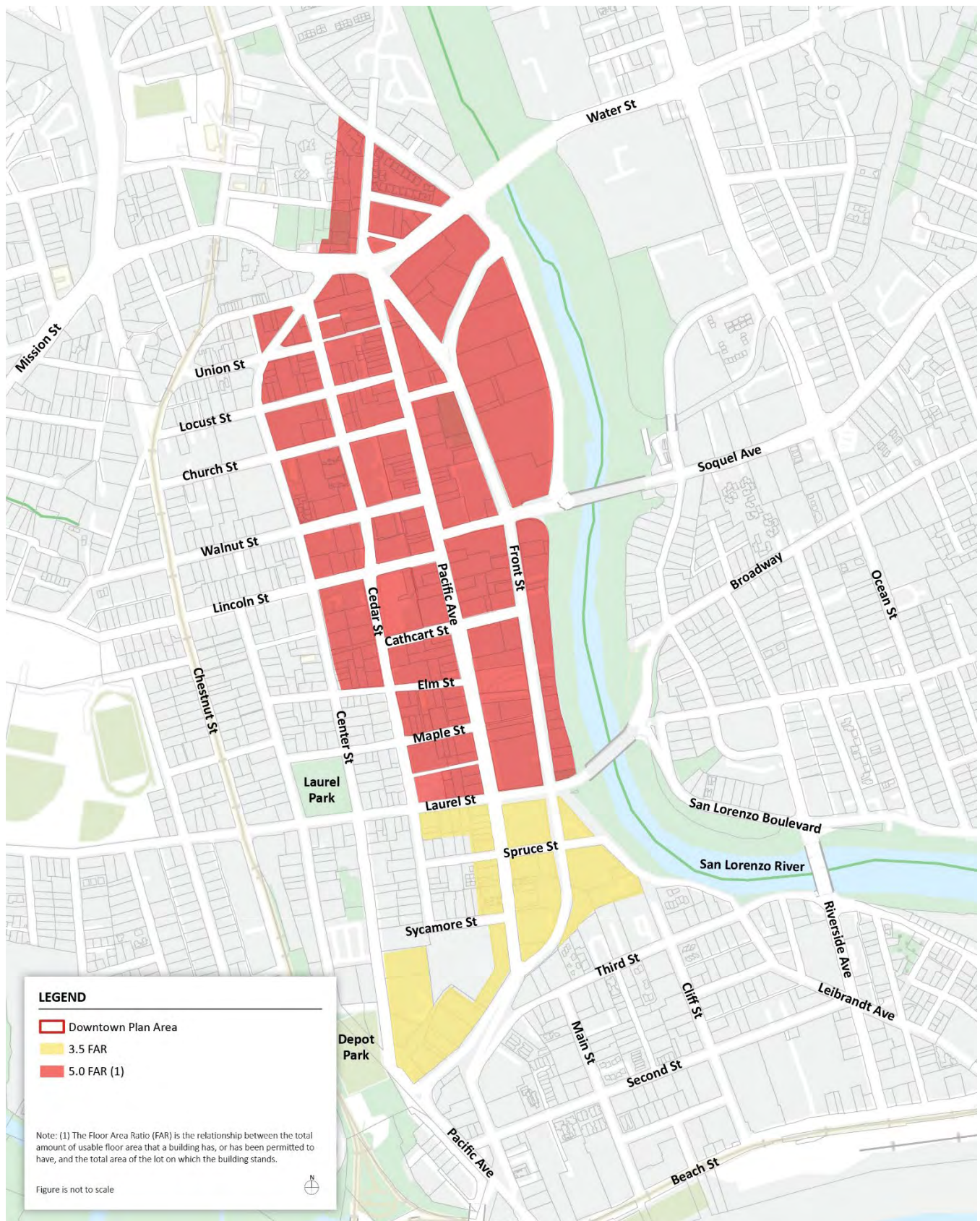
Source: Kimley-Horn, 2024

**Figure 3-13 Existing and Proposed B/SOL Plan Area**

Downtown Plan Expansion

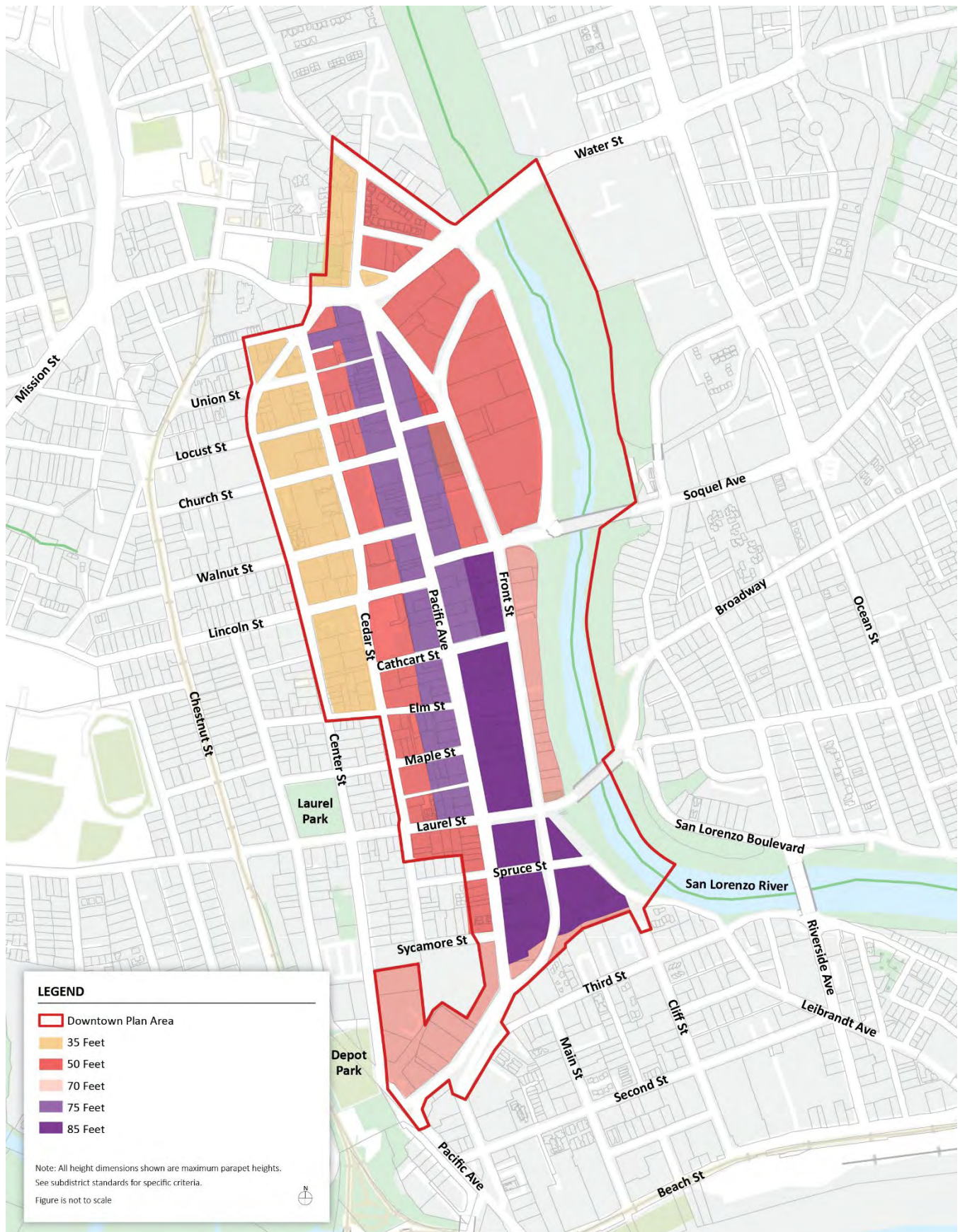
Draft Subsequent EIR





Source: Kimley-Horn, 2024



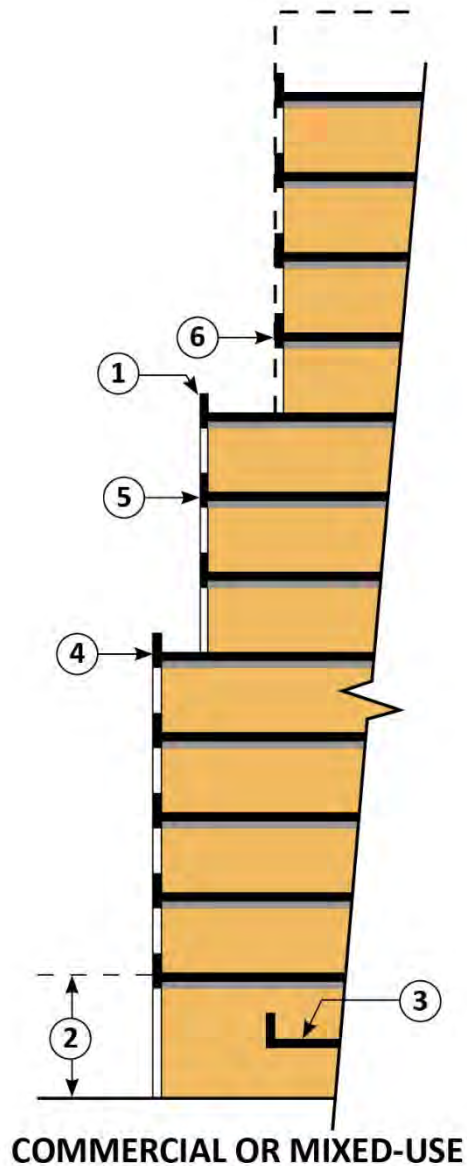


Source: Kimley-Horn, 2024

**Figure 3-15 Maximum Building Height**

Downtown Plan Expansion  
