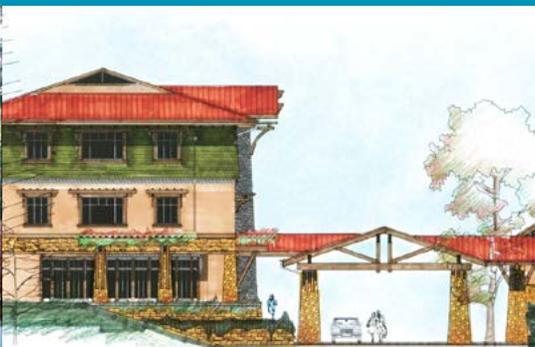
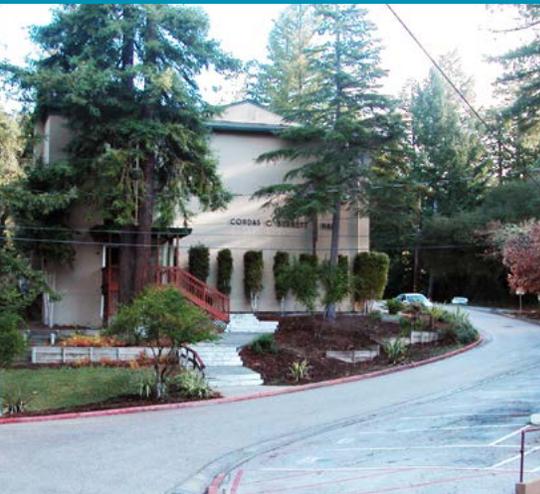




# 1440 Center

Initial Study | City of Scotts Valley | July 2014



Kimley»Horn



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**Initial Study**

**1440 Center**

**City of Scotts Valley, CA**

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Prepared by

**Kimley»»Horn**

July 2014

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Appendix D – Geotechnical and Geologic Investigation (Pacific Crest Engineering, April 2014)

Appendix E – Greenhouse Gas Emissions Data

Appendix F – Traffic Generation Data (Kimley-Horn, June 2014)

*Note: Appendices are available for review at the City of Scotts Valley City Hall or may be downloaded from the City of Scott Valley’s web site:*

[www. http://www.scottsvalley.org/planning/current\\_projects/1440\\_Center.html](http://www.scottsvalley.org/planning/current_projects/1440_Center.html)

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## 1. Introduction

### Project Name

1440 Center

### Lead Agency & Contact

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### Project Sponsor

Mr. Scott Kreins  
Director  
1440 Foundation  
P. O. Box 3141  
Saratoga, CA 95070

### Project Location

The project site is located at 800 Bethany Drive in Scotts Valley, CA 95066.

### Land Use Designation

- General Plan – Public/Quasi-Public
- Zoning – Public/Quasi-Public

### Entitlements and Permits

#### City of Scotts Valley

- CEQA Certification of a Mitigated Negative Declaration
- General Plan Amendment
- Zoning Ordinance and Map Amendments
- Development Agreement
- Site Development Review
- Grading and Improvement Plans

### **Other Agencies**

- California State Water Quality Control Board: Notification of Intent and Stormwater Pollution Prevention Plan

## 2. Project Description

The proposed project, known as the 1440 Center, as considered by this initial study involves the redevelopment of the existing Bethany University Campus site into an educational learning center for individuals, groups, and corporations through a variety of faculty and curriculum. Guests will attend either a weekday session occurring Sunday through Friday, or a weekend session occurring Friday through Sunday, and will be provided overnight accommodation with on-site dining facilities.

Development plan calls for the construction of an integrated campus that incorporates new and remodeled buildings constructed around an extensive network of pedestrian pathways, all set within a forested landscape of Redwoods, Coast Live Oaks, and other native plantings.

The central core of the campus will be on the northern side of the re-aligned Bethany Drive, adjacent to the current chapel. Extensive re-grading, particularly on and around the existing Swanson Hall (which will be demolished), will create a more walkable campus to both spatially and visually integrate the campus.

The 1440 Center will be developed in two phases. In Phase 1, the 1440 Center will accommodate up to 360 guests (which includes faculty and faculty assistants), and employ approximately 150 full-time equivalent employees. In Phase 2, accommodations for 140 additional guests will be constructed as well as a parking garage. At project buildout, the proposed project will accommodate up to 500 guests and employ approximately 225 employees.

### 2.1. Regional Location

The proposed project site is located on the northern edge of the City of Scotts Valley (the City) in northern Santa Cruz County. The City is located on the upland slope of the Santa Cruz Mountains approximately six miles north of Santa Cruz, 30 miles southwest of San Jose and 68 miles south of San Francisco. Primary access to the City of Scotts Valley is via Highway 17, a north-south running regional corridor that connects Highway 1 to the south and Highway 85 and Highway 880 in Santa Clara County to the north. The regional location of the project site is shown in [Figure 2-1: Regional Location](#).

