

## EXECUTIVE SUMMARY

This section summarizes the characteristics of the proposed project, the environmental impacts associated with the project, and measures recommended to mitigate identified significant impacts.

### PROJECT SYNOPSIS

#### Project Applicant

The project applicant for the Town Center Specific Plan is:

City of Scotts Valley  
Planning Department  
1 Civic Center Drive  
Scotts Valley, CA 95066  
Contact: Susan Westman  
(831) 440-4531/440-5630

#### Project Description

The proposed Scotts Valley Town Center Specific Plan is a document that guides the long-term development of the Scotts Valley Town Center, which would establish a downtown center along Mt. Hermon Road. The Specific Plan proposes two- to three-story mixed-use buildings, which would have commercial retail on the first floor and residential or office above, other non-mixed-use multi-family housing, and commercial retail structures. Additionally, the proposed plan could include development of civic uses that would host a town green, a library, and possibly a court house. The Specific Plan includes detailed guidelines concerning development densities, urban design considerations, and other standards that more fully implement the General Plan's land use designations for the project area.

### ALTERNATIVES

The City considered four alternatives. Alternatives analyzed herein include: (1) a no project alternative; (2) "no project" alternative that would allow buildout under existing land use designations and zoning; (3) an alternative that would allow for only commercial development under the Specific Plan; and (4) an alternative with an alternate parking and land use plan.

The No Project Alternative (Alternative 1) is considered environmentally superior overall, since no development would occur. In the case of Alternative 2, it would be superior or similar to the proposed project for every issue. For the most part, this is because there would be less site disturbance and fewer residents compared to the proposed Specific Plan.

Alternatives 3 and 4 would be generally superior to the proposed project, but to a less extent than either alternatives 1 or 2. Alternative 3 is superior for Geology and Soils, Hazards and Hazardous Materials, Noise, Public Services, Recreation, and Water Supply. Alternative 4 is



superior for Geology and Soils, Hazards and Hazardous Materials, Public Services, and Recreation. Alternative 3 would be inferior to the proposed project with respect to Aesthetics, Air Quality, and Transportation and Circulation. Alternative 4 would be inferior to the proposed project for Aesthetics.

Although not considered environmentally superior, the proposed project would best meet the objectives of: (1) creating a pedestrian-friendly City Center with an integrated mix of land use, woven together by attractive and cohesive buildings; and (2) providing for mixed uses, including residential development over all retail stores, to encourage affordable housing while reducing trips and related air emissions.

## **SUMMARY OF IMPACTS AND MITIGATION MEASURES**

Table ES-1 includes a brief description of the environmental issues relative to the proposed project, the identified environmental impacts, proposed mitigation measures, and impacts after mitigation. Impacts are categorized by class. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the project is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts.



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS I IMPACTS: SIGNIFICANT AND UNAVOIDABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-2</b> Subsequent development of the Specific Plan area has the potential to impact significant historical buildings, structures, and sites. This is considered a Class II, <i>significant but mitigable</i> impact, except if historically significant buildings or structures were substantially damaged or destroyed, in which case the impact would remain Class I, <i>significant and unavoidable</i>.</p>	<p><b>CR-2(a) Structure Evaluation.</b> The City shall determine the age and significance of any buildings or structures on any parcels proposed for subsequent development prior to certification or adoption of any subsequent CEQA document tiered from this Program EIR. Any buildings or structures greater than 50 years old shall be evaluated for significance and eligibility to the CRHR. Such evaluations shall be performed by an architectural historian meeting the Secretary of Interior’s Professional Qualifications Standards and within the context of local and regional history.</p> <p><b>CR-2(b) Building Preservation or Relocation.</b> The City, project proponent, and project architectural historian shall consult to seek ways to avoid or minimize subsequent project impacts to any buildings or structures determined to be significant historical resources per Section 5024.1 of the Public Resources Code. Preservation in place through maintenance, repair, stabilization, restoration, preservation, conservation, or reconstruction in a manner consistent with the Secretary of the Interior’s Standards and Guidelines (Weeks and Grimmer 1995) generally will constitute mitigation of impacts to a less-than-significant level.</p> <p>If preservation in place is not feasible, then relocation of significant resources or documentation through archival quality photographs, measured drawings, and narrative historical descriptions of the building or structure’s history and important historical associations may lessen impacts, but may not reduce them to less than significant levels.</p> <p><b>CR-2(c) Airport Evaluation.</b> Prior to further development of the properties encompassing the former Skypark Airport, the City shall ensure that the significance of the airport is evaluated by a qualified historian meeting the <i>Secretary of Interior’s Professional Qualifications Standards</i>. If the former airport qualifies as a significant historical resource as defined at Section 15064.5 of the CEQA Guidelines, the City, project proponent, and project historian shall consult to seek ways to avoid or minimize subsequent project impacts to the property.</p>	<p>Implementation of the proposed mitigation measures may reduce those impacts to less than significant levels. However, physical destruction of significant historical buildings or structures—if further investigation determines that such buildings exist, and may be impacted through subsequent development—would still be a Class I, significant unmitigable impact.</p>



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<b>TRANSPORTATION/TRAFFIC</b>		
<b>Impact T-1</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS E. This would be a Class I, <i>significant and unavoidable</i> impact.	<b>T-1</b> Provide a second southbound right-turn lane on the SR 17 off-ramp	This capacity enhancement would improve operation to LOS D, but would not be sufficient to meet the City's LOS C standard. Therefore, this impact is a significant and unavoidable impact.
<b>Impact T-3</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS F. This would be a Class I, <i>significant but unavoidable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	Implementation of Mitigation Measure T-1 would improve operation to LOS D, which is not sufficient to meet the City's LOS C standard. Therefore, impacts would be significant and unavoidable.
<b>Impact T-7</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS E. This would be a Class I, <i>significant but unavoidable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	Implementation of Mitigation Measure T-1 would improve operation to LOS D, but would not meet the City's LOS C standard. Therefore, impacts would be significant and avoidable.
<b>Impact T-8</b> Mt. Hermon Road/Kings Village Road would be expected to operate unacceptably at a LOS D. This would be a Class I, <i>significant but unavoidable</i> impact.	<b>T-8</b> Improved operation could be achieved at the signalized study intersection of Mt. Hermon Road/Kings Village Road by re-striping the southbound approach to include a southbound left-turn lane and a shared through and right-turn lane.	Additional lane improvements to achieve LOS C conditions would be excessive and not practical given the existing lanes available at the intersection. Therefore, impacts would be significant and unavoidable.
<b>Impact T-10</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS F. This would be a Class I, <i>significant but unavoidable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	Implementation of Mitigation Measure T-1 would improve operation to LOS D, but would not meet the City's LOS C standard. Therefore, impacts would be significant and avoidable.
<b>Impact T-12</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS E. This would be a Class I, <i>significant but unavoidable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	Implementation of Mitigation Measure T-1 would improve operation to LOS D, but would not meet the City's LOS C standard. Therefore, impacts would be significant and avoidable.
<b>Impact T-16</b> Mt. Hermon Road/SR 17 Southbound Off Ramp-La Madrona Drive is projected to operate at LOS F. This would be a Class I, <i>significant but unavoidable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	Implementation of Mitigation Measure T-1 would improve operation to LOS D, but would not meet the City's LOS C standard. Therefore, impacts would be significant and avoidable.



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<b>AESTHETICS</b>		
<p><b>Impact AES-1</b> Development of the proposed Specific Plan could have an adverse effect on scenic vistas within the plan area vicinity. This would be a Class II, <i>significant but mitigable impact</i>.</p>	<p>The following mitigation measure would minimize impacts to scenic vistas and other viewsheds within the Plan Area vicinity to the extent feasible.</p> <p><b>AES-1 Height Maximum.</b> No building within the Specific Plan area shall exceed 55 feet in height. Structures that would be placed on top of a 55 foot building, such as service units, or other architectural features should not exceed five feet in height. Thus, no building and rooftop structure, or architectural feature, or combination thereof granted a planned development should exceed 60 feet in height.</p>	<p>Limiting building heights to 55 feet and additional rooftop structures to not exceed a combined total of 60 feet in height would reduce impacts to a less than significant level.</p>
<p><b>Impact AES-2</b> The proposed Town Center Specific Plan would result in new residential, commercial public facilities, and mixed-use development in an urban landscape, which could alter the existing visual character of the Plan area if applicable design guidelines are not followed. Impacts to visual character would be Class II, <i>significant but mitigable</i>.</p>	<p>If the existing AmeriGas and Suburban propane facilities were to remain on site, the following mitigation would be required to ensure compatibility with the visual character envisioned in the proposed Specific Plan.</p> <p><b>AES-2 Screening of Existing Propane Facilities Using Landscaping.</b> The landscaping of the Specific Plan area shall incorporate plantings and other landscape features that help screen existing propane facilities from public view and help blend these facilities into the surrounding area. Substantial landscaping, such as rows of trees, including native trees suitable to site conditions in addition to shrubs and groundcovers, shall be used.</p>	<p>The proposed Specific Plan's consistency with existing design guidelines inherently mitigative aspects, and limited increase in building scale and massing, along with implementation of Mitigation Measure AES-2, would reduce potential aesthetic impacts to a less than significant level.</p>
<b>AIR QUALITY</b>		
<p><b>Impact AQ-1</b> Development pursuant to the Specific Plan would generate demolition and construction related emissions. Under a maximum development scenario of full buildout by 2009, construction facilitated by the Town Center Specific Plan would generate emissions in excess of MBUAPCD standards. This would be a Class II, <i>significant but mitigable impact</i>.</p>	<p>Because all construction projects can produce dust emissions, dust mitigation measures are required for all construction activities. The following mitigation measures are recommended to minimize emissions and to reduce the amount of dust that drifts onto adjacent properties. These measures would apply to both tract grading and development of individual lots.</p> <p><b>AQ-1(a) Application of Best Available Control Technology for Construction Equipment (CBACT).</b> The following measures shall be implemented to reduce combustion emissions from construction equipment.</p> <ul style="list-style-type: none"> <li>Project applicants shall submit a grading plan for review by the MBUAPCD staff showing the area to be disturbed. A description of construction equipment that will be used and pollution reduction measures that will be implemented shall be provided with grading plans. Upon</li> </ul>	<p>With application of the dust-control measures described above, construction-related PM<sub>10</sub> emissions would be reduced to approximately 50 lbs/day (refer to Appendix D), which is below the established threshold of 82 lbs/day. Therefore, implementation of the above mitigation measures would reduce impacts related to construction activity to a less than significant level.</p>