Draft Subsequent EIR

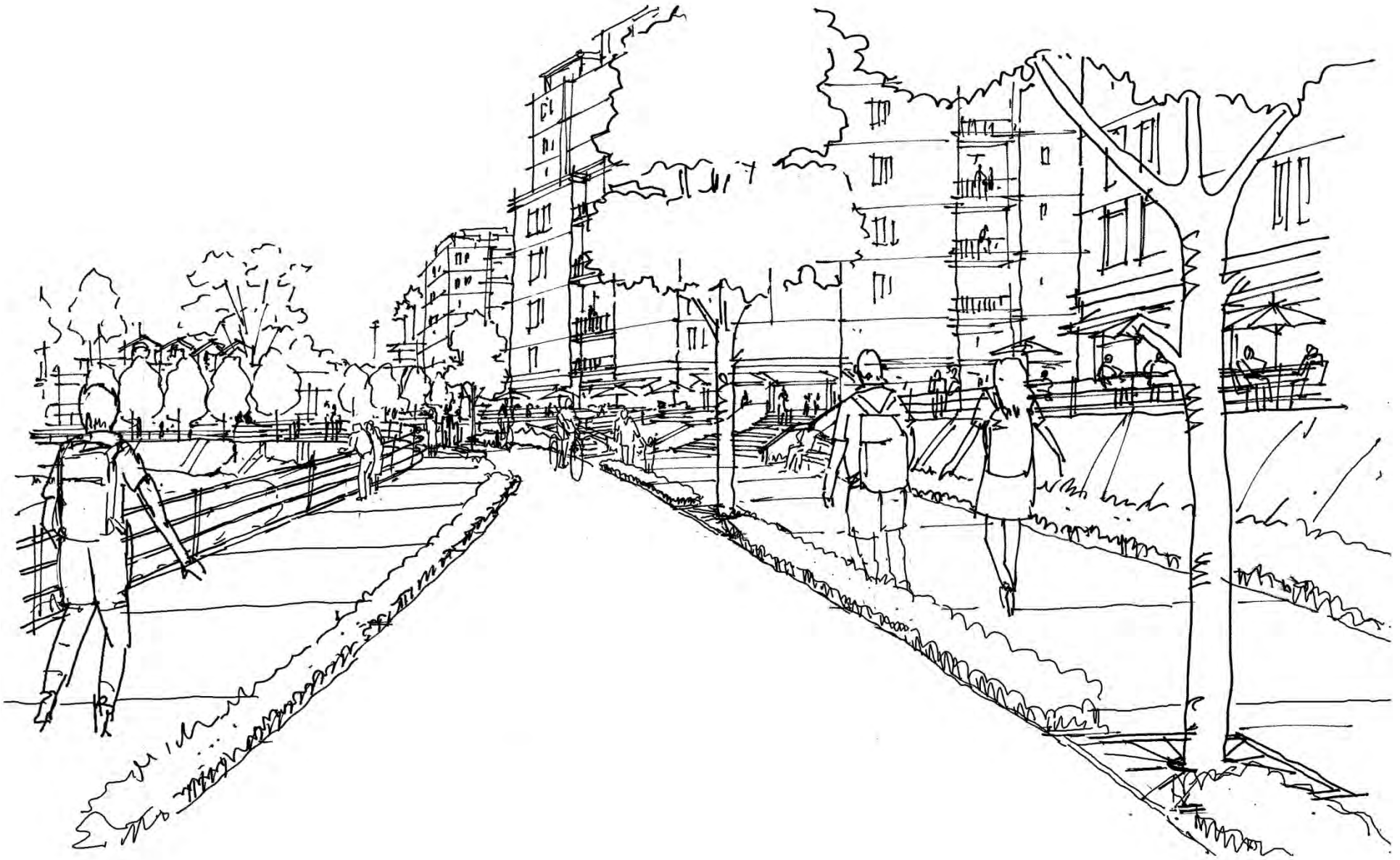




- ① Maximum 85' to top plate
- ② Minimum 18' ground level floor-to-floor dimension
- ③ Maximum mezzanine area = 50% of floor below
- ④ Floors above 55' = 90% of floor below
- ⑤ Floors above 75' = 75% of floor below 55'
- ⑥ Floors added through Downtown Density Bonus = 35% of floor below 55'