### 2.2. Project Location

As shown in [Figure 2-1: Project Site](#), the proposed project site is located at 800 Bethany Drive, on the site formerly occupied by Bethany University. The project site is bounded by Canham Road to the north; Scotts Valley Drive to the east; Tabor Drive to the west; and, Bethany Drive to the south.

Bethany Drive extends south to north through the project site and essentially divides the site into two major areas. Gaston Circle extends northwesterly off Bethany Drive

and Bethany Loop is a circular roadway which extends from the northwesterly edge of Bethany Drive.

### **2.3. Site History and Context**

Originally, the project site and surrounding valleys were exploited for agricultural and resource production (timber, gold, sand, gravel, stone). Later, the area became an important resort and way station on the main route between San Jose and Santa Cruz. During this period (the late 1940s), over 100 acres of wooded foothills at the north end of the valley were purchased for a campground by the northern California District of the Assemblies of God Church (Bethany Bible College Campus Master Plan, 1986).

From approximately 1950 to 2011, the project site was used as a religious education facility, known as Bethany University. Bethany University was the oldest of the several Assemblies of God institutions of higher education. It was founded in 1919 as Glad Tidings Bible Institute, a training school for an inner-city ministry in San Francisco, conducted by Robert and Mary Craig. The school relocated to Scotts Valley in 1950. In 1955, the school became Bethany Bible College, and in 2005 the school's name was changed to Bethany University.

In June 2011, Bethany University announced it was going to close effective immediately. Years of poor financial management, poor administrative leadership, and low enrollment were cited as the causes of the school's closing.

Not long after the closure announcement, a San Francisco-based Christian institution, Olivet University, announced that it would lease the Bethany campus and hold classes there, with the intent to acquire both the Bethany campus and the nearby former headquarters complex of Borland Software for Olivet's worldwide headquarters, but those deals failed to materialize by May 2012. Subsequently, Olivet vacated the Bethany campus and soon after, the Bethany campus buildings and grounds were listed for sale.

### **2.4. Existing Setting**

The approximately 80 acre project site located on a heavily wooded hillside that generally slopes north to south. The majority of the 26 acres of buildable areas (i.e. areas with a less than 10% slope) lie in the narrow valleys between the hills. Large stands of redwoods exist along the West Branch of Carbonera Creek which runs along the easterly boundary of the project site. Along the campus edge, the creek valley is 700 feet above sea level, while surrounding ridges reach up to 1,100 feet in elevation. A portion of the project site is adjacent to the creek and is located within the 100-year floodplain (see [Figure 2-3: Topography](#)).

As shown in [Figure 2-4: Project Sub-areas](#), the focus of existing site improvements is generally located at the geographic center of the project site (North Campus). This area

includes the existing Stowell Center (administrative building), the chapel, the unfinished dining hall, the library, Swanson Hall (dormitory), and Williams Hall (classrooms).

The remaining developed areas of the campus are located in three parallel valleys that are connected to the center at their southern ends. The middle valley (Gaston Circle) stretches directly north from the center for approximately 800 feet. Nearly 200 feet wide, this largest buildable area is currently a parking lot that accommodates approximately 140 vehicles. This valley continues directly south of Bethany Drive downward to Carbonera Creek (the South Campus). The Redwood Auditorium and small temporary buildings are located in this area, as well as an outdoor amphitheater on the south side of Carbonera Creek.

Bethany Loop extends northeast from the center of campus and contains 21 single family residences, 16 of which associated with the project site. The remaining five residents are privately owned. Burnett Hall, a former men's dormitory, is located inside the southwest edge of Bethany Loop.

The third valley (West Field) is a small two-acre flat area located west of the center and separated by a hill. This area of the site was previously used for sports activities and excess parking for special events.

All of the valleys are oriented lengthwise north and south and slope to the south, with drainage into Carbonera Creek. Bethany Drive connects all of the valleys passes through center the site, which in the past, created conflicts between vehicles and pedestrians.

A site plan of the project site buildings is shown in [Figure 2-5: Existing Site Plan](#).

## 2.5. Surrounding Land Uses

Land uses surrounding the immediate project site include single-family residential and forested open space. Single family residential is located along Bethany Drive, Bethany Way, and on Tabor Drive.

Single-family residential is also located on Bethany Loop. Of these homes, 16 will be owned by the project applicant upon close of escrow for the project site, and the remaining homes will remain privately-owned.

A commercial business (OptekUSA) and a private daycare (Baymonte Early Childhood Learning Center) are located along Bethany Drive, just south of Tabor Way.