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	<p>approval by the MBUAPCD, appropriate CBACT features shall be applied. The application of these features shall occur prior to project construction.</p> <ul style="list-style-type: none"> <li>• Project applicants shall be required to ensure that all construction equipment and portable engines are properly maintained and tuned according to manufacturer's specifications.</li> <li>• Project applicants shall be required to ensure that off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with CARB motor vehicle diesel fuel (non-taxed off-road diesel is acceptable).</li> <li>• Project applicants shall be required to install a diesel oxidation catalyst on each of the two pieces of equipment projected to generate the greatest emissions. Installations must be prepared according to manufacturer's specifications.</li> </ul> <p><b>AQ-1(b) Dust Control.</b> The following measures shall be implemented to reduce PM10 emissions during project construction:</p> <ul style="list-style-type: none"> <li>• Reduce the amount of the disturbed area where possible.</li> <li>• Use water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Water shall be applied depending on conditions. Reclaimed (non-potable) water should be used whenever possible.</li> <li>• All dirt-stock-pile areas shall be sprayed daily and/or covered as needed.</li> <li>• Permanent dust control measures shall be identified in the approved project landscape plans and implemented as soon as possible following completion of any soil disturbing activities.</li> <li>• Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading shall be sown with a fast-germinating native grass seed and watered until vegetation is established.</li> <li>• All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the MBUAPCD.</li> <li>• All paved areas (roadways, driveways,</li> </ul>	



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	<p>sidewalks, etc.) shall be completed as soon as feasible. In addition, building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p> <ul style="list-style-type: none"> <li>• Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</li> <li>• All trucks hauling dirt, sand, soil or other loose materials shall be covered or shall maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.</li> <li>• Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site.</li> <li>• Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.</li> </ul> <p><b>AQ-1(c) Cover Stockpiled Soils.</b> If importation, exportation, or stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting material shall be tarped from the point of origin to trip end.</p> <p><b>AQ-1(d) Dust Control Monitor.</b> The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress.</p> <p><b>AQ-1(e) Asbestos Sampling.</b> Prior to demolition work of buildings constructed prior to 1980, areas of the on-site structures shall be sampled as part of an asbestos survey in compliance with the National Emission Standards for Hazardous Air Pollutants (NESHAP). If asbestos is found in any building, asbestos-related work, including demolition, involving 100 square feet or more of asbestos containing materials (ACMs) shall be performed by a licensed asbestos abatement contractor under the supervision of a certified asbestos consultant and asbestos shall be removed and disposed of in compliance with applicable State laws. Regardless of whether asbestos is identified in</p>	



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	<p>any building, prior to demolition of existing structures the MBUAPCD shall be notified and an MBUAPCD Notification of Demolition and Renovation Checklist shall be submitted to both MBUAPCD and the City.</p> <p>Prior to construction, an evaluation of areas of serpentinite outcrops or serpentine rich soils shall be made by a qualified professional, such as a Certified Industrial Hygienist (CIH), as to whether such conditions represent a threat to human health. If so, a safety program shall be initiated and shall include providing personal protective equipment to workers and a worker education program. The Naturally Occurring Asbestos (NOA) ATCM requirements may include but are not limited to 1) an Asbestos Dust Mitigation Plan, which must be approved by the APCD before construction begins, and 2) an Asbestos Health and Safety Program will also be required.</p> <p><b>AQ-1(f) Paint Waste Evaluation.</b> If paint is separated from the building material (e.g. chemically or physically) during demolition of the existing buildings, the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements.</p>	
<p><b>Impact AQ-2</b> Development under the Specific Plan would generate operational and area emissions of air pollutants, including the ozone precursors ROG and NOx, and PM<sub>10</sub>, primarily from mobile emissions. These emissions would exceed County thresholds for ROG<sub>0</sub>. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>AQ-2(a)</b> Operational Phase Mitigation to Reduce Fuel Usage and thus Ozone precursors. The following energy efficiency and green building techniques shall be implemented for Specific Plan projects where feasible:</p> <ul style="list-style-type: none"> <li>The applicant shall increase building energy efficiency ratings by at least 20 percent above what is required by Title 24 requirements. Potential energy consumption reduction measures include, but are not limited to:</li> </ul>	<p>Emissions associated with the proposed Specific Plan project would be substantially reduced through implementation of these required measures. Specifically, the green building requirements noted above would effectively reduce indoor energy usage, which was a major contributor to the total operational emissions during the winter months. Since the ROG emissions only</p>



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	<ul style="list-style-type: none"> <li>- Using roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs and/or installing photovoltaic roof tiles;</li> <li>- Using high efficiency gas or solar water heaters;</li> <li>- Using built-in energy efficient appliances;</li> <li>- Installing double-paned windows;</li> <li>- Installing door sweeps and weather stripping if more efficient doors and windows are not available;</li> <li>- Installing low energy interior lighting;</li> <li>- Using low energy street lights (i.e. sodium); and</li> <li>- Installing high efficiency or gas space heating.</li> </ul> <ul style="list-style-type: none"> <li>• Possible additional Green Building techniques include: <ul style="list-style-type: none"> <li>- Consideration of the siting of proposed buildings to eliminate or minimize the development's heating and cooling needs (e.g., solar orientation).</li> <li>- Install solar systems to reduce energy needs (e.g., solar panels).</li> <li>- Install solar water heaters.</li> <li>- Plant native, drought resistant landscaping.</li> <li>- Use locally-produced building materials.</li> <li>- Use renewable or reclaimed building materials.</li> <li>- Use materials which are resource efficient, recycled, with long life cycles and manufactured in an environmentally friendly way.</li> <li>- Increase building energy efficiency ratings by at least 20% above what is required by Title 24 requirements.</li> </ul> </li> </ul> <p><b>AQ-2(b) Telecommuting.</b> All new residences within the Specific Plan area shall be constructed with internal wiring/cabling that allows telecommuting, teleconferencing, and telelearning to occur simultaneously in at least three locations in each residence.</p> <p><b>AQ-2(c) Bicycle Parking.</b> All multi-family, commercial, and recreational sites shall include bicycle parking. At least one bicycle parking space for every 10 vehicle spaces is required.</p>	<p>exceeded the threshold by less than one pound per day, it is assumed that these measures would be more than adequate to reduce operational emissions to a less than significant level. In addition, implementation of the MBUAPCD's best management practices would reduce PM10 emissions to the extent feasible. Residual impacts would be less than significant.</p>



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	<p><b>AQ-2(d) Transit.</b> Bus turnouts with direct pedestrian access shall be installed at all bus stops. Provide benches and shelters at transit stops.</p> <p><b>AQ-2(e) Electric Vehicles.</b> A minimum of 0.5 percent of the parking spaces shall be pre-wired and reserved for future electric vehicle (EV) use. The applicant shall consult with SCAQMD staff as to the arrangement and type of EV equipment to be installed, prior to issuance of building permits.</p> <p><b>AQ-2(f) Parking Area Lighting.</b> Permit only the use of energy-efficient low-sodium lights in parking areas.</p>	
<b>BIOLOGICAL RESOURCES</b>		
<p><b>Impact B-2</b> Development allowed under the Specific Plan, particularly in the Mixed Woodland habitat just east of Skypark Drive, would result in the removal of native oak and other trees. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p>Pursuant to the Section 17.44.080 of the City of Scotts Valley Municipal Code, subsequent development pursuant to the Specific Plan shall implement the following measures, which are required by the City of Scotts Valley.</p> <p><b>B-2(a) Tree Protection Measures.</b> Prior to the onset of construction activities on site within areas containing Mixed Woodland Habitat, a City-approved arborist shall perform a tree survey to identify species, location and diameter at breast height (dbh) of all trees greater than 8 inches dbh within the Specific Plan area. The information obtained in this survey shall be included in the development application and shall include the following information; and prior to deeming an application complete, shall be subject to the following process for review:</p> <ol style="list-style-type: none"> <li>a. All development plans, and landscaping and irrigation plans shall show all trees and indicate size and species with locations, drip lines and tree root zones properly surveyed.</li> <li>b. The city arborist (or consulting arborist) shall perform a resource evaluation, tree survey, and/or impact report using the development plans. The city arborist shall make recommendations for trees requiring removal or appropriate for preservation. The report shall include procedures for pre-construction treatment and alternative construction methods. In addition, requirements for preservation and maintenance shall be considered and appropriate conditions for long term maintenance of preserved trees shall be</li> </ol>	<p>The implementation of the above mitigation measures would reduce impacts to native trees and mixed woodland habitat to a less than significant level.</p>



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	<p>evaluated.</p> <p>c. Tree preservation measures shall be incorporated as conditions of permit approval.</p> <p><b>B-2(b) Preservation and Maintenance of Protected Trees.</b> The following protection and maintenance measures shall be implemented for trees that are designated to be preserved:</p> <p>a. The existing ground surface in the root zone of any protected trees shall not be cut, filled, compacted or paved as a part of any new development project unless specifically recommended by the city arborist. Specific attention to paving or covering soil within the root zone of any of the protected trees shall be evaluated to ensure the long term health of the tree(s). All cut fill, compaction and paving within the root zone of any protected tree shall be reviewed by the city arborist and appropriate recommendations made based upon the conditions relative to the particular location and the condition and type of tree being affected.</p> <p>b. Special construction techniques shall be employed to permit the roots of protected trees to remain undisturbed.</p> <p>c. Excavation adjacent to any protected tree shall not be permitted where material damage to the root system will result.</p> <p>d. Chain link fencing with posts sunk in the ground or other fencing method approved by the city arborist shall be installed in locations surrounding tree(s) to be preserved during all construction activities on site. The location of the fencing shall be as determined by the certified arborist and community development director. Such fencing shall be inspected prior to issuance of a grading and building permit.</p> <p>e. Landscaping and irrigation plans within the tree root zone of any protected tree(s) shall be reviewed and recommended by a certified arborist.</p> <p>f. The city arborist shall routinely inspect the development site through the term of the project.</p> <p><b>B-2(c) Tree Replacement.</b> Where preservation of protected trees is not feasible to complete development under the Specific Plan, The City of Scotts Valley requires either (A) the planting of replacement trees on-site at a 2:1 ratio, (B) paying into the tree replacement fund at a rate of \$40 per tree, or a combination of A</p>	