Source: Kimley-Horn and City of Santa Cruz, 2024

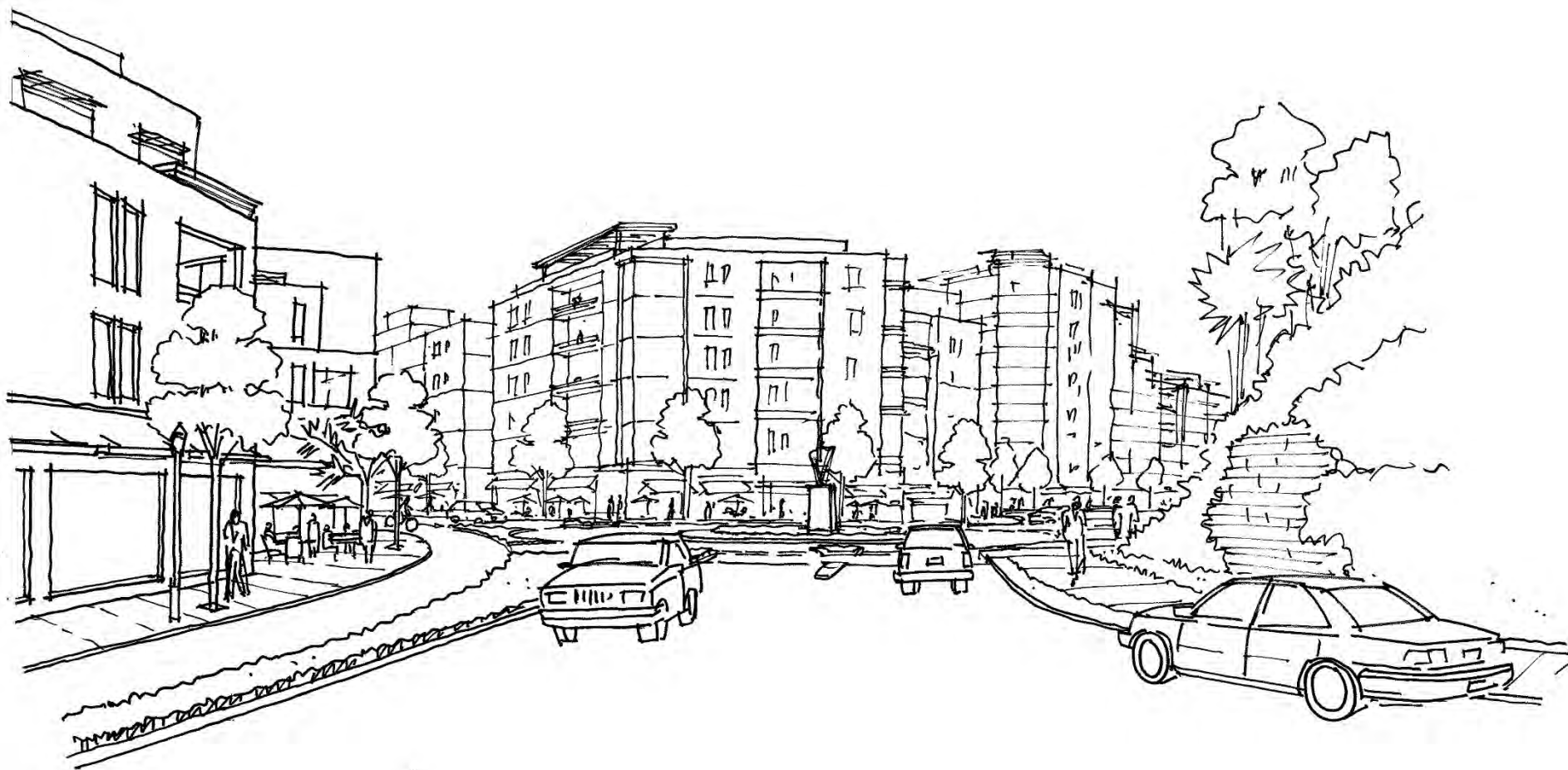
**Figure 3-16 Building Elevation Schematic South of Laurel**