## 2.6. Existing General Plan Land Use Designations and Zoning

### 2.6.1. General Plan Designation

The project site is designated Public/Quasi Public (P) in the *City of Scotts Valley General Plan* (1994) (the General Plan). This designation is for public and private educational

facilities, emergency services, health care facilities, religious facilities, governmental buildings, and cultural facilities.

The surrounding land uses of the project site as defined by the existing City of Scotts Valley Zoning Map include: Medium Density Residential (R-1-10) to the west; Rural Residential (R-1-40) and Estate Residential (R-R-2.5) to the south and east; and, unincorporated parcels within the City's sphere of influence to the north.

### **2.6.2. Bethany College Special Treatment Area**

The project site is located within the Bethany College Special Treatment Area (BCSTA). A Special Treatment Area is an overlay designation established by the General Plan for areas identified as requiring a Planned Development or some form of special treatment for future development. A Planned Development, as described in Chapter 17.38 of the Municipal Code, is individually designed to meet the specific needs of the property. It is adopted by a zoning ordinance which incorporates by reference a general development plan for the entirety of the subject property. As described in the General Plan, "the land use for properties in the BCSTA will reflect a mix of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood."

### **2.6.3. Zoning**

The project site is zoned Public/Quasi-Public (P), which is the same designation for the site as the General Plan designation. The P district is intended to apply to all lands designated in the General Plan as "public/quasi-public." The district is designed to accommodate governmental, public utility, educational, community service, religious or recreational facilities. Such uses are somewhat unique in that their proximity to sensitive land uses is not generally detrimental to the quality of life and in many cases is desirable and convenient. The district is intended to provide space for community facilities needed to complement urban residential areas and for institutions which may complement a residential environment.

Development regulations including permitted and conditional uses and development standards are described in Chapter 17.30 of the Scotts Valley Municipal Code.

Boundaries of these planning boundaries are shown in [Figure 2-6: General Plan and Zoning](#).

## **2.7. Baseline Assumptions**

### **2.7.1. CEQA Guidelines**

Descriptions of "environmental setting" and "baseline" guidance are described in the (CEQA) Guidelines §15125(a). Initial Study (IS) content requirements include

“environmental setting” as described in the Guidelines §15063(d)(1). Therefore a baseline is needed for Initial Studies and Environmental Impact Reports (EIRs).

Baseline is typically determined as the time and conditions used at the point of initiating the environmental analysis for determining the significance of a proposed project’s environmental effects. This point could include the date of issuance of a Notice of Preparation (NOP) for an EIR, or the initiation of environmental analysis for an IS. There are no precise statutory or guidelines definition.

How the baseline physical conditions are defined is critical, because the significance of an environmental impact is determined by comparing project conditions against these baseline conditions. In essence, the greater the difference, the greater the impact.

The existing environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. The concept of “normally” was introduced in 1998 (Guidelines §15125) to provide flexibility for unusual circumstances. “Normally” provides opportunity to deviate from the environmental setting, if there is a reasonable cause which can be established with substantial evidence.

In the case of the proposed project, the existing site was developed, is entitled (permitted) and has been used as a teaching facility for nearly 65 years (since 1950).

### **2.7.2. Bethany University Enrollment Baseline**

Student enrollment at Bethany University/College steadily declined over the last 30 years, with estimates ranging from a high of 645 students in 1980 to 400 students in 2011. Documented full and part-time faculty has ranged from 64 full-time and 35 part-time in 2007 (WMB Architects, 2007, page 23) to 22 full-time and 50 part-time in 2011 (Wikipedia, accessed March 7, 2014).

The first Bethany Campus Master Plan was prepared for the project site in 1981. Two addendums to the Master Plan were prepared in 1986 and 2003. According to the Initial Study prepared for the original Bethany Campus Master Plan, the 1980 Fall semester had an enrollment of 645 students with approximately 420 “on board and room and 225 off campus day students” (Terra-Sol, Ltd., June 1981, page 2).

According to the 2003 (Bethany) Campus Master Plan Addendum, the 2002 Fall Semester had an enrollment of 575 students. Of this total, 369 were described as “traditional” students, 281 (76%) of these students resided on campus, and 88 (24%) commuted on a daily basis (Strategic Construction Management, 2003, page 3). It should be noted that on Fridays, many of these students left campus for the weekend and returned on Sunday evening, which is consistent with anecdotal evidence from previous studies, and as described by TJKM in the *Traffic Analysis for Bethany University Dormitory Addition* (2007).