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	<p>and B. Replacement oak trees shall be from regionally or locally collected seed stock.</p> <p><b>B-2(d) Planting Design.</b> A plan identifying areas to be used as mitigation sites and landscaping showing the location of all replacement trees shall be submitted to the City as part of development, if protected trees will be impacted. The inventory shall identify the final number of replacement trees.</p>	
<p><b>Impact B-3</b> Development in accordance with the Specific Plan would impact known occurrences of special-status plant species. Development in accordance with the Specific Plan would also impact plant communities of special concern occurring within the Specific Plan area. This would be considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>B-3(a) Choris's popcorn flower seeding.</b> Prior to development within areas containing this resource, as much seed as possible shall be collected from areas on-site that Choris's popcorn flower was observed and scattered in any drainages, detention basins or bioswales required on-site as feasible. If planting on-site is not feasible the collected seeds shall be scattered in an area of suitable habitat owned by the City of Scotts Valley as close to the Specific Plan area as possible.</p> <p><b>B-3(b) Vernally-Moist Grassland Habitat.</b> To ensure the no-net-loss of plant communities of special concern, similar habitat shall be created on-site at a 2:1 ratio of habitat created (2.06 acres) to habitat lost (1.03 acres). The habitat shall be created in a drainage, detention basin or bioswale within the Specific Plan area if possible and be planted with native plant species observed within the existing Vernally-Moist Grassland habitat on-site. If the creation of this habitat within the Specific Plan Area is not feasible, the habitat will be created in a suitable area as determined by the City of Scotts Valley as close to the Specific Plan area as possible. The creation of Choris's popcorn flower habitat can occur in conjunction with the mitigation of Vernally-Moist Grassland habitat.</p> <p><b>B-3(c) Special-Status Species Mitigation and Monitoring Plan.</b> A mitigation and monitoring program shall be developed by project applicants developing in the affected area in consultation with DFG as appropriate. The special-status plant species mitigation program may include the following:</p> <ul style="list-style-type: none"> <li>• The overall goal and measurable objectives of the mitigation and monitoring plan;</li> <li>• Specific areas proposed for revegetation and their size;</li> <li>• Specific habitat management and protection measures to be used to ensure long-term maintenance and protection of</li> </ul>	<p>Implementation of the mitigation measures would reduce impacts to special-status plant species and plant communities of special concern to a less than significant level.</p>



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	<p>the special-status plant species are to be provided (i.e. annual population census surveys and habitat assessments; establishment of monitoring reference sites; fencing of special-status plant species preserves and signage to identify the environmentally sensitive areas; a seasonally-timed weed abatement program; and seasonally-timed seed and/or topsoil collection, propagation, and reintroduction of special-status plant species into specified receiver sites);</p> <ul style="list-style-type: none"> <li>• Success criteria based on the goals and measurable objectives to ensure a viable population(s) in perpetuity;</li> <li>• Reporting requirements to ensure consistent data collection and reporting methods used by monitoring personnel; and</li> <li>• Funding mechanism(s).</li> </ul> <p>The special-status plant species monitoring program may include the following:</p> <ul style="list-style-type: none"> <li>• Monitoring shall be conducted by a qualified biologist verified by the City.</li> <li>• Monitoring shall occur annually at an appropriate time of the year depending upon the species, to assess the vigor of the population.</li> <li>• An adaptive management program shall address both foreseen and unforeseen circumstances relating to the preservation and mitigation programs. It shall include remedial measures to address negative impacts to the special-status plant species and their habitats (i.e.: removal of weeds, addition of seeding/planting efforts) as needed.</li> </ul>	
<p><b>Impact B-4</b> Development in accordance with the Specific Plan would affect waters of the United States. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p>The following mitigation measures are included to reduce impacts to “waters of the United States” to a less than significant level.</p> <p><b>B-4(a) Jurisdictional Wetlands and Waters of the U.S.</b> The permanent loss of emergent wetland habitat resulting from development activities shall be mitigated through replacement of this habitat with habitat of similar functions and values to that being removed. The habitat shall be replaced by providing acreage and habitat values at least equaling those lost as a result of project implementation and to account for the expected failure of a number of seeds and plants to germinate and mature successfully.</p>	<p>Implementation of recommended mitigation measures would minimize impacts to a level of less than significant.</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

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	<p><b>B-4(b) Applicable Permits.</b> Prior to any earth disturbance and issuance of a grading/building permit for development under the Specific Plan that would impact the wetland, the applicant shall be responsible for applying to the ACOE, DFG, and RWQCB for appropriate permits to fill the jurisdictional wetland.</p> <p><b>B-4(c) Streambed Alteration Agreement.</b> A Streambed Alteration Agreement shall be executed with the DFG under provisions of the California Fish and Game Code, prior to grading. All conditions of that agreement designed to minimize impacts to biological resources shall be implemented. Such conditions may include restoration, enhancement, and/or revegetation of riparian habitat and drainage course either on site or in selected areas off-site.</p> <p><b>B-4(d) ACOE Permitting.</b> Permitting as required by the ACOE shall be executed per federal law prior to grading. All measures developed under permit conditions shall be implemented. Such measures may be similar to those identified in Mitigation Measure B-4(c).</p>	
<p><b>Impact B-6</b> Impacts to nesting birds could occur if grading, tree removal/trimming, or other construction activity is conducted during the nesting season. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p>The following mitigation measure is required in order to reduce impacts on nesting birds to a less than significant level.</p> <p><b>B-6(a) Ground Disturbance Timing.</b> In order to avoid impacts to nesting bird species protected under the Migratory Bird Treaty Act, all initial ground disturbing activities and tree removal conducted outside of the period between September 15 and February 15 must be preceded by a pre-construction survey for active nests within the limits of grading, to be conducted by a qualified biologist. This survey should be conducted within two weeks prior to any construction activities. The purpose of this survey is to determine the presence or absence of nests in an area to be potentially disturbed. If active nests are located, all construction work shall be conducted outside a buffer zone of 200 feet to 500 feet from the nests as determined in consultation with the DFG. No direct disturbance to nests shall occur until the adults and young are no longer reliant on the nest site. A qualified biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction.</p>	<p>The implementation of the above mitigation measure would reduce impacts to nesting birds to a less than significant level.</p>



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<b>CULTURAL RESOURCES</b>		
<p><b>Impact CR-1</b> Subsequent development of the Specific Plan area has the potential to impact significant archaeological resources as defined at Section 15064.5 of the CEQA Guidelines. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>CR-1(a) Subsurface Investigation.</b> The City shall ensure that a subsurface archaeological investigation of any parcel proposed for subsequent development is completed prior to certification or adoption of any subsequent CEQA document tiered from this Program EIR. The subsurface archaeological investigations shall employ excavation techniques sufficient to ensure that any known, suspected, or potential prehistoric or historical remains are identified, including backhoe trenching and screening of samples, controlled grading, hand excavated shovel probes and test excavation units, and/or comparable sampling units.</p> <p><b>CR-1(b) Eligibility Determination.</b> Any archaeological remains encountered during subsurface archaeological investigations described in CR-1(a) shall be evaluated for significance and eligibility for the CRHR. At a minimum, such evaluation shall define the physical extent of the site both horizontally and vertically, identify its content and integrity, and determine whether the site has important prehistoric or historical associations or scientific information potential.</p> <p><b>CR-1(c) Resource Avoidance.</b> If archaeological remains identified and evaluated under CR-1(a) and CR-1(b) are found to meet CRHR eligibility criteria and thus qualify as historical resources per Section 5024.1 of the Public Resources Code, the City, project proponent, and project archaeologist shall consult to determine whether or not the site(s) can be avoided during subsequent development. If avoidance is not feasible, then impacts to the site shall be mitigated through data recovery excavation. Per CEQA Guidelines Section 15126.4(c), the City shall ensure that a data recovery plan making provision for adequately recovering the scientifically consequential information from and about the site is prepared and adopted prior to any excavation being undertaken.</p> <p>All activities described under CR-1(a) through CR-1(c) shall be funded by the project proponent and shall be directed by an archaeologist who meets the <i>Secretary of the Interior's Professional Qualification Standards</i>. All cultural materials and associated records recovered during such investigations shall be processed in the laboratory, analyzed, cataloged, and curated at an appropriate local</p>	<p>Through the implementation of the proposed mitigation measures, impacts to archaeological resources would be considered less than significant.</p>



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	<p>facility. Final reports on these investigations shall meet current professional standards as outlined in <i>Archaeological Resource Management Reports: Recommended Content and Format</i> published by the California Office of Historic Preservation. Copies of such reports shall be filed with the City and the regional Information Center of the California Historical Resources Information System.</p>	
<b>GEOLOGY</b>		
<p><b>Impact G-1</b> Due to the presence of active faults in the vicinity, the Specific Plan area is subject to strong ground shaking, both of which have the potential to cause damage to structures, property, utilities and road access, and potentially result in injury or death. This is considered a Class II, <i>significant but mitigable impact</i>.</p>	<p><b>G-1(a) CBC Compliance.</b> Above-ground structures shall be designed and constructed according to the latest California Building Code (CBC) Seismic standards.</p> <p>Any proposed development plans submitted to the City of Scotts Valley for land use clearance within the Specific Plan area shall have a note printed on the plans which specify CBC Seismic standards for all above-ground structures. Building plans submitted in an application for a Building Permit shall include documentation that these standards are met. Final project plans shall be submitted which include the required design specifications prior to approval any entitlements. Building plans which meet CBC standards shall be provided to the Building Division prior to issuance of Building Permits.</p> <p>Prior to approval of any entitlements for specific projects within the area, City staff shall review project plans and verify that the CBC Seismic requirements are printed on the plans. Building Division staff shall verify that CBC standards are met prior to issuance of Building Permits. Building inspectors shall conduct site inspections to assure that construction occurs consistent with approved plans.</p>	<p>Through the implementation of the proposed mitigation measures, impacts would be considered less than significant.</p>
<p><b>Impact G-2</b> Seismic activity could produce sufficient ground shaking which may result in liquefaction. On-site soils proposed for future development of residential uses and commercial facilities are subject to a low to moderate potential for liquefaction. This is considered a Class II, <i>significant but mitigable impact</i>.</p>	<p><b>G-2(a) Geotechnical Study.</b> In conjunction with any development within the Specific Plan area, a geotechnical study shall be prepared by a registered civil or geotechnical engineer. This report shall include a soils report and an analysis of the liquefaction potential of the underlying materials. If a particular development site is confirmed to be in an area prone to seismically-induced liquefaction, appropriate techniques to minimize liquefaction potential shall be prescribed and implemented. Any structures proposed under the Specific Plan shall comply with applicable methods of the CBC.</p> <p>Suitable measures to reduce liquefaction impacts could include: specialized design of</p>	<p>Through the implementation of the proposed mitigation measures, impacts would be considered less than significant.</p>