Source: Dahlin Group, 2024

**Figure 3-17 Conceptual Rendering of Project Looking South Along the Santa Cruz Riverwalk**





Source: Dahlin Group, 2024

**Figure 3-18 Conceptual Rendering of Project Looking North from Lower Pacific Avenue**





View South on Front Street from Spruce Street



View West on Spruce Street

Source: Kimley-Horn, 2024





View Southeast from the Santa Cruz Riverwalk



View North along the Santa Cruz Riverwalk

Source: Kimley-Horn, 2024





View North on Pacific Avenue Near Laurel Street



View North on Center Street

Source: Kimley-Horn, 2024





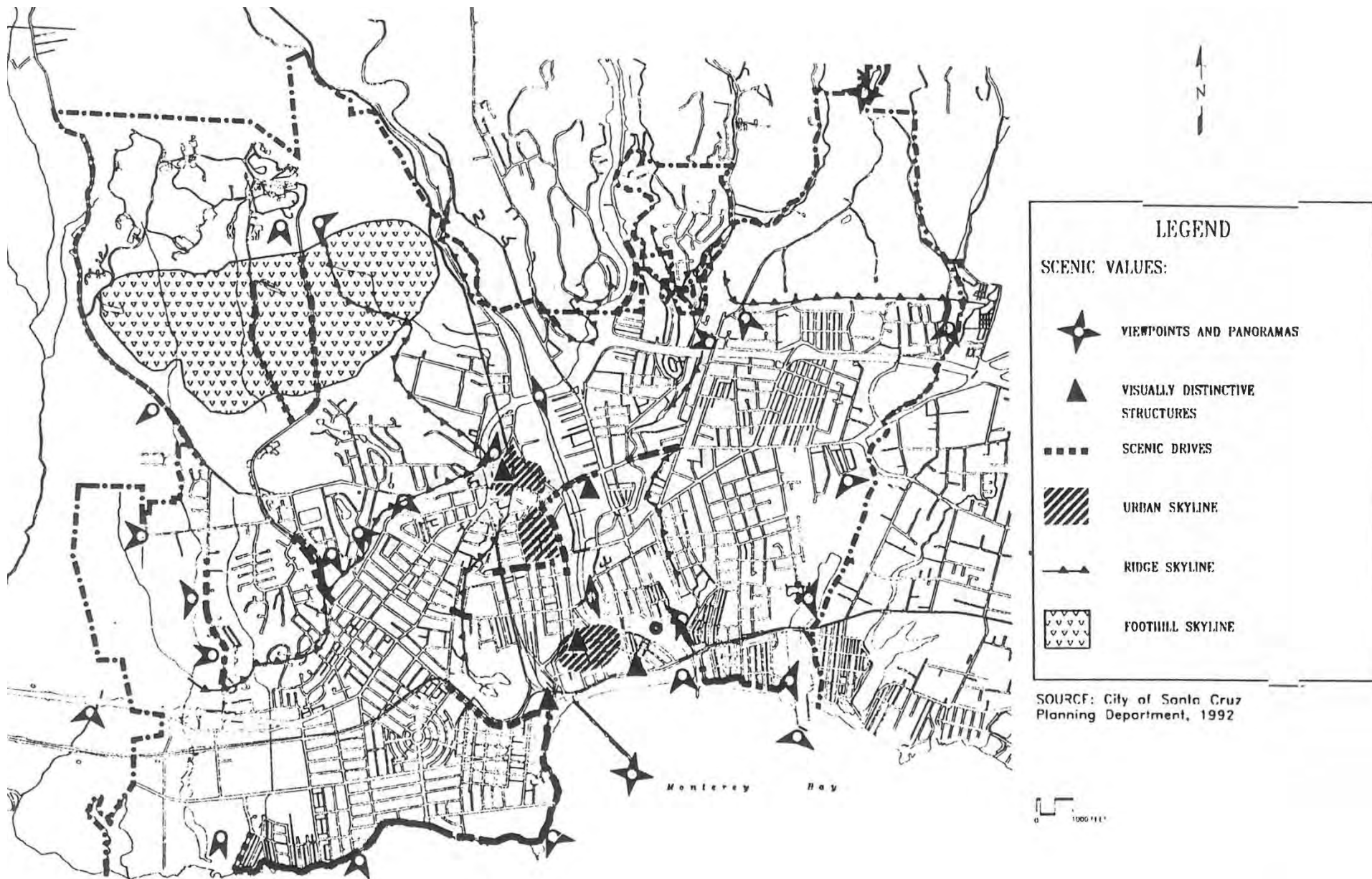
View North of the Cliff Street Stairs



View North from the Top of the Cliff Street Stairs

Source: Kimley-Horn, 2024





Source: Kimley-Horn, 2024

**Figure 5-2 Local Coastal Plan Map CD - 3 Scenic Views**

Downtown Plan Expansion

Draft Subsequent EIR





NOTE: This line diagram visual simulation does not represent actual projects or architecture. The diagram is intended to conceptually represent the upper limits of development mass that could occur over a period of decades. The mass depicted in this diagram may or may not ever be built. For the purposes of evaluating potential environmental impacts, the diagrams are intentionally exaggerated to illustrate a reasonable worst-case scenario at build-out under the existing and proposed regulations. Illustrating the worst-case scenario does not typically reflect actual development pattern over time. Very few of the existing properties in the downtown are built to these existing limits. Achieving the maximum heights illustrated in this diagram can only occur on properties that meet the minimum parcel sizes required by the Downtown Plan. This illustration assumes that parcels have been combined in order to meet the standards necessary to achieve the maximum build out.

Source: Dahlin Group, 2025

**Figure 5-3 Visual Simulation of Project Looking North from Santa Cruz Municipal Wharf**





NOTE: This line diagram visual simulation does not represent actual projects or architecture. The diagram is intended to conceptually represent the upper limits of development mass that could occur over a period of decades. The mass depicted in this diagram may or may not ever be built. For the purposes of evaluating potential environmental impacts, the diagrams are intentionally exaggerated to illustrate a reasonable worst-case scenario at build-out under the existing and proposed regulations. Illustrating the worst-case scenario does not typically reflect actual development pattern over time. Very few of the existing properties in the downtown are built to these existing limits. Achieving the maximum heights illustrated in this diagram can only occur on properties that meet the minimum parcel sizes required by the Downtown Plan. This illustration assumes that parcels have been combined in order to meet the standards necessary to achieve the maximum build out.

Source: Dahlin Group, 2025

**Figure 5-4 Visual Simulation of Project Looking North from Top of Cliff Street Stairs**





NOTE: This line diagram visual simulation does not represent actual projects or architecture. The diagram is intended to conceptually represent the upper limits of development mass that could occur over a period of decades. The mass depicted in this diagram may or may not ever be built. For the purposes of evaluating potential environmental impacts, the diagrams are intentionally exaggerated to illustrate a reasonable worst-case scenario at build-out under the existing and proposed regulations. Illustrating the worst-case scenario does not typically reflect actual development pattern over time. Very few of the existing properties in the downtown are built to these existing limits. Achieving the maximum heights illustrated in this diagram can only occur on properties that meet the minimum parcel sizes required by the Downtown Plan. This illustration assumes that parcels have been combined in order to meet the standards necessary to achieve the maximum build out.

Source: Dahlin Group, 2025

**Figure 5-5 Visual Simulation of Project Looking South from Laurel Street Bridge**





NOTE: This line diagram visual simulation does not represent actual projects or architecture. The diagram is intended to conceptually represent the upper limits of development mass that could occur over a period of decades. The mass depicted in this diagram may or may not ever be built. For the purposes of evaluating potential environmental impacts, the diagrams are intentionally exaggerated to illustrate a reasonable worst-case scenario at build-out under the existing and proposed regulations. Illustrating the worst-case scenario does not typically reflect actual development pattern over time. Very few of the existing properties in the downtown are built to these existing limits. Achieving the maximum heights illustrated in this diagram can only occur on properties that meet the minimum parcel sizes required by the Downtown Plan. This illustration assumes that parcels have been combined in order to meet the standards necessary to achieve the maximum build out.