According to an article in the Santa Cruz Sentinel dated June 14, 2011, “Bethany ha[d] an enrollment of about 400 students, down from 500 in recent years, and there [were] about 22 full-time faculty and up to 50 adjunct faculty. These enrollment estimates were derived from the former Bethany University website (About Bethany – Facts, per Wikipedia, accessed March 7, 2014).

Based on these estimates as utilized in previous Initial Studies over the past 34 years, an estimate of baseline use characteristics for the previous Bethany University is shown in [Table 2-1: Bethany University Baseline Use Characteristics](#) which shows a daily population of approximately 800 people were on site on any average weekday.

**Table 2-1: Bethany University Baseline Use Characteristics**

| User               | Number     | Notes  |
|--------------------|------------|--|
| Resident Students  | 418        | Assumes 76% of a total estimated average between 1980 and 2011 of 550 students.  |
| Commuting Students | 132        | Assumes 24% of a total estimated average between 1980 and 2011 of 550 students.  |
| Resident Faculty   | 50         | Assumes 50% split between resident and community faculty. Total full and part time faculty (per Bethany University Residence Hall Initial Study, 2007, page 23). |
| Commuting Faculty  | 50         | Assumes 50% split between resident and community faculty. Total full and part time faculty (per Bethany University Residence Hall Initial Study, 2007, page 23). |
| Employees          | 150        | Projected as similar to Phase 1 of proposed project.   |
| <b>Total</b>       | <b>800</b> |  |

Source: Kimley-Horn and Associates, 2014.

## 2.8. Purpose and Objectives

The 1440 Foundation ([www.1440.org](http://www.1440.org)), who functions as the project applicant, is a not-for-profit organization with a vision for building compassionate communities through a commitment to authentic relationships and integrated lives. The foundation serves this vision with grants, investments and support for people and companies (called “champions”), whose work delivers programs and practices to help people grow in an area known as “whole person development.”

The purpose of the 1440 Center as the project proposes will be to offer a facility for universal invitation to experiential learning in whole person development. It will be open to all beliefs and practices that serve the 1440 Center mission, and will offer conferences by way of weekends and five day programs to individuals, groups, and corporations through a variety of faculty and curriculum. These programs are meant to be immersive, and the offerings will include tuition as well as room and board, so that participants will come and stay for the full duration of their course in a natural, serene campus setting designed for reflection and recharging of personal and community

energy in one seamless and integrated destination experience. Examples of the programs and curriculum include:

- Programs for individuals interested in meditation, yoga, and other contemplative practices designed to promote greater self-awareness and to explore inner and relational development. These courses are open to all, with a variety of affordable guest accommodations and scholarships, to make the experience available to the widest possible range of visitors.
- Experiential training in an integrated lifestyle of healthy and natural wellness through classes, workshops and seminars in nutrition, life balance, stress reduction, massage and body treatments, and positive outlook. This will include continuing education for professionals in their fields, and courses for non-medicated treatment of 'lifestyle diseases' such as diabetes, hypertension, obesity, and subtler afflictions such as depression, and other innovative approaches to mental and emotional wellbeing.
- Marriage and family workshops focusing on the couple in relationship, parent-child understandings, and larger family and community practices to bring people into more connected, more real, and more understanding dialogue with one another.
- Corporate programming for Silicon Valley and around the world, where cutting edge facilitation is brought to corporate leadership development, team building, strategic planning, and problem solving initiatives. The integration of authentic relationship skills into professional life, and workplaces built on greater trust and run by more compassionate and self-aware leaders and teams, will drive better business for corporations and their customers.

The 1440 Center will also host research in the areas of neuroscience and interpersonal neurobiology, where scientific evidence is becoming available to confirm the benefits of these efforts, as well as practical action research in the study and validation of the effectiveness of our champions and their work.

The 1440 Center is intended to empower social entrepreneurs in the field, with an incubation facility and shared resources, to help future champions harness the power of technology and today's communications mediums with innovations designed to reach more people, more often, and more cost effectively, with invitations to practice and connect.

## 2.9. Proposed Development Plan

The proposed project (1440 Center or Center) will redevelop the existing facilities of the former Bethany University campus into an education, training, and personal enrichment facility that caters to individuals and businesses. Types of education and training courses

could include yoga, spiritual classes, individual and family enrichment, communication, and leadership.

Development plan calls for the construction of an integrated campus that incorporates new and remodeled buildings constructed around an extensive network of pedestrian pathways, all set within a forested landscape of redwoods and other native plantings.

The central core of the campus will be on the northern side of the re-aligned Bethany Drive, adjacent to the current chapel. Extensive re-grading, particularly on and around the existing Swanson Hall (which will be demolished), will create a more walkable campus to both spatially and visually integrate the campus.