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	<p>foundations by a structural engineer; removal or treatment of liquefiable soils to reduce the potential for liquefaction; drainage to lower the groundwater table to below the level of liquefiable soils, in-situ compaction of soils; or other alterations to the ground characteristics. In areas prone to liquefaction, current structural engineering methods for foundation design may not be sufficient to prevent a building's foundation from failing in a larger earthquake, which would result in stronger and longer ground shaking.</p> <p>The required geotechnical report shall be provided with any building plans proposed for the Specific Plan area and shall evaluate soil engineering properties. The applicant shall notify the Community Development Department prior to commencement of grading. The geotechnical report shall be provided to the Public Works Department for review and approval prior to issuance of building permits. Measures to reduce liquefaction shall be implemented prior to issuance of any building permits. Engineering staff shall review and approve the required report prior to issuance of the building permit. Building inspectors shall make site inspections to assure implementation of approved plans. Grading inspectors shall monitor technical aspects of any grading activities.</p>	
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<p><b>Impact HM-1</b> Eleven recognized environmental conditions are present within the Specific Plan area, which could present hazards to construction workers and/or persons in the vicinity. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>HM-1(a) Wescosa Property and Building.</b> Prior to grading or development activities in the former Wescosa property area (Area O on Figure 4.6-1), a site-specific reconnaissance of the building and property shall be performed in an attempt to observe evidence of a UST. If a suspect UST area is identified, a geophysical survey shall be performed or exploratory test pits shall be excavated in an attempt to confirm whether or not a UST is present. If a UST cannot be identified during a site reconnaissance and subsequent geophysical survey and/or excavation of exploratory test pits, then care shall be taken during grading in the event that an undocumented UST is unearthed. An environmental consultant shall be contacted if an undocumented UST is unearthed to evaluate the UST and obtain the appropriate permits for removal of the UST.</p> <p><b>HM-1(b) Area N or K-Mart Shopping Area.</b> Prior to grading or development activities in the southwestern portion of the subject property (Area N) or the K-Mart Shopping Center area,</p>	<p>Through the implementation of proposed mitigation measures, impacts would be considered less than significant.</p>



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	<p>SECOR International shall be contacted regarding ongoing groundwater monitoring, sampling, and remediation activities at the Scotts Valley Cleaners site. Numerous groundwater monitoring wells exist in the K-Mart Shopping Center parking lot, and in the vacant lot at Area N, related to SECOR's ongoing environmental remediation activities. In addition, human health risk assessments shall be performed for any buildings constructed in Area N that are to be occupied.</p> <p><b>HM-1(c) Sports Center and North Adjacent Parking Lot.</b> An environmental consultant shall be present on the subject property during any grading or development activities in the Sports Center area and north adjacent associated parking lot to monitor soil cuttings and ambient air for the presence of VOCs. Reportedly the former UST in this location was removed and no residual contamination was identified. However, the case is still open with the RWQCB, most likely due to an unauthorized release from a second UST for the former City Hall building located across Kings Village Road to the north.</p> <p><b>HM-1(d) Area A.</b> If any excavation is planned in the vicinity of 218 Mt. Hermon Road (Area A on Figure 4.6-1), an environmental consultant shall be contracted to locate the reported residual kerosene contaminated soil at the rear of the building prior to the demolition of the building. The environmental consultant shall then be contracted to excavate and dispose of the residual kerosene contaminated soil subsequent to the demolition of the structure.</p> <p><b>HM-1(e) Kings Cleaners.</b> Kings Cleaners (Area B on Figure 4.6-1 has reportedly been operating at the subject property since 1969. It is possible that this facility has had spills or leaks that have impacted soil and groundwater beneath the property. If any redevelopment is proposed at this location, subsurface investigation in the area of Kings Cleaners is warranted, <del>primarily for the purpose of evaluating</del> <u>to evaluate the human health risk to existing tenants in the building, and particularly if this area is slated for redevelopment in the to evaluate any impacts associated with future-</u> <u>development under the Scotts Valley Town Center Specific Plan.</u></p> <p><b>HM-1(f) Suburban Propane and AmeriGas Relocation.</b> An environmental consultant shall perform a comprehensive site reconnaissance</p>	



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	<p>and evaluation for these two properties prior to their relocation. Relocation of propane tanks shall be coordinated with the Santa Cruz County Environmental Health Department (the applicable CUPA) and the Scotts Valley Fire Protection District. Relocation of these two facilities shall be permitted as if they were new facilities. Appropriate permits for above ground storage shall be acquired and hazardous materials business plan requirements shall be met. The two facilities shall adhere to the State of California Accidental Release Program (CAL ARP) requirements, if applicable.</p> <p><b>HM-1(g) Propane Facilities Operations.</b> The following measures apply to both of the existing propane facilities, if they were to remain and continue operating within the plan area. The requirements listed below would mitigate the hazards of a possible occurrence from a product leak, accidental product release during transfer operations, partially opened excess flow valve, failed valve, hose blowdown, or other abnormal occurrence, the addition of the following fire protection and prevention measures should assure a very low probability of an occurrence and provide for a safer environment for the population, increased protection for the existing exposures from the propane tank and increased protection of the tank from the existing exposures.</p> <ol style="list-style-type: none"> <li>1. Install redundant fail-safe product control using both approved emergency shutoff valves and backflow check valves per MFPA 58 sec. 6.24.4.1</li> <li>2. Install internal valve with the provision for the addition of remote closure. All valves shall comply with the New Bulk Plant NFPA 58 2004 edition code requirements.</li> <li>2. Install a combined fire protection system with placement of monitor nozzles and deluge fixed water spray activated automatically by approved monitored detection devices, and manually. The nozzles and sprinklers shall be located and arranged so that the entire container surface is wetted at a water rate of 750 gpm and 7,500 gallons total volume of water at stream flow time of 10 minutes. The fire flow requirement shall include the combined fire protection system plus hand lines.</li> <li>3. The fire department shall determine if an additional steamer fire hydrant is necessary.</li> <li>4. The propane operator shall submit a hose</li> </ol>	



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	<p>management procedure designed to reducing the possibility of hose failure.</p> <ol style="list-style-type: none"> <li>5. Provide early monitored detection and isolation to assist in product control.</li> <li>6. Provide an administrative control procedure for hose replacement, inspection intervals and procedures, testing and inspection of detection devices, emergency shutoffs, excessflow valves, and training.</li> <li>7. Work with the Scotts Valley Fire Protection District to improve safety.</li> </ol> <p><b>HM-1(h) Unlabeled Drums.</b> The owner of the Sports Center shall be contacted and questioned regarding the contents of the two unlabeled drums in the Sports Center parking lot. If the contents are known and not hazardous, then the drums shall be removed and properly disposed. If the contents are unknown, then an environmental consultant capable of sampling and identifying the drum contents shall be contracted to properly dispose of the drums. The drums shall be disposed prior to redevelopment or grading activities.</p> <p><b>HM-1(i) Contaminated Groundwater – Northwestern Portion of Property.</b> Contaminated groundwater exists beneath the northwestern portion of the subject property from the Watkins-Johnson plume. The extent of the plume beneath the subject property is not clear. According to the Scotts Valley Water District Annual Report (ETIC, 2007), the Watkins-Johnson plume does not extend beneath the subject property (Figure 6 of Appendix D). However, the most recent report on file for the Watkins-Johnson facility, by Arcadis (2006), indicates that TCE and PCE are present in well WJ-41, which is located just off-site to the northwest. Prior to any redevelopment or grading activities in the northwestern portion of the property (Sports Center and Skypark Airport area), Arcadis shall be contacted regarding the presence and location of groundwater monitoring wells (if any) on the subject property, and the estimated extent of the groundwater contamination beneath the subject property. Human health risk assessments, if deemed necessary by an environmental consultant, shall be prepared for any new developments above the identified plume of contaminated groundwater utilizing Arcadis' data.</p>	



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	<p><b>HM-1(j) Contaminated Groundwater – Central and Southeastern Portion of Property.</b> Contaminated groundwater exists beneath the central and southeastern portion of the subject property from the Camp Evers site plume. The extent of the plume beneath the subject property is fairly well defined as shown on Figure 6 of Appendix D taken from the Scotts Valley Water District Annual Report (ETIC, 2007) and based on information from Delta Consultants (see Camp Evers Site in Appendix 4 of Appendix D). Delta Consultants and Mañana Woods Water Company shall be contacted prior to any redevelopment or grading activities in the central or southeastern areas of the site. Numerous groundwater monitoring wells exists on the subject property related to the ongoing groundwater monitoring and sampling activities by Delta Consultants for the Camp Evers plume (see Figure 2 of Delta Consultants' October 20, 2007 report in Appendix 4 of Appendix D). In addition, the groundwater extraction well and remediation compound for treatment of the Camp Evers plume groundwater is located on the subject property south of Walgreens (Area A on Figure 4.6-1). At a minimum, preparation of human health risk assessments may be warranted for any new developments above the existing Camp Evers plume.</p> <p><b>HM-1(k) Health Risk Assessments.</b> Human health risk assessments recommended shall include vapor transport and risk calculations in an environmental fate and transport analysis for specified chemicals. The calculations shall be performed to evaluate the inhalation exposure pathway for future building occupants, and if deemed to exist, calculations shall also be prepared for exposure pathways for dermal contact and ingestion. A commercial exposure scenario shall be used for those areas to be redeveloped with commercial uses, and a residential exposure scenario shall be used for those areas to be redeveloped with residential uses. The human health risk assessment model used shall include site-specific VOC soil vapor concentrations for all contaminants identified in soil and groundwater beneath the proposed redevelopment areas, and for all reported concentrations beneath these areas. <u>If significant health risks are identified, no building construction shall occur until site cleanup activities have been completed that will minimize potential health risks.</u></p>	