Source: Dahlin Group, 2025

**Figure 5-6 Visual Simulation of Project Looking South from Soquel Avenue Bridge**





9:00 AM



Noon



3:00 PM

Source: Kimley-Horn and Dahlin Group, 2024





9:00 AM



Noon



3:00 PM

Source: Kimley-Horn and Dahlin Group, 2024

**Figure 7-1b: Shadow Analysis (June 20<sup>th</sup>)**

Downtown Plan Expansion

Draft Subsequent EIR





9:00 AM



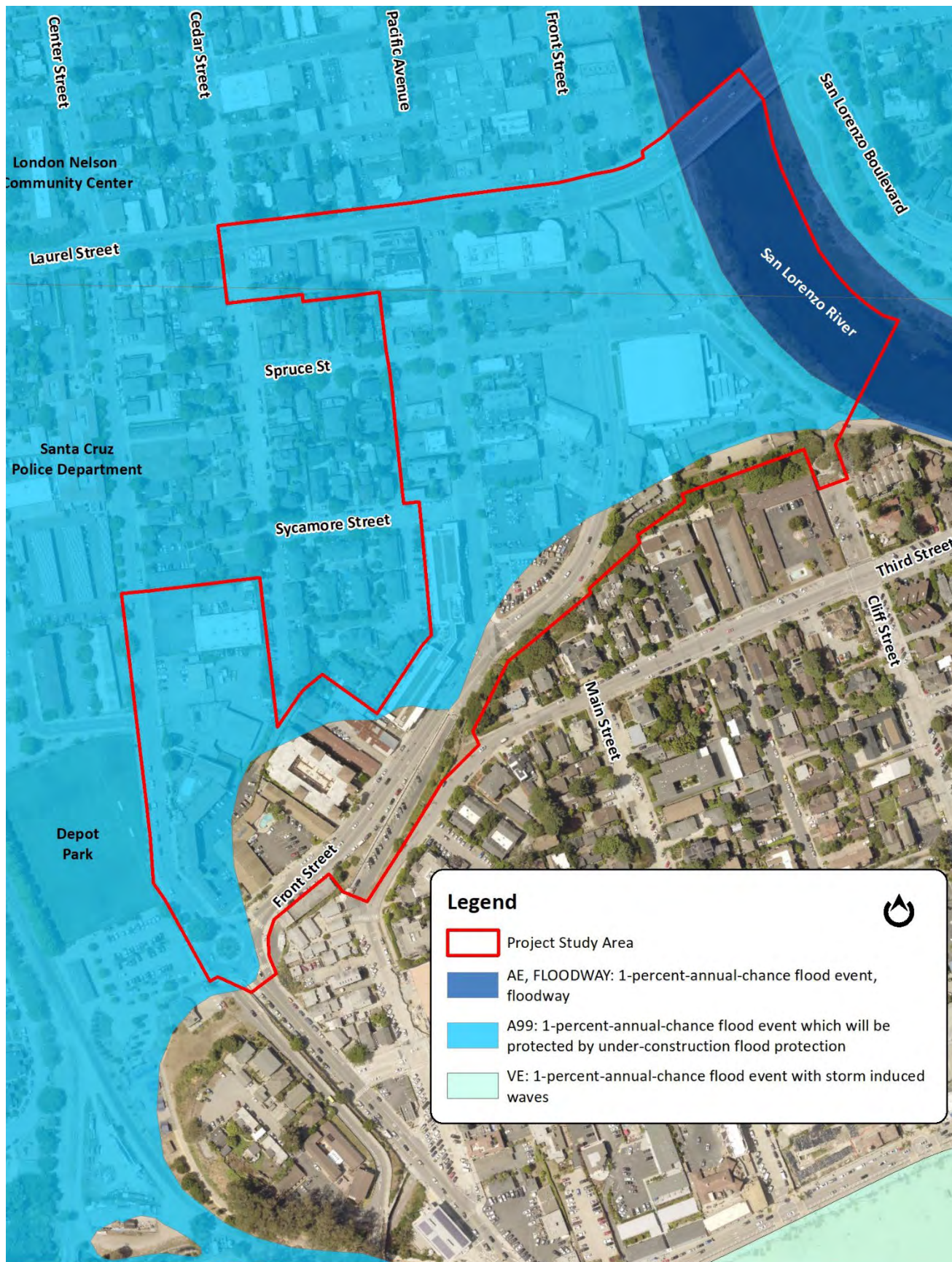
Noon



3:00 PM

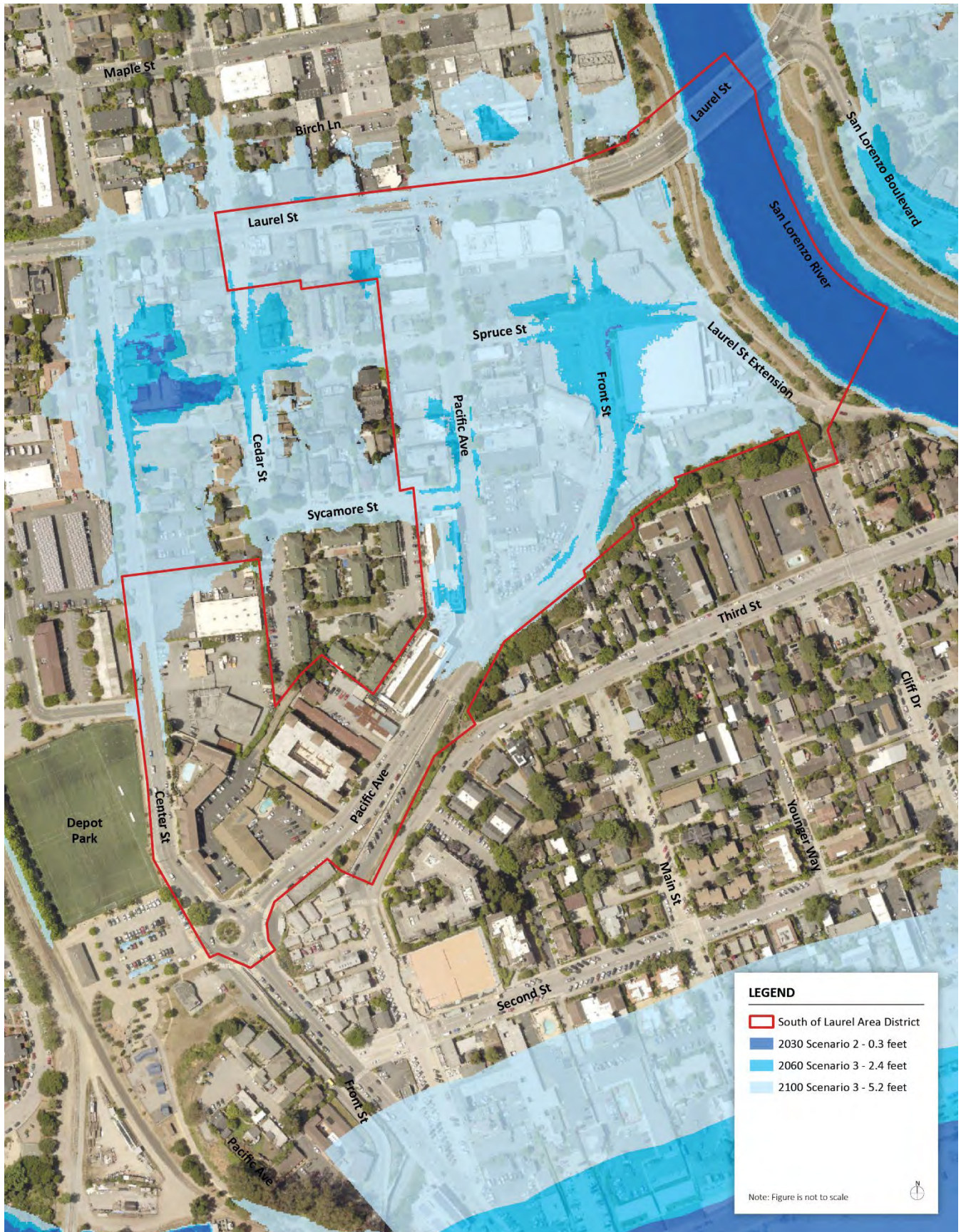
Source: Kimley-Horn and Dahlin Group, 2024