The 1440 Center will be developed in two phases. As shown in [Table 2-2: Land Use Summary](#), the existing Bethany University is comprised of 185,924 sf. Development plans will entail the demolition of 69,916 sf., the remodeling of 93,867 sf., and the construction of 234,288 sf. of which 113,860 is non-habitable (parking garage).

At full buildout, the proposed project will increase the total habitable square footage on the project site by only 29,795 sf., or an increase of about 16% as compared to existing conditions.

In Phase 1, the 1440 Center will accommodate up to 360 guests (including faculty and faculty assistants), and employ approximately 150 full-time equivalent employees. At full buildout, the proposed project will accommodate up to 500 guests and faculty, and employ approximately 225 employees.

The project site includes 16 existing single-family residences around Bethany Loop. Two of the residences would be demolished. Apart from minor repairs and improvements, the remaining houses will remain unchanged and some of them may be used for employee housing.

**Table 2-2: Land Use Summary**

|   | <b>Demolished Structures (sf.)</b> | <b>Remodeled Structures (sf.)</b> | <b>New Structures (sf.)</b> | <b>Guest Beds</b> | <b>Parking Spaces</b> | <b>Total Building Space (sf.)</b> |
|---|------------------------------------|-----------------------------------|-----------------------------|-------------------|-----------------------|-----------------------------------|
| Existing Bethany University               |                                    |                                   |                             |                   |                       | 184,500                           |
| Phase 1                                   | 69,916 sf.                         | 93,867 sf.                        | 51,860 sf.                  | 360               | 427                   | 145,727                           |
| Phase 2                                   | --                                 | --                                | 182,428 sf. <sup>(1)</sup>  | 140               | 590                   | 328,155                           |
| <b>Campus Totals</b>                      | <b>69,916</b>                      | <b>93,867</b>                     | <b>234,288</b>              | <b>500</b>        | <b>590</b>            | <b>328,155</b>                    |
| Less Non-habitable Space (parking garage) |                                    |                                   |                             |                   |                       | 113,860 <sup>(1)</sup>            |
| Total habitable Space                     |                                    |                                   |                             |                   |                       | 214,295                           |
| <b>Net New Habitable Space</b>            |                                    |                                   |                             |                   |                       | <b>29,795</b>                     |

Notes:

(1) Includes a 113,860 sf. parking garage

Source: Gerald Yates Architect, 2014.

The proposed project will consist of the remodeling of several existing buildings throughout the campus as well as the construction of a number of new buildings including a new dining hall, lodging facilities, classrooms, a spa, and administrative facilities. All of remodeled and new buildings will be constructed using wood, stone, and metal finishes representative of a Craftsman architectural style. Earth-toned colors and roofing materials are expected to be used to blend the structures with the surrounding forested environment. None of the new buildings will exceed the maximum height limit of 35 feet as allowed in the Public/Quasi-Public Zoning District.

### **2.9.1. Programing**

The majority of programs at the 1440 Center will be either weekend – Friday evening to Sunday mid-day, or mid-week – Sunday evening to Friday midday. Weekends are generally expected to have higher occupancies than mid-week programs.

Most guests will arrive between 3:00 and 6:30 PM on Friday and Sunday afternoons. Check-out time will be at 12:00 Noon. While some guests could stay for lunch on the check-out day, they will be required to leave by 2:00 PM to avoid an overlap in parking. Most guests will not leave the property once they arrive as all meals and accommodation will be provided on campus. Once guests arrive, they will park their vehicle with the intent of not using their vehicle again until they leave the premises.

Employees will work various schedules with the highest number of employees being on campus between 9:00 AM and 6:00 PM.

### **2.9.2. Phase 1 Development Plan**

#### **Building Demolition**

Phase 1 will include the demolition of 69,916 square feet (sf.) of administrative space, classrooms, residence halls, 10 single-family homes around Gaston Circle, and 2 single-family houses on Bethany Loop (see [Table 2-3: Phase 1 Building Demolition](#) and [Figure 2-7: Phase 1 Demolition Plan](#)).

**Table 2-3: Phase 1 Building Demolition**

| ID           | Name                           | Use            | Area (sq. ft.) |
|--------------|--------------------------------|----------------|----------------|
| D1           | Guardhouse                     | Administration | 78             |
| D2           | Single Family Residence        | Residential    | 550            |
| D3           | Abandoned Cafeteria            | Ancillary      | 14,394         |
| D4           | Office                         | Administration | 625            |
| D5           | Fitness Center                 | Ancillary      | 1,194          |
| D6           | Office                         | Administration | 1,930          |
| D7           | Office                         | Administration | 1,720          |
| D8           | Library                        | Education      | 7,396          |
| D9           | Maintenance Shed               | Ancillary      | 406            |
| D10          | Spot                           | Dormitory      | 6,555          |
| D11          | Swanson Hall                   | Dormitory      | 22,206         |
| D12          | Fireside Room                  | Ancillary      | 1,685          |
| D13          | Storage                        | Ancillary      | 386            |
| D14          | Storage                        | Ancillary      | 123            |
| D15          | Single Family Residence        | Residential    | 725            |
| D16          | Kitchenette & Lounge           | Ancillary      | 800            |
| D17          | Single Family Residences -- 10 | Residential    | 9,143          |
| <b>Total</b> |                                |                | <b>69,916</b>  |

Notes:

(1) Building is partially constructed.