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<p><b>Impact HM-2</b> Future development under the proposed Specific Plan could include or require the transport of various potentially hazardous substances that could adversely affect the public. Handling and transport of hazardous substances would be in compliance with state and federal regulations. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p><b>HM-2(a) Mixed-Use Restrictions.</b> Mixed-use developments within the Specific Plan area that include residential development cannot include photographic studios, medical facilities (except offices), laundry facilities, or other types of development that store, use or transport hazardous materials, unless such development plans are first reviewed and approved by the Scotts Valley Fire Protection District in consultation with the Santa Cruz County Environmental Health Department to ensure compatibility of such development.</p> <p><b>HM-2(b) Transport Route Restrictions.</b> The Specific Plan shall be revised to include provisions restricting the transport of hazardous materials on roadways adjacent to future residential uses within the downtown area.</p>	<p>Through the implementation of the federal, state and local regulations and policies related to the use a transport of hazardous materials described above, and proposed mitigation measures, impacts would be considered less than significant.</p>
<b>HYDROLOGY</b>		
<p><b>Impact H-1</b> During construction, disrupted soil may be subject to erosion, sedimentation, and pollutant discharges. This is considered a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>H-1(a) Notice of Intent.</b> Prior to beginning construction, any applicants pursuant to the Specific Plan shall file a Notice of Intent (NOI) for discharge from the proposed development site.</p> <p><b>H-1(b) Storm Water Pollution Prevention Plan (SWPPP).</b> Any applicant shall submit a SWPPP to the City prior to issuance of a building permit, in compliance with National Pollutant Discharge Elimination System (NPDES). The contractor is responsible for understanding the State General Permit procedures and instituting the SWPPP during construction. The SWPPP must be prepared in accordance with the guidelines adopted by the State Water Resources Control Board (SWRCB). The SWPPP shall be submitted to the City along with grading/development plans for review and approval.</p> <p><b>H-1(c) Storm Water Pollution Control Plan.</b> Prior to issuance of a grading permit, each developer shall prepare a SWPCP for the site, to be submitted for review and approval by the City of Scotts Valley. This plan will be similar in nature to the SWPPP, but also must meet the applicable requirements of the countywide NPDES municipal permit (CAS004002). At a minimum, the following BMPs shall be required where feasible:</p> <p><u>Pollutant Escape: Deterrence</u></p> <ul style="list-style-type: none"> <li>• <i>Cover all storage areas, including soil piles, fuel and chemical depots. Protect from rain and wind with plastic sheets and temporary roofs.</i></li> </ul>	<p>With implementation of the mitigation identified above, impacts would be reduced to a less than significant level.</p>



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	<p><u>Pollutant Containment Areas</u></p> <ul style="list-style-type: none"> <li>• <i>Locate all construction-related equipment and related processes that contain or generate pollutants (i.e. fuel, lubricant and solvents, cement dust and slurry) in isolated areas with proper protection from escape.</i></li> <li>• <i>Locate construction-related equipment and processes that contain or generate pollutants in secure areas, away from storm drains and gutters.</i></li> <li>• <i>Place construction-related equipment and processes that contain or generate pollutants in bermed, plastic-lined depressions to contain all materials within that site in the event of accidental release or spill.</i></li> <li>• <i>Park, fuel and clean all vehicles and equipment in one designated, contained area.</i></li> </ul> <p><u>Pollutant Detainment Methods</u></p> <ul style="list-style-type: none"> <li>• <i>Protect downstream drainages from escaping pollutants by capturing materials carried in runoff and preventing transport from the site. Examples of detainment methods that retard movement of water and separate sediment and other contaminants are silt fences, hay bales, sand bags, berms, silt and debris basins.</i></li> </ul> <p><u>Erosion Control</u></p> <ul style="list-style-type: none"> <li>• <i>Schedule project grading into phases that allow for erosion control of smaller areas rather than a single, large exposed site. Vegetation or existing pavement should only be removed when necessary and immediately before grading.</i></li> <li>• <i>Conduct major excavation during dry months when feasible. These activities may be significantly limited during wet weather.</i></li> <li>• <i>Utilize slope stabilizer, including natural fiber erosion control blankets of varying densities according to specific slope/ site conditions.</i></li> <li>• <i>Expedite the restoration of natural vegetative erosion control and reduce risk of slope failure by immediately re-vegetating and irrigating until the first one inch of accumulated rain falls during the rainy season.</i></li> <li>• <i>Reduce fugitive dust by wetting graded areas with an adequate yet conservative</i></li> </ul>	



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	<p><i>amount of water. Cease grading operations in high winds.</i></p> <p><u>Recycling/Disposal</u></p> <ul style="list-style-type: none"> <li>• <i>Develop a protocol for maintaining a clean site. This includes proper capture and recycling of construction-related materials and equipment fluids (i.e., concrete dust, cutting slurry, motor oil and lubricants).</i></li> <li>• <i>Provide disposal facilities. Develop a protocol for cleanup and disposal of small construction wastes (e.g., dry concrete).</i></li> </ul> <p><u>Hazardous Materials Identification and Response</u></p> <ul style="list-style-type: none"> <li>• <i>Develop a protocol for identifying risk operations and materials. Include protocol for identifying spilled-materials source, distribution; fate and transport of spilled materials.</i></li> <li>• <i>Provide a protocol for proper clean-up of equipment and construction materials, and disposal of spilled substances and associated cleanup materials.</i></li> <li>• <i>Provide an emergency response plan that includes contingencies for assembling response team and immediately notifying appropriate agencies.</i></li> </ul> <p><b>H-1(d) Notice of Completion of Construction.</b> Any project applicant shall file a notice of completion of construction of the development, identifying that pollution sources were controlled during the construction of the project and implementing a closure SWPPP for the site.</p>	
<p><b>Impact H-4</b> Commercial and residential uses allowed under the proposed Specific Plan could generate runoff that could affect downstream water quality. Impacts related to water quality are considered Class II, <i>significant but mitigable</i>.</p>	<p><b>H-4(a) Best Management Practices (BMPs).</b> The applicant shall implement Best Management Practices (BMPs) to ensure that water quality is protected. The BMPs to be implemented shall be chosen by the City, in consultation with the Scotts Valley Water District, and Regional Water Quality Control Board, and shall be determined prior to approval of each future development project within the Specific Plan area, but shall include at a minimum those listed below:</p> <ul style="list-style-type: none"> <li>• During project operation, the project developers shall implement actions and procedures established to reduce the pollutant loadings in storm drain systems. The two main categories of these BMPs are “source control” and “treatment control.” Source control BMPs are usually the most effective and economical in preventing</li> </ul>	



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<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
	<p>pollutants from entering storm and non-storm runoff. Source control BMPs that shall be implemented include:</p> <ul style="list-style-type: none"> <li>a) <u>Public Education/Participation activities.</u> Information to new project residents regarding pollution prevention;</li> <li>b) <u>Materials Management activities.</u> Implementation of the following measures within any common landscaping or other facilities on site: <ul style="list-style-type: none"> <li>- Materials Use Controls, which include good housekeeping practices (storage, use and cleanup) when handling potentially harmful materials, such as cleaning materials, fertilizers, paint, and where possible using safer alternative products;</li> <li>- Material Exposure Controls, which prevent and reduce pollutant discharge to storm water by minimizing the storage of hazardous materials (such as pesticides) on site, storing materials in a designated area, installing secondary containment, conducting regular inspections, and training employees and subcontractors; and</li> <li>- Material Disposal and Recycling, which includes storm drain system signs and stenciling with language to discourage illegal dumping of unwanted materials. Project residents shall be notified of household hazardous waste and used oil recycling at collection centers and round-up activities conducted by local agencies.</li> </ul> </li> <li>c) <u>Spill Prevention and Cleanup activities</u> that are directed toward reducing the risk of spills during the outdoor handling and transport of chemicals, and toward developing plans and programs to contain and rapidly clean up spills before they get into a storm drain system. This BMP also deals with the prevention and reduction of pollution from vehicle leaks and spills from vehicles during transport, as well as aboveground storage tanks;</li> <li>d) <u>Illegal Dumping controls.</u> The project shall include a prohibition on the dumping of waste products (solid</li> </ul>	



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
	<p>waste/liquid waste and yard trash) into storm drain systems, open space areas, and creeks;</p> <p>e) <u>Street and storm drain maintenance activities</u>. These activities control the movement of pollutants and remove them from pavement through catch basin cleaning, storm drain flushing, street sweeping, and by regularly removing illegally dumped material from storm channels and creeks. The City would be responsible for regular storm drain maintenance within the public right of way; grease traps and other stormwater quality control devices would be required to be on private property, and shall be properly maintained.</p> <ul style="list-style-type: none"> <li>• Treatment Control BMPs involve physical treatment of the runoff, usually through structural means. A variety of treatment control measures have been utilized for storm water quality. However, the effectiveness of these controls is highly dependent on local conditions, such as climate, hydrology, soils, groundwater conditions, and extent of urbanization. As mentioned previously, the project would include biofiltration systems, swales, and oil/water separators (designed to remove petroleum compounds and grease, but which will also remove floatable debris and settleable solids); these features are all types of treatment controls. The drainage system shall route all runoff through biofilter swales (or equally effective treatment) before it goes into any existing wetlands or Carbonera Creek, or <u>vernally moist grassland habitat mitigation area</u>.</li> <li>• The developer of any future project shall predominately (75 percent) use native plants and drought-tolerant landscaping wherever possible. The developer shall also install efficient irrigation systems, such as drip irrigation and automatic irrigation systems, that would minimize runoff.</li> </ul> <p>The project developer shall incorporate, where feasible, alternatives to impervious surfaces for project driveways, such as turf block. The developer shall submit plans for alternative driveway surfaces for review and approval by the City prior to approval of the Final Map.</p>	