Source: City of Santa Cruz, 2024





Source: City of Santa Cruz, 2024

**Figure 9-2 Cumulative Risks of Sea Level Rise**

Downtown Plan Expansion

Draft Subsequent EIR





Source: Kimley-Horn and Dudek, 2024

**Figure 11-1 Noise Measurement Locations**

Downtown Plan Expansion

Draft Subsequent EIR

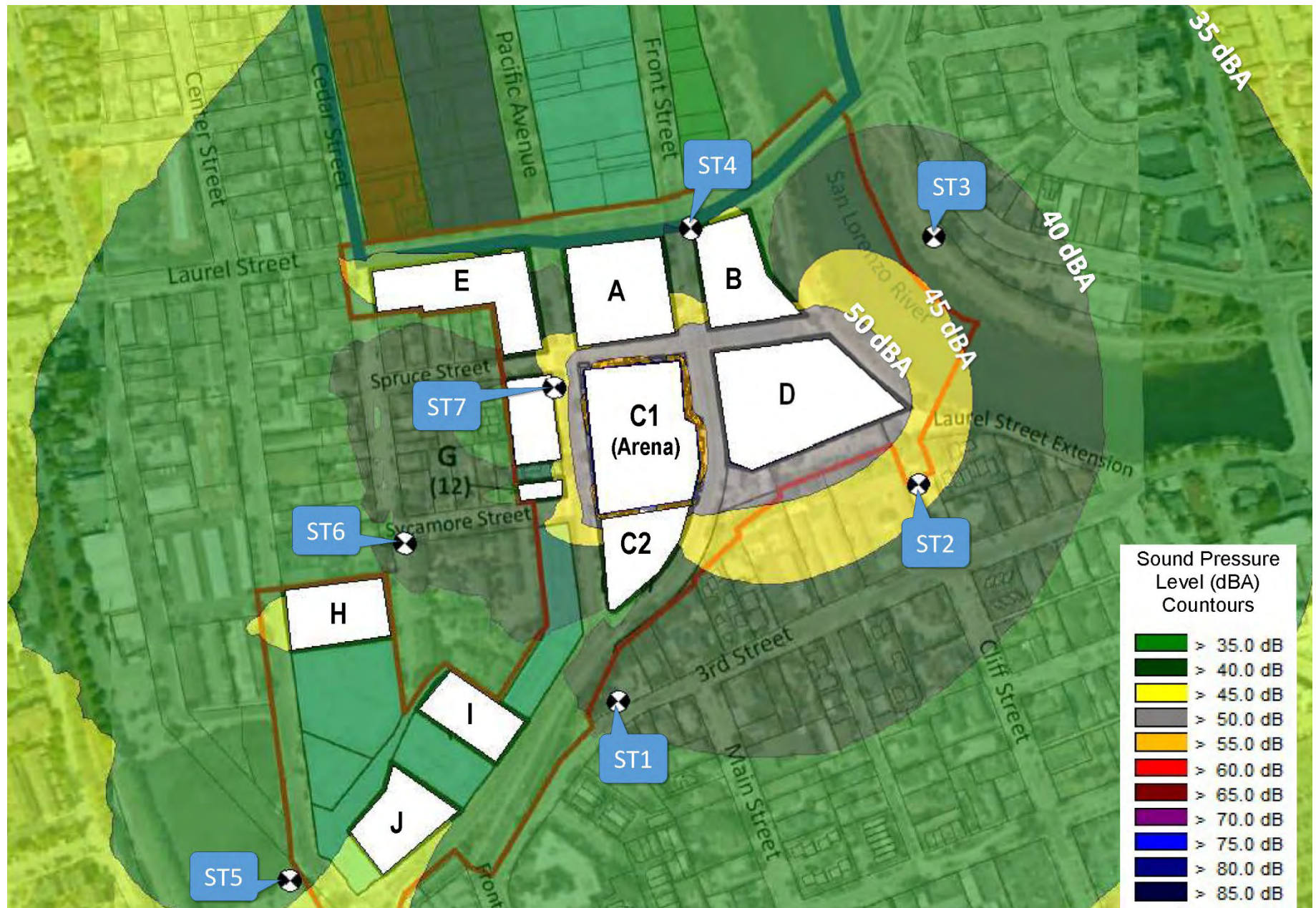




Source: Dudek, 2024

**Figure 11-2A Stationary Source Operations Noise During Sporting Event – Block C**





Source: Dudek, 2024

**Figure 11-2B Stationary Source Operations Noise During Symphony Event – Block C**





Source: Dudek, 2024