Source: Gerald Yates Architect, 2014.

## Building Construction

Ten existing buildings totaling 93,867 sf. will be remodeled. These include the Stowell Center, the chapel, Redwood Auditorium, and several residence halls. Four new buildings, totaling 51,860 sf., will be constructed including a new spa, dining hall, lodging, and a cafe. Upon completion, Phase 1 of the project will consist of a total of 149,688 gross sf. of new and remodeled buildings. Remodeled and new buildings are described in [Table 2-4: Phase 1 Building Program](#) and is shown in [Figure 2-8: Phase 1 Conceptual Master Plan](#).

**Table 2-4: Phase 1 Building Program**

| ID                                       | Name                 | Use                | Area (sq. ft.) | Rooms / Beds    |
|--|----------------------|--------------------|----------------|-----------------|
| <b>Remodeled Buildings</b>               |                      |                    |                |                 |
| R1                                       | Gerhart Hall         | Lodging            | 7,050          | 22 / 44         |
| R2                                       | Harp                 | Lodging            | 7,050          | 22 / 44         |
| R3                                       | Redwood Auditorium   | Assembly & Lodging | 20,964         | 4 / 66          |
| R4                                       | Burnett Hall         | Lodging            | 20,520         | 46 / 92         |
| R5                                       | Williams Hall        | Classroom          | 15,520         |                 |
| R6                                       | Craig Chapel         | Assembly           | 5,135          |                 |
| R7                                       | Stowell Center       | Administration     | 16,170         |                 |
| R8                                       | Weight Room          | Exercise           | 1,458          |                 |
| E-1                                      | Maintenance Building | Maintenance        | 3,108          |                 |
| E-22                                     | Toilets & Showers    | Lodging            | 853            |                 |
| <i>Total Remodeled Buildings</i>         |                      |                    | <i>97,828</i>  | <i>246 beds</i> |
| <b>New Buildings</b>                     |                      |                    |                |                 |
| P1-1                                     | Spa                  | Ancillary          | 7,000          |                 |
| P1-2                                     | Dining Hall          | Ancillary          | 13,500         |                 |
| P1-3                                     | Lodging              | Lodging            | 29,460         | 57 / 114        |
| P1-4                                     | Café                 | Ancillary          | 1,900          |                 |
| <i>Total New Buildings</i>               |                      |                    | <i>51,860</i>  | <i>114 beds</i> |
| <b>Total Remodeled and New Buildings</b> |                      |                    | <b>149,688</b> | <b>360 beds</b> |

Source: Gerald Yates Architects, 2014.

Lodging for Phase 1 will accommodate a total of 360 guests. Accommodations will range from “bunk bed” style group sleeping quarters with common bathrooms to individual self-contained living units.

Elevations of some of the buildings are shown in [Figure 2-9: Stowell, Chapel and Williams Elevations](#), [Figure 2-10: Stowell Center Building Elevations](#), [Figure 2-11: Dining Hall – Front Elevation](#), and [Figure 2-12: Spa – Front Elevation](#).

### Parking and Circulation

As described in [Table 2-5: Phase 1 Parking Plan](#), parking for Phase 1 will accommodate a total of 427 parking spaces. The existing parking lot on Gaston Circle will be reconfigured to accommodate 120 parking spaces. The West Field will be re-graded and

a new surface parking lot constructed to accommodate 197 parking spaces. Additional parking will be provided adjacent to the Redwood Auditorium, and Burnett, Harp, and Gerhart residence halls, providing 110 additional parking spaces.

**Table 2-5: Phase 1 Parking Plan**

| Parking Area / Lot   | Standard Spaces | ADA Spaces | Total Spaces |
|----------------------|-----------------|------------|--------------|
| Gaston Circle        | 120             | 0          | 120          |
| West Field           | 191             | 6          | 197          |
| Stowell Center       | 4               | 5          | 9            |
| Redwood Auditorium   | 20              | 4          | 24           |
| Burnett Hall         | 46              | 2          | 48           |
| Harp & Gerhart Hall  | 20              | 1          | 21           |
| Maintenance Building | 8               | 0          | 8            |
| <b>Total</b>         | <b>409</b>      | <b>18</b>  | <b>427</b>   |

Source: Gerald Yates Architects, 2014.