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>NOISE</b>		
<p><b>Impact N-1</b> Specific Plan construction would be located adjacent to sensitive receptors and could intermittently generate audible noise at locations on and adjacent to the Specific Plan area. This noise has the potential to exceed thresholds in the City General Plan Noise Element; impacts are considered Class II, <i>significant but mitigable</i>.</p>	<p><b>N-1(a) Construction Activity Timing.</b> Demolition and construction activity for site preparation and for future development shall be limited to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on State holidays (e.g. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions.</p> <p><b>N-2(b)N-1(b) Construction Noise Attenuation.</b> For all demolition and construction activities in the Specific Plan area, additional noise attenuation techniques shall be employed as needed to ensure that noise remains within levels allowed by the City of Scotts Valley noise standards. The following measures shall be incorporated into contract specifications to reduce the impact of construction noise.</p> <ul style="list-style-type: none"> <li>• <i>All construction equipment shall have properly maintained sound-control devices. No equipment shall have an un-muffled exhaust.</i></li> <li>• <i>Contractors shall implement appropriate additional noise mitigation measures including, but not limited to, changing the location of stationary construction equipment, shutting off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, and installing acoustic barriers around stationary construction noise sources.</i></li> </ul> <p><b>N-1(c) Construction Equipment.</b> Stationary demolition and construction equipment that generates noise that exceeds 60 dBA Leq at the boundaries of an identified on- or off-site residential, recreational, park, or office use shall be shielded. All construction equipment powered by internal combustion engines shall be properly muffled and maintained. Unnecessary idling of internal combustion engines shall be prohibited. Electrical power shall be used to run air compressors and similar power tools, when available within 150 feet.</p>	<p>With implementation of recommended mitigation measures to reduce construction noise to the extent feasible, construction noise impacts would be less than significant.</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<p><b>Impact N-2</b> Implementation of future development in accordance with the Specific Plan would expose on-site sensitive receptors to noise potentially exceeding City standards. This is a Class II, <i>significant but mitigable</i>, impact.</p>	<p><b>N-2(a) Acoustical Report and Design Mitigation.</b> Because of the general level of intensified development within the downtown area, applicants proposing future noise-sensitive land uses within the Specific Plan area shall consult a professional acoustical engineer, and conduct a noise study. The recommendations made within such a noise study shall be incorporated into project design, in order to minimize both interior and exterior noise levels to meet City standards.</p> <p><b>N-2(b) Noise Attenuation.</b> For any new residential development or other sensitive receptor development that would be subject to exterior noise levels exceeding 60 dBA, the project applicant shall retain an acoustical engineer during project design to incorporate construction/design specifications that would result in an ambient noise environment where all residents would be exposed to noise of less than 60 dBA in exterior usable spaces and 45 dBA in interior spaces. Typical design features that would be incorporated may include but are not limited to the following:</p> <ul style="list-style-type: none"> <li>• <i>Orientation of non-sensitive uses such as parking/garages and roadways closest to the noise source.</i></li> <li>• <i>Orientation of buildings such that the first row of buildings has 90 percent linear coverage parallel to the noise source. For a building of 30 feet in height, in an ambient noise environment in excess of 70 dBA, building shielding would be anticipated to provide attenuation of 20 dBA.</i></li> <li>• <i>Sound walls between residential and non-residential uses.</i></li> <li>• <i>Windows and sliding glass doors facing the noise source with a minimum Standard Transmission Class (STC) of 39 that are properly installed, weather stripped, and insulated.</i></li> <li>• <i>Exterior doors facing the noise source with a minimum STC of 39 and insulated in conformance with Title 24 requirements.</i></li> <li>• <i>Exterior wall facing materials designed for a minimum STC of 39 (this can typically be achieved by adding absorptive insulation [i.e., fiberglass batts] in the wall cavity).</i></li> <li>• <i>Roof or attic vents either facing away from the noise source or baffled.</i></li> <li>• <i>Air conditioning or a mechanical ventilation system so that windows and doors may remain closed.</i></li> </ul>	<p>With implementation of recommended mitigation measures to reduce noise conflicts among on-site sensitive receptors, operational noise impacts are expected to be less than significant.</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
	<p><b>N-2(c) Truck Delivery Limitations.</b> Truck deliveries to future commercial and industrial uses on the portion of sites located adjacent to noise-sensitive land uses shall be limited to between the hours of 8:00 AM and 5:00 PM on weekdays and 9:00 AM and 4:00 PM on Saturdays. No deliveries shall occur on Sundays, or as otherwise specified by the City.</p> <p><b>N-2(d) Truck Idling Limitations.</b> The owners or operators of commercial uses shall post a sign at each loading area that states the idling time for delivery truck engines shall be limited to no more than three minutes on the portion of sites located adjacent to noise-sensitive land uses.</p> <p><b>N-2(e) Sound Barriers for External Equipment.</b> External noise-generating equipment associated with commercial uses (e.g., HVAC units, etc.) that are located in mixed-use developments and/or adjacent to residential uses shall be shielded or enclosed with solid sound barriers.</p> <p><b>N-2(f) Disclosure of Potential Noise Conflicts</b> Upon the transfer of residential property on mixed-use sites, the transferor shall deliver to the prospective transferee a written disclosure statement that shall make prospective home buyers or renters aware that although potential impacts or conflicts between commercial and residential uses (e.g. noise) may be lessened by proper site design and maintenance, some level of incompatibility between the two uses would remain.</p>	
<b>RECREATION</b>		
<p><b>Impact R-1</b> The proposed Specific Plan would include the development of up to 300 dwelling units, and result in approximately 768 new residents. This growth in population would increase demand for parkland such that the City may not meet its standard of five acres of parkland per 1,000 residents. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>The following mitigation measures are required to ensure that future development under the Specific Plan pay their fair share of parkland fees. In addition, mitigation would be required to ensure that development under the Specific Plan would not result in the loss of any portion of the soccer fields at Skypark Park.</p> <p><b>R-1(a) Payment of Fees.</b> Applicants of future development per the Specific Plan shall pay the appropriate fees levied by the City of Scotts Valley in effect at the time of issuance of building permits to the City's Parks and Recreation Department. Fees shall be used for the development of additional parks in order to meet and maintain the City's parkland standard of five acres per 1,000 residents. Applicants under the Specific Plan shall pay all fees prior to approval of planning</p>	<p>Through the implementation the above measures, in addition to existing and proposed policies, potential impacts to parks and recreation would be considered less than significant.</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
	<p>entitlements building permits for each development project under the Specific Plan. The Parks and Recreation Department shall verify payment of park impact mitigation fees.</p> <p><b>R-1(b) Soccer Fields.</b> The Specific Plan shall be revised to include provisions restricting any development that would result in a loss of, or conflict with the use of, the existing soccer fields at Skypark Park.</p>	
<b>TRANSPORTATION AND CIRCULATION</b>		
<p><b>Impact T-2</b> Mt. Hermon Road/Scotts Valley Drive-Whispering Pines Drive is projected to operate unacceptably at LOS E. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>T-2</b> The following improvements shall be implemented:</p> <ul style="list-style-type: none"> <li>• Add a second westbound left-turn lane. This lane is also needed to provide adequate storage for projected queues.</li> <li>• Re-stripe the northbound approach to provide separate left-turn, through and right-turn lanes.</li> <li>• Modify the signal to eliminate the split phasing and allow for protected left-turn phasing for the northbound and southbound approaches.</li> <li>• Modify the signal to provide right-turn overlap phasing for the westbound and northbound right-turn lanes.</li> </ul>	<p>With the implementation of this measure, Short Term Cumulative volumes would be acceptable, such that impacts would be less than significant.</p>
<p><b>Impact T-4</b> Mt. Hermon Road/Washington Mutual-Specific Plan Access is projected to operate unacceptably at LOS F during the p.m. peak period. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>T-4</b> Signalization together with adding a right-turn lane on the westbound approach is needed at the two-way stop controlled intersection of Mt. Hermon Road/Washington Mutual-Specific Plan Access to achieve acceptable operation under Short Term Cumulative plus Project conditions. The new southbound approach was assumed to consist of a right-turn lane and a shared through and left-turn lane. Permitted left-turn phasing should be used for the northbound and southbound approaches, while protected left-turn phasing should be provided on the eastbound and westbound Mt. Hermon Road approaches.</p>	<p>With implementation of mitigation, impacts would be less than significant.</p>
<p><b>Impact T-5</b> The creation of a new street connecting the Plan Area to Kings Village Road at the existing transit center exit may create adverse delays for transit operators, and the connection's orientation as a major east-west pedestrian route may necessitate the need for a protected pedestrian crossing. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p><b>T-5</b> Signalization of the intersection on Kings Village Drive at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.</p>	<p>With implementation of mitigation, impacts would be less than significant.</p>
<p><b>Impact T-6</b> A standard signalized intersection at the Plan's primary</p>	<p><b>T-6</b> As part of the traffic signal installation at the intersection of Mt. Hermon Road/</p>	<p>With implementation of mitigation, impacts would be less than</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
access point on Mt. Hermon Road may provide insufficient facilities to accommodate the anticipated increase in pedestrian crossings. This would be a Class II, <i>significant but mitigable</i> impact.	Washington Mutual-Specific Plan Access, provide pedestrian phasing, ADA accessible curb ramps and detectable surfaces, and pedestrian push buttons on all intersection corners as well as in the median of Mt. Hermon Road.	significant.
<b>Impact T-9</b> Mt. Hermon Road/Scotts Valley Drive-Whispering Pines Drive is projected to operate unacceptably at LOS E. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-2 would be required. No additional mitigation is necessary.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-11</b> Mt. Hermon Road/Washington Mutual-Specific Plan Access is projected to operate unacceptably at LOS F. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-4 would be required. No additional mitigation is necessary.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-13</b> Civic Center Drive-Disc Drive/Scotts Valley Drive is projected to operate unacceptably at LOS F under this scenario. This would be a Class II, <i>significant but mitigable</i> impact.	<b>T-13</b> Acceptable operation could be achieved at the signalized study intersection of Civic Center Drive-Disc Drive/Scotts Valley Drive by reconfiguring the westbound approach to provide a left-turn lane, a shared through and left-turn lane and a right-turn lane. The northbound Scotts Valley Drive approach should be widened to provide a northbound right-turn lane. The phasing for the eastbound and westbound approaches should be changed to split phasing.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-14</b> Mt. Hermon Road/Kings Village Road would be expected to operate unacceptably at LOS D. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-8 would be required. No additional mitigation is necessary.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-15</b> Mt. Hermon Road/Scotts Valley Drive-Whispering Pines Drive is projected to operate unacceptably at LOS E. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-1 would be required. No additional mitigation is feasible.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-17</b> Civic Center Drive-Disc Drive/Scotts Valley Drive is projected to operate unacceptably at LOS F under this scenario. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-13 would be required. No additional mitigation is necessary.	With implementation of mitigation, impacts would be less than significant.
<b>Impact T-18</b> Mt. Hermon Road/Washington Mutual-Specific Plan Access is projected to operate unacceptably at LOS F. This would be a Class II, <i>significant but mitigable</i> impact.	Mitigation Measure T-4 would be required. No additional mitigation is necessary.	With implementation of mitigation, impacts would be less than significant.