**Figure 11-2C Stationary Source Operations Noise During Popular Music Concert Event – Block C**





Source: Dudek, 2024

**Figure 11-2D Stationary Source Operations Noise During SC Warriors Basketball Event – Block C**

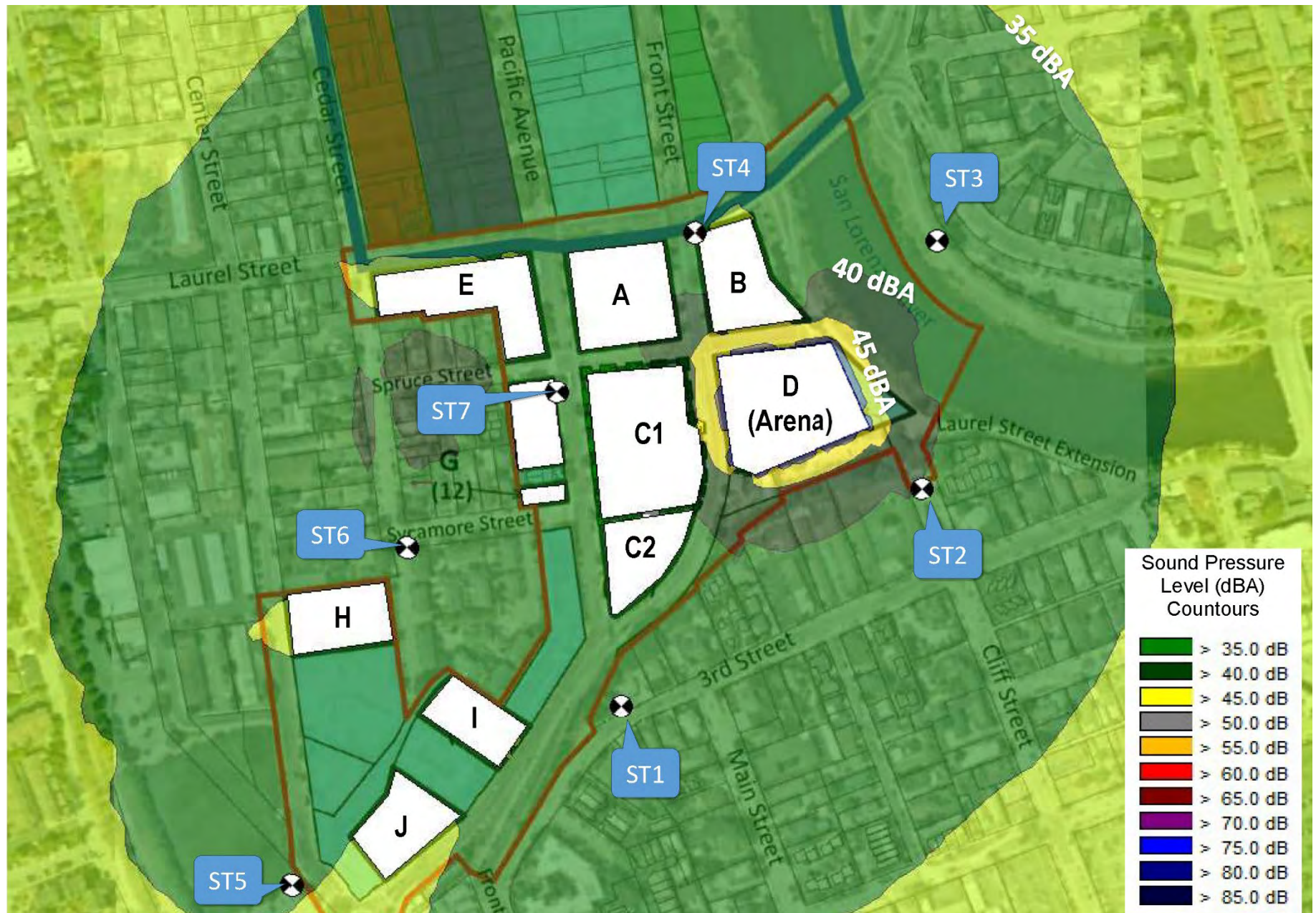




Source: Dudek, 2024

**Figure 11-2E Stationary Source Operations Noise During Other Event – Block C**





Source: Dudek, 2024

**Figure 11-2F Stationary Source Operations Noise During Sporting Event – Block D**

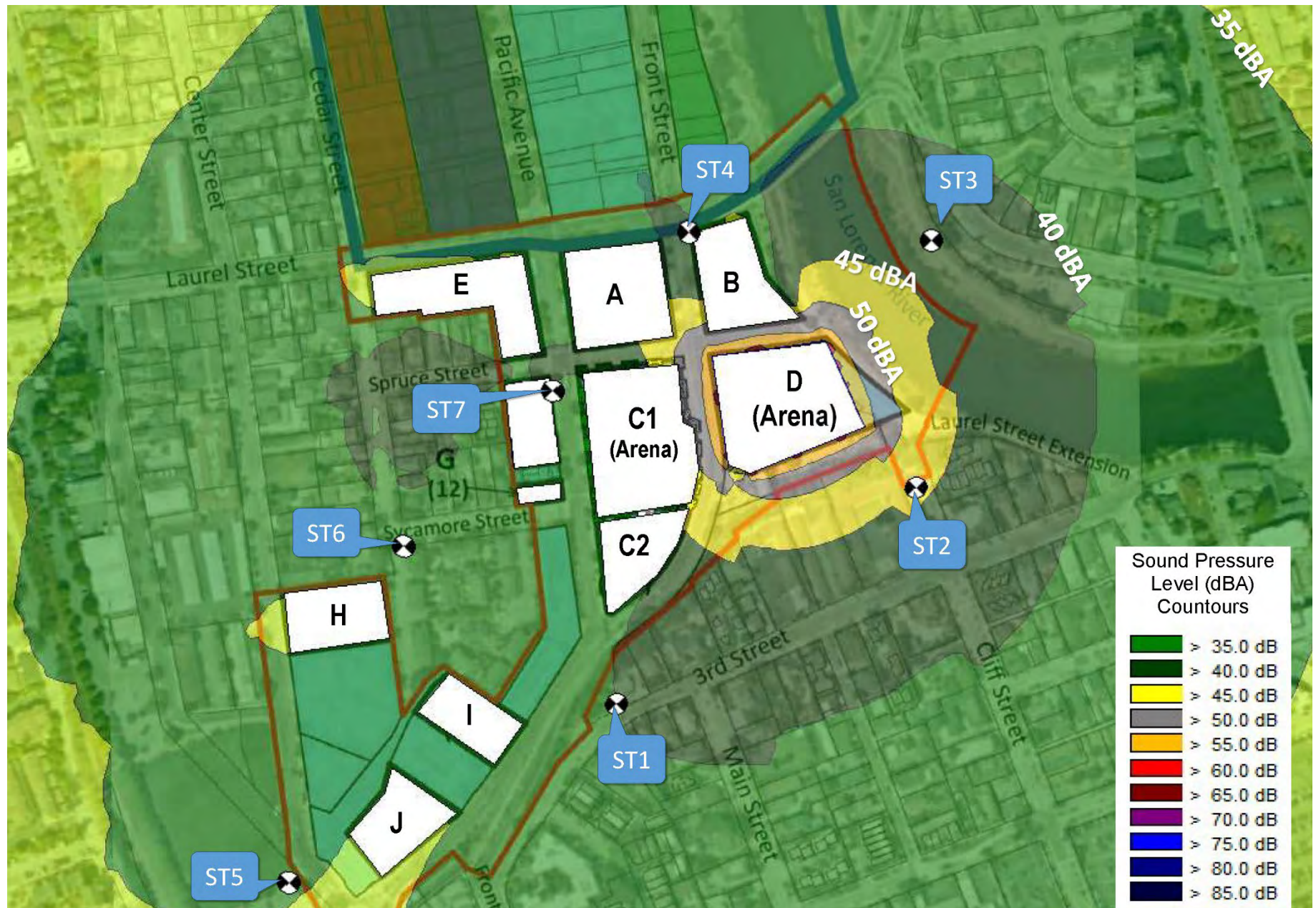