To improve circulation, Bethany Drive will be realigned further south and straightened between Bethany Way and Bethany Loop. Arriving guests will turn left off from Bethany Drive to Gaston Circle and cross a newly constructed bridge and check-in at Stowell Center. Guests will then self-park at the Gaston Circle or West Field surface parking lots.

A new “connector” road will be constructed along the hillside on the northern side of the project site connecting Gaston Circle to the new West Field surface parking lot where the current athletic field exists. This roadway will be 20 feet wide and include retaining walls along some portions.

Additionally, an existing graded roadway will be improved with all-weather surfacing from the West Field parking lot to the terminus of Bethany Way. This road will be used for emergency vehicle access only.

To facilitate on-site pedestrian circulation, an extensive network of pedestrian paths will be constructed to create an aesthetically pleasing and walkable campus (see [Figure 2-7: Phase 1 Conceptual Master Plan](#)).

### **2.9.3. Phase 2 Development Plan**

Phase 2 will increase the amount and type of on-site accommodations by approximately 182,428 sf. of additional habitable space, able to accommodate 140 additional guests (for a total of 500 guest beds). A new garage will also be constructed on the West Field, replacing the surface parking lot constructed as part of Phase 1. A conceptual illustration of Phase 2 is shown in [Figure 2-13: Phase 2 Conceptual Master Plan](#).

### **Building Demolition**

No building demolition will occur as part of Phase 2.

## Building Construction

A new 18,000 square foot lodging facility will be constructed on the site of the existing Swanson Hall (removed as part of Phase 1) which will accommodate 44 guests and faculty.

The existing Gaston Circle parking lot will be removed and replaced with up to 12 new “four-plex” guest lodging buildings (approximately 50,658 sf.). Referred to as Gaston Village, this new housing complex will accommodate 96 additional guests.

## Parking and Circulation

### West Field Garage

As part of Phase 2, the surface parking lot at Gaston Circle will be removed. To accommodate the additional parking demand, the West Field surface parking lot will be replaced with a new two-story, three-level garage that will accommodate 474 parking spaces over a covered building area of approximately 113,860 sf. The garage will be constructed essentially at-grade and will be approximately 36’ tall at its highest point, which will be at the corner towers containing stairways. The remainder of the structure will be approximately 24’ in height.

The exterior of the garage will be comprised of colored sand blasted concrete. A series of pergolas structures will be constructed on the top level to soften its visual appearance and provide shade.

Lighting for the garage will consist of wall and pole mounted fixtures around the perimeters of buildings and parking areas on the site. City conditions requiring that exterior lighting be the minimum necessary for security purposes and that all exterior lighting be downward facing and not directly visible from adjacent properties will be applicable to all development proposed on the site, including the parking garage.

Ingress to the garage will be from the new connector road from Gaston Circle via a bridge at the third (top) parking level on the east side of the structure. Depending on occupancy rates and the potential for traffic congestions at Phase 2 buildout, the project applicant would like to leave open the option to convert the emergency vehicle access road to Bethany Way to a private roadway. This will allow guest the option of exiting from the garage at the ground level on the southwest side of the structure and travel south downhill to Bethany Way.

**Figure 2-14: West Field Parking Garage Elevations** shows the exterior elevations of the proposed garage.

Parking on the remainder of the site will remain unchanged, with the exception of six spaces in Gaston Village. A summary of the total parking for Phase 2 is described in [Table 2-6: Phase 2 Parking Plan](#).

**Table 2-6: Phase 2 Parking Plan**

| Parking Area / Lot   | Standard Spaces | ADA Spaces | Total Spaces |
|----------------------|-----------------|------------|--------------|
| West Field           | 464             | 10         | 474          |
| Stowell Center       | 4               | 5          | 9            |
| Redwood Auditorium   | 20              | 4          | 24           |
| Burnett Hall         | 46              | 2          | 48           |
| Harp & Gerhart Hall  | 20              | 1          | 21           |
| Gaston Village       | 4               | 2          | 6            |
| Maintenance Building | 8               | 0          | 8            |
| <b>Total</b>         | <b>566</b>      | <b>24</b>  | <b>590</b>   |

Source: Gerald Yates Architects, 2014.

## 2.10. Grading and Drainage

A majority of the grading and associated drainage work on the project site will occur during Phase 1, as described below. Graphic illustrations of these plans are shown in [Figure 2-15: Phase 1 Grading and Drainage Plan](#).

### 2.10.1. Grading

In total, approximately 16,530 cubic yards will be excavated. Of this, 14,415 cubic yards will be re-distributed on site and 2,115 cubic yards will be exported off-site.

A significant portion of the grading will occur with the re-grading and realignment of Bethany Drive. This roadway will be moved south through the center of the campus from west of Gaston Circle, east to the beginning of Bethany Loop. The hilltop knoll near the existing library building will be lowered by approximately eight feet. This soil will be moved further west to raise the elevation at Bethany Drive / Gaston Circle by about six feet. The purpose of this re-grading and realignment is to construct a flatter and straighter Bethany Drive and surrounding area, and thereby create a safer and more walkable central campus.

The roadway up to the Gaston Circle parking lot will be re-graded to integrate better with the realigned Bethany Drive and accommodate accessible parking north of Stowell Center.

Grading will also be required to accommodate the new connector road. This will involve cutting into the hillside generally along the alignment of the existing trail and constructing a series of retaining walls along the roadway.

Minor grading will also be required to construct the surface parking lot on the existing West Field.

During Phase 2, the West Field area will be re-graded to accommodate the proposed parking structure. The elevation change will be minor and minor site grading will be

required in this area of the site. Minor site grading will also be required around Gaston Circle to construct the building pads for the proposed twelve lodging residences and the new Swanson Hall.

As described in the Preliminary Grading and Drainage Plans (Ifland Engineers, May 2014), no grading will occur on the project site between October 15<sup>th</sup> and April 15<sup>th</sup> without prior approval by the City of Scotts Valley of a Winter Erosion Control Plan. During construction, straw roll check dams and drop inlet filter fabric sediment barriers will be installed to ensure that turbid water is not able to enter the storm drain system. Other measures will include the covering (with plastic) of all stockpiled materials, mulching and seeding all exposed areas, and placing straw and erosion control blankets on all exposed areas with a slope of greater than 20%.

### **2.10.2. Stormwater Management**

A Stormwater Control Plan for the proposed project was prepared by Ifland Engineers in June 2014 and is included as [Appendix A](#).

The existing campus drainage system consists mostly of catch basins, curb inlets and pipelines from Bethany Loop, Gaston Circle, and Bethany Drive to three primary outfalls along the westerly bank of Carbonera Creek. Discharge points are not located sufficiently at the toe of slope, but instead discharge directly onto steep mid-slope areas which have resulted in erosional gullies. The proposed project will extend these outfalls to suitable locations nearer the creek.

The campus is situated in hilly terrain with steep slopes down to Carbonera Creek along the southeasterly flank. Evidence of multiple landslides around the site has been identified by the project geologists Zinn Geology and Pacific Crest Engineering (see [Figure 2-16: Geologic Feasibility Map](#) and [Appendix D, Geotechnical and Geologic Investigation](#)). According to Ifland Engineers, the lack of level ground makes placement of Stormwater Control Measures (SCM) challenging. Very few areas are feasible for infiltration of runoff and leveling areas to provide treatment basins would require costly earthmoving and/or retaining walls to create concave areas where water can pond to filter out sediments.

The former Bethany campus is largely a pre-developed site. As shown in [Figure 2-17: Pre- and Post-Development Impervious Surfaces](#), total impervious surface area would increase from 250,354 sf. to 310,461 sf. (+ 60,107 sf.). This is largely due to the proposed parking (parking lot in Phase 1 and parking garage in Phase 2) that will be constructed at the West Field. Impervious surfaces will be reduced slightly in the Gaston Circle and South Campus areas.

New structures will largely occupy areas currently occupied by older buildings that will be demolished and re-built in similar locations. However, several buildings are being demolished and will not be replaced. Furthermore, areas between existing buildings

that are significantly impervious will be modified with new landscaping and/or narrow pervious walking trails to facilitate pedestrian movement throughout the campus core.

For the purpose of drainage design, the site has been separated into five drainage management areas (A-E) which reflect both watershed areas in combination with geologic feasibility for infiltrating storm runoff.

Ifland Engineers estimated that 10-year run rates will increase from 31.69 cubic feet per second (cfs) – pre-development conditions, to 33.95 cfs – post-development conditions (Ifland Engineers 2014). This indicates an increase of 2.26 cfs in post project run-off rates for the site.

### **North Campus Drainage**

Three retention areas will be constructed as part of the proposed project north of the realigned Bethany Drive (the North Campus). Construction of the parking lot in Phase 1, and subsequent parking garage in Phase 2, will result in the net new impervious surface area of 61,385 sf. Drainage from this impervious surface area will be collected and conveyed via a 15-inch storm drain to a 3,000 sf. bioretention area located south of the parking area and just north of the Bethany Way cul-de-sac. An overflow drain will convey excess water to the storm drain on Bethany Way.

Gaston Circle, which is currently