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>WATER AND WASTEWATER</b>		
<p><b>Impact W-1</b> Commercial and residential development accommodated under the Specific Plan would generate demand for approximately 150 acre feet of water per year. Given the limited availability of water resources for the City, impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>In addition to the requirements described in the 2005 Urban Water Management Plan and design features of the proposed Specific Plan, the following mitigation measures would offset water demand associated with the proposed Specific Plan to the extent feasible:</p> <p><b>W-1(a) Potable Water.</b> The applicant for each future development under the Specific Plan shall construct the necessary infrastructure to receive potable water service and shall pay its fair share contribution of fees to the Scotts Valley Water District to receive potable water service. Payment of fees shall occur prior to the issuance of building permits. <u>Final flow estimates and needed water system improvements will be determined by the SVWD based on detailed construction plans, hydrologic modeling, and fire protection requirements as determined by the Fire District. Looping of SVWD mains will be required as part of the initial construction.</u></p> <p><b>W-1(b) Recycled Water.</b> The applicant for each future development under the Specific Plan shall use reclaimed water for landscape irrigation. The applicant shall construct the necessary infrastructure to receive recycled water and shall pay its fair share contribution of fees to receive recycled water. Payment of fees shall occur prior to the issuance of building permits.</p> <p><b>W-1(c) Water Conservation Measures.</b> Future development under the Specific Plan shall implement the following water conservation measures where applicable, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Plant material shall be grouped by water needs;</li> <li>• Extensive mulching (2-inch minimum depth) shall be used in landscaped areas, where feasible, to improve the water holding capacity of the soil by reducing evaporation and compaction;</li> <li>• Use of energy efficient/low use dishwashers and washing machines; and</li> <li>• Installation of low flow (2 gpm) shower heads shall be required on all new residential units.</li> </ul> <p><b>W-1(d) Design and Construction Recharge Facility.</b> <u>The first future development under the Specific Plan shall design a recharge facility for the project site pursuant to the approval of the</u></p>	<p>With implementation of the identified mitigation measures, impacts would be reduced to a less than significant level.</p>



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS II IMPACTS: SIGNIFICANT BUT MITIGABLE</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
	<p><u>City and the SVWD to mitigate potential loss of groundwater recharge from the Town Center project. The design could be based on a variety of recharge structures (infiltration basin, infiltration trench, leach field, or caisson). The siting of such a recharge structure needs to consider known soil and shallow groundwater contamination at the site. As such, the hydrogeology related to the three regional plumes of contamination located on or adjacent to the project area, some of which have active remediation systems, shall be evaluated by a California State Certified Hydrogeologist as part of the design of the recharge facility. Any subsurface information available for the project area shall also be reviewed to evaluate the best location for siting of the recharge structure, and to evaluate the best type of recharge structure to construct in order to obtain infiltration of stormwater runoff into the most receptive subsurface formation, and to alleviate any potential for cross contamination from perched groundwater zones beneath the area into the regional groundwater aquifer(s). The recharge structure shall be constructed pursuant to the approved design subject to the approval of the City and SVWD. Subsequent development pursuant to the Town Center Specific Plan shall pay their fair share contribution toward the design and construction of the recharge facility.</u></p>	



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS III IMPACTS: LESS THAN SIGNIFICANT</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>AESTHETICS</b>		
<b>Impact AES-3</b> Development of the proposed Specific Plan would introduce new sources of light and glare, which would increase overall ambient night-time light in the area and daytime glare from building materials, thus, potentially impact adjacent residents and passing motorists. Design elements in the Plan would reduce potential impacts to a Class III, <i>less than significant</i> .	No mitigation measures are required.	The proposed Specific Plan's self-mitigating development standards would reduce potential light and glare impacts to a less than significant level.
<b>AIR QUALITY</b>		
<b>Impact AQ-3</b> The Specific Plan would be considered consistent with the MBUAPCD's 2004 Air Quality Management Plan because it would not generate population in excess of the population growth projections used by the MBUAPCD to forecast population-related emissions. This would be a Class III, <i>less than significant</i> impact.	No mitigation measures are required.	The proposed Specific Plan's consistency with the AQMP indicates that impacts to air quality are less than significant without mitigation.
<b>BIOLOGICAL RESOURCES</b>		
<b>Impact B-1</b> Development under the proposed Specific Plan would result in the conversion of 7.78 acres of non-native annual grassland habitat, 0.23 acres of coyote brush scrub habitat and 4.8 acres of ruderal habitat to urban uses. This is considered a Class III, <i>less than significant</i> impact.	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>Impact B-5</b> Development in accordance with the Specific Plan could reduce the populations and available habitat of wildlife in general, including special-status species. While, there is some marginal habitat for special-status wildlife on-site, in general there is a low potential for any special-status wildlife to occur on-site due to the low habitat quality. Because of the large amount of disturbance and proximity to development on-site, the site has a relatively low habitat value for wildlife. Therefore, the loss of wildlife habitat is considered a Class III, <i>less than significant</i> impact.	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>HAZARDS AND HAZARDOUS MATERIALS</b>		
<b>Impact HM-3</b> Development under the proposed Specific Plan would potentially result in the emission of hazardous or handle acutely hazardous materials, substances, or waste within one-quarter mile of existing schools. Impacts would be Class III, <i>less than significant</i> .	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>HYDROLOGY</b>		
<b>Impact H-2</b> The proposed project would guide development that would alter drainage patterns on-site. Proposed storm drains and detention basins would need to meet City standards. Impacts relating to alteration of drainage patterns are considered Class III, <i>less than significant</i> .	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>Impact H-3</b> The project area is within both the Bean Creek and Carbonera Creek watersheds. Impacts related to flood hazard exposure in this area are considered Class III, <i>less than significant</i> .	No mitigation measures are required.	Impacts would be less than significant without mitigation.



**Table ES-1. Summary of Environmental Impacts, Mitigation Measures, and Residual Impacts**

<b>CLASS III IMPACTS: LESS THAN SIGNIFICANT</b>		
<b>Impact</b>	<b>Mitigation Measures</b>	<b>Significance After Mitigation</b>
<b>LAND USE</b>		
<b>Impact LU-1</b> The proposed Specific Plan would introduce residential and mixed-use residential into existing commercially designated areas. Portions of the proposed Specific Plan area designated Commercial Shopping Center as defined in the General Plan are incompatible with residential and mixed-use residential land uses. Impacts are Class III, <i>less than significant</i> .	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>NOISE</b>		
<b>Impact N-3</b> Specific Plan-generated traffic would incrementally increase noise levels along roads in the Specific Plan vicinity. This noise has the potential to exceed General Plan standards. This is considered a Class III, <i>less than significant</i> , impact.	No mitigation measures are required.	Impacts would be less than significant without mitigation.
<b>WATER SUPPLY AND WASTEWATER</b>		
<b>Impact W-2</b> The proposed Specific Plan could generate up to 0.2 million gallons of wastewater per day. The Scotts Valley Wastewater Treatment Plant has the capacity to service the proposed Specific Plan. Generally, the sewer lines on the site can accommodate additional waste water generated by the proposed site. Installation of 8-inch diameter sewer lines on the proposed site would accommodate additional waste water generated by the mixed-use Town Center and no downstream pipelines should need to be upgraded. This would be a Class III, <i>less than significant</i> impact.	No mitigation measures are required.	Impacts would be less than significant without mitigation.



**Table ES-2. Summary of Cumulative Environmental Impacts**

<p><b>AESTHETICS</b></p> <p>The intensity of development that would be allowed under the Specific Plan is generally greater than what is envisioned in the City's General Plan. This project, combined with those either proposed or currently under construction near the City's commercial core would cumulatively contribute to the urbanization of Scotts Valley. However, as development occurs, the goals outlined in <i>Mt. Hermon Road Downtown Design Guidelines</i> would require development to be visually consistent and maintain a "mountain motif," thereby limiting minimizing visual impacts. Cumulative aesthetic impacts would be Class III, <i>less than significant</i>.</p>
<p><b>AIR QUALITY</b></p> <p>The Specific Plan, in combination with pending development elsewhere in the City of Scotts Valley planning area, could contribute to the cumulative degradation of regional air quality. The NCCAB is currently in non-attainment for state PM<sub>10</sub> standards. Increases in automobile traffic resulting from General Plan buildout would cause increases in ozone precursor and PM<sub>10</sub> emissions. In addition, cumulative construction-related emissions would contribute to the cumulative exceedance of the state and federal ozone standard.</p> <p>This project is a Specific Plan that encompasses long-range development in Scotts Valley, and is consistent with the provisions of the General Plan, as well as the local AQMP. Thus, long-term cumulative impacts are addressed by the project-specific analysis described above. Mitigation measures included for project-specific impacts are intended to address impacts on a case by case basis, and in so doing also mitigate for the cumulative condition.</p> <p><b>Global Climate Change/Greenhouse Gases</b></p> <p>In the absence of adopted thresholds of significance for greenhouse gas emissions, the cumulative impact analysis includes an estimate of the project-specific CO<sub>2</sub> emissions and an estimate of the CO<sub>2</sub> emissions from the cumulative projects listed above and compares these to the statewide CO<sub>2</sub> emissions. The analysis focuses on CO<sub>2</sub> emissions because these are the major GHG component, and the URBEMIS emissions model provides information on CO<sub>2</sub> emissions expected from various residential and non-residential uses.</p> <p>The estimated annual CO<sub>2</sub> emitted as a result of the buildout under the proposed Specific Plan, as modeled with URBEMIS, is estimated at about 7,176 tons, which is equivalent to about 0.0065 million metric tons. Cumulative development would generate annual CO<sub>2</sub> emissions estimated at 20,786 tons, which is equivalent to about 0.019 million metric tons.</p> <p>No threshold or guidance currently exists; therefore, no conclusive statements regarding significance of this impact can be made. However, because of the importance of GCC and its consequences, recommended mitigation measures are provided below.</p> <p>Efforts to reduce future air pollutant emissions would result in substantial decreases in the total amount of GHG emissions associated with development under the proposed Plan. The Climate Action Team, established by Executive Order S-3-05 has recommended strategies (Table 4.2-6) to reduce GHG emissions at a statewide level to meet the goals of the Executive Order (<a href="http://www.climatechange.ca.gov/climate_action_team/index.html">http://www.climatechange.ca.gov/climate_action_team/index.html</a>). Several of these actions are already required by California regulations, or are similar to components of the proposed Plan.</p> <p>In addition to the trip-reduction and energy efficient mitigation required under Impact AQ-2, the following mitigation measures are recommended to reduce the contribution of GHGs resulting from development under the Specific Plan.</p> <p><b>GHG-1 Construction Phase Mitigation to Reduce Fuel Usage and thus Greenhouse Gases.</b> Upon application for grading permits for discretionary projects, the applicant shall submit grading plans, the proposed rate of material movement, and a construction equipment schedule to the MBUAPCD. In addition, the applicant shall implement the following measures where feasible to mitigate equipment emissions:</p> <ul style="list-style-type: none"> <li>• All construction equipment and portable engines shall be properly maintained and tuned according to manufacturer's specifications;</li> <li>• All off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generator sets, compressors, auxiliary power units, shall be fueled exclusively with CARB-certified motor vehicle diesel fuel;</li> <li>• The applicant shall maximize to the extent feasible, the use of diesel construction equipment meeting the California Air Resources Board's 1996 (or newer) certification standard for off-road heavy-duty diesel engines.</li> <li>• All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit;</li> <li>• The applicant shall electrify equipment where feasible;</li> </ul>



**Table ES-2. Summary of Cumulative Environmental Impacts**

- The applicant shall substitute gasoline-powered for diesel-powered equipment where feasible;
- The applicant shall use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, where feasible; and
- The applicant shall apply Best Available Control Technology (CBACT) as determined by the APCD.
- Recycle/Reuse demolished construction material.

**GHG-2 Transportation Emissions.** The Specific Plan shall further offset greenhouse gas (GHG) emissions by improving nearby transit amenities, reducing vehicle trips, thereby reducing fossil fuel consumption, and related GHG impacts:

- Coordinate controlled intersections so that traffic passes more efficiently through congested areas. Where signals are installed, require the use of Light Emitting Diode (LED) traffic lights.
- Set specific limits on idling time for commercial vehicles, including delivery and construction vehicles.
- Develop the necessary infrastructure to encourage the use of alternative fuel vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).
- Develop transportation policies that give funding preference to public transit.
- Provide public education and publicity on public transportation services.

**GHG-3 Solar Systems in New Construction.** For all new residential subdivisions of five or more lots, new multi-family development projects of five or more units, and new commercial or mixed-use development exceeding 5,000 square feet, solar systems or other non greenhouse gas technologies that result in a 50percent or more reduction in electrical and/or water heating needs shall be implemented. to the extent feasible.

**GHG-4 Carbon Offset Credits.** Applicants for future discretionary development projects shall consider participation in a carbon offset program as an alternative to various green building techniques described above that may be infeasible. The applicant could opt to make a one-time payment to a carbon offset fund as approved by the MBUAPCD, to achieve verifiable, quantifiable reductions in greenhouse gas emissions, by supporting carbon-reducing projects such as renewable energy, energy efficiency, and reforestation projects. The payment would be equal to 100 percent of the project's carbon footprint, as calculated by a carbon offset organization, such as Carbonfund.org.

**BIOLOGICAL RESOURCES**

Significance criteria for cumulative impacts to biological resources are based upon the loss of sensitive habitats and species; and contribution of the project to urban expansion into natural areas.

Development in accordance with the Specific Plan would have a minimal contribution to cumulative biological impacts in the area. These impacts would include the loss of marginal plant and wildlife habitat. The Scotts Valley Town Center Specific Plan area is over 80 percent occupied by existing development and disturbed areas. Except for a small (1.03 acres) remnant of native grassland habitat located within the Vernally-Moist Grassland habitat on-site and 1.77 acres of Mixed Woodland habitat of moderate habitat value, the remaining communities are of low habitat value. The above listed mitigation measures would mitigate impacts to these communities to a *less than significant* level. Due to the isolation, fragmentation and disturbance of remaining habitats on-site combined with the amount of existing development surrounding the Specific Plan area, cumulative impacts to biological resources are considered Class III, *less than significant*.

**CULTURAL RESOURCES**

Development under the proposed Specific Plan in conjunction with buildout of the City has the potential to cumulatively impact cultural and historic resources. Existing General Plan policies are intended to fully protect known archaeological resources, and on-site monitoring and proper handling of potentially uncovered resources would address this impact to a less than significant level. Cumulative impacts to such resources would therefore be addressed on a case-by-case basis as projects are considered. Cumulative impacts would therefore be less than significant with project-specific mitigation as described above.

**GEOLOGY AND SOILS**

Grading and seismic issues are site-specific and must therefore be addressed on a case-by-case basis to mitigate impacts resulting from individual projects. The magnitude of geologic hazards for individual projects would depend upon the location, type, and size of development and the specific hazards associated with individual sites. Any geologic issues present on an individual development site would be limited to that site and would not contribute to any cumulative impacts to the rest of the community. Therefore, cumulative geologic impacts would be considered less than significant.



**Table ES-2. Summary of Cumulative Environmental Impacts**

<p><b>HAZARDS AND HAZARDOUS MATERIALS</b></p> <p>The proposed Specific Plan could result in development that allows the use, transport, or storage of hazardous materials. However, these kinds of activities could occur without the Specific Plan, and are not materially different that what could occur elsewhere in the City and region. Mitigation of potential hazards is regulated by federal, state, and local requirements, and would be addressed on a case-by-case basis. Thus, cumulative impacts would be less than significant, since all projects would individually be mitigated to a less than a significant level.</p>
<p><b>HYDROLOGY</b></p> <p>Cumulative development under the General Plan would alter the existing topography and drainage patterns within the City, and would expose new residents and property to hazards from erosion and sedimentation that exist in the area. Development under the Specific Plan would contribute to these cumulative impacts. However, grading and associated erosion issues would be addressed on a case-by-case basis to mitigate impacts resulting from individual projects.</p> <p>Cumulative development would increase overall activity levels in the area, with potential increases in sedimentation and concentration of contaminants such as oil, grease, and solvents in surface runoff that are discharged to local waterways, and local groundwater. However, all development would be subject to NPDES permit requirements pertaining to construction activity while all development in the City would be subject to various City requirements pertaining to controlling erosion and preserving water quality. These standard requirements would be expected to reduce cumulative impacts to water quality to a less than significant level.</p> <p>All development would have the potential to result in an increase in impervious surface area, thereby increasing peak storm runoff in the area. The proposed project may incrementally contribute to this increase. However, the installation of properly designed retention/siltation basins would reduce peak storm flows. Because the detention features included as part of the project would maintain peak flows at or below existing levels (for the 10-year storm, in accordance with City standards), there would be no increase in runoff from the project site, and the project would not contribute to any cumulative runoff impacts. The project would contribute to significant cumulative water quality impacts, in that other projects in the area would also be sources of non-point-source pollution.</p> <p>Project-specific mitigation would reduce the project-specific water quality impacts to a less-than-significant level by minimizing storm runoff and implementing BMPs to minimize pollutants and sediment in runoff. These measures would also reduce the project's contribution to cumulative impacts to a less than significant level.</p> <p>With regard to water quality, the <i>Basin Plan</i> states that "property owners...may implement 'Best Management Practices to protect water quality,'" and that BMPs are analogous to the Best Available Technology/Best Control Technology used for control of point source pollutants. The EPA defines BMPs as "methods, measures or practices selected by an agency to meet its nonpoint source control needs." EPA regulations provide that basin plans shall describe the activities (including BMPs) that the agency has selected "to protect or achieve approved water uses." BMPs are considered a major part of the Basin's Nonpoint Source Program.</p> <p>The <i>Basin Plan</i> notes that "the use of [BMPs] does not necessarily ensure compliance with effluent limitations or with receiving water objectives," and that the long-term effectiveness of some BMPs has not yet been documented. There is currently some controversy at the regional, state, and federal levels regarding the effectiveness of BMPs, and the extent to which agencies can rely on BMPs to meet their water quality objectives.</p> <p>With mitigation, the project would implement a number of BMPs. One of the BMPs considered effective is the use of "concave vegetated surfaces" designed to filter out pollutants; such areas would be a feature of the project. Studies indicate that biofilter swales can provide comparable performance to wet ponds and constructed wetlands, and that poor performance appears to be related to poor design.</p> <p>Although it appears that the measures to be implemented would not remove 100% of the pollutants generated by the project, the measures would remove a substantial portion of the pollutants. For these reasons, and the fact that the mitigation will require the developer to work with the RWQCB to remove pollutants to the maximum extent practicable, the water quality impacts of the project, including those from storm runoff, would be considered less than significant with mitigation.</p>
<p><b>LAND USE</b></p> <p>Cumulative development throughout the greater Scotts Valley area will gradually alter the area's small town character. The proposed project would incrementally contribute to this substantial change. Individual development projects in the region would have the potential to create compatibility conflicts relating to the interface of existing urban and rural uses and new urban development. Such conflicts are expected to be addressed on a case-by-case basis, and assuming that conflicts can be resolved through the proper use of buffers and appropriate design, significant cumulative land use conflicts are not anticipated.</p>



**Table ES-2. Summary of Cumulative Environmental Impacts**

<b>NOISE</b>
<p>The Specific Plan, in combination with pending development elsewhere in the City of Scotts Valley planning area, could contribute to the cumulative increase in offensive noise. Cumulative development in the vicinity of the Town Center would generate increased roadway traffic noise and expose new residents and sensitive receivers to noise levels that exceed standards in some areas, particularly those closest to major roadways. The noise levels reported in Table 4.9-3 are based on cumulative traffic volumes and hence incorporate increased roadway traffic volumes from cumulative development within the greater Scotts Valley area. Under cumulative conditions, the increase in noise levels on all six examined road segments would be less than significant based on City thresholds. In addition, cumulative construction-related noise would contribute to the cumulative exceedance noise standards.</p> <p>This project is a Specific Plan that encompasses long-range development in Scotts Valley, and is consistent with the provisions of the General Plan. Thus, long-term cumulative impacts are addressed by the project-specific analysis described above. Mitigation measures included for project-specific impacts are intended to address impacts on a case by case basis, and in so doing also mitigate for the cumulative condition.</p>
<b>TRANSPORTATION/TRAFFIC</b>
<p><i>Cumulative traffic impacts are included in the project-level impacts listed in Table ES-1</i></p>
<b>WATER SUPPLY AND WASTEWATER</b>
<p><u>Water.</u> The proposed Specific Plan would cumulatively increase the overall amount of water demanded by SVWD customers. This project, combined with those that are proposed or currently under construction throughout the City, could require more water than is currently available to the City given the limited amount of water resources. Implementation of various water conservation efforts and use of recycled water would reduce overall demand; therefore, cumulative impacts to water supply would be Class III, <i>less than significant</i>.</p> <p><u>Wastewater.</u> The proposed Specific Plan, combined with those projects that are proposed or currently under construction, would cumulatively contribute to the amount of wastewater received by Scotts Valley Wastewater Treatment Plant. However, the plant has approximately 0.5 million gallons per day of remaining capacity and could serve future projects within the City. Therefore, cumulative impacts to wastewater facilities would be Class III, <i>less than significant</i>.</p>