Source: Dudek, 2024

**Figure 11-2G Stationary Source Operations Noise During Symphony Event – Block D**

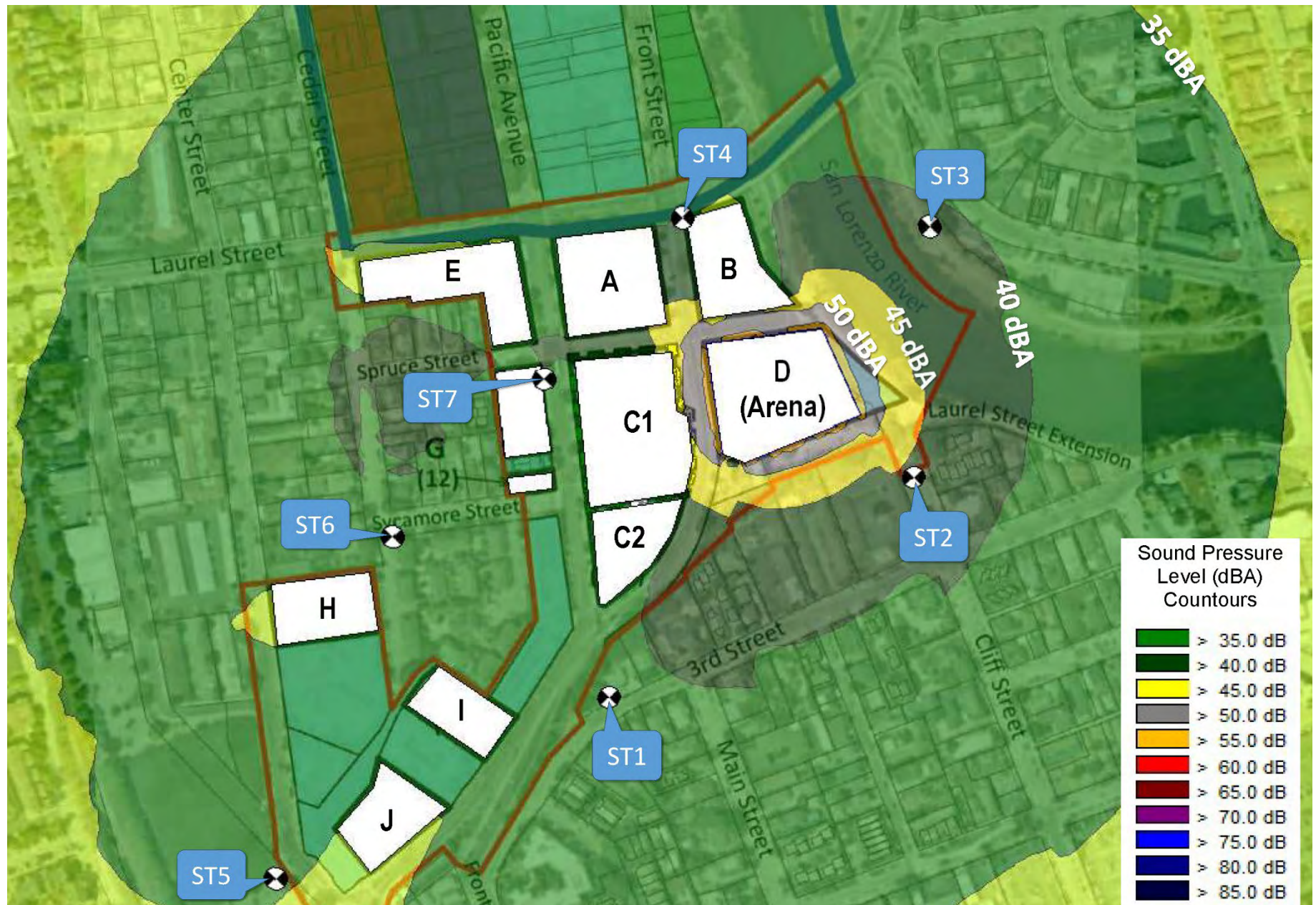




Source: Dudek, 2024

**Figure 11-2H Stationary Source Operations Noise During Popular Music Concert Event – Block D**

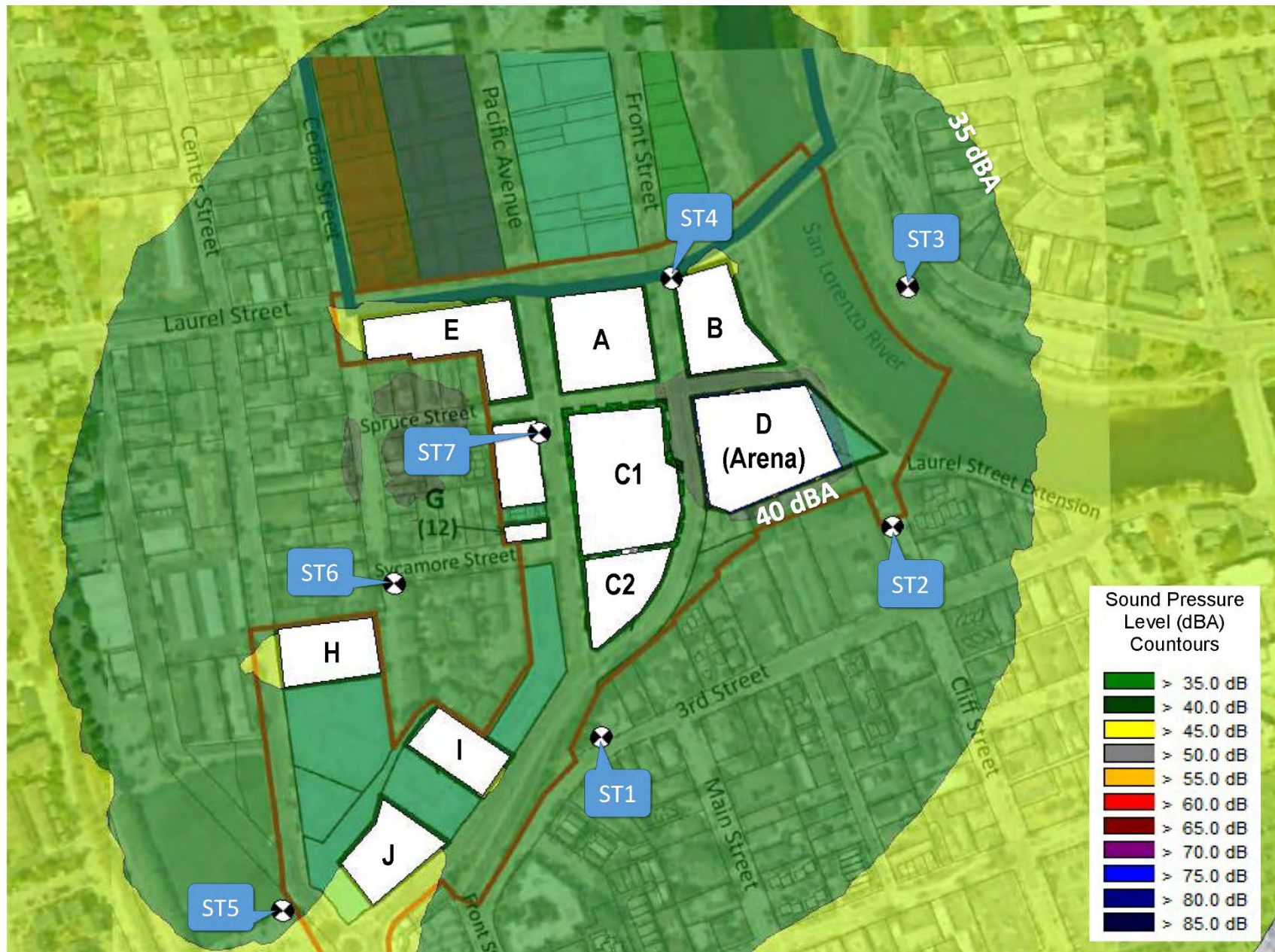




Source: Dudek, 2024

**Figure 11-2I Stationary Source Operations Noise During SC Warriors Basketball Event – Block D**





Source: Dudek, 2024

**Figure 11-2J Stationary Source Operations Noise During Other Event – Block D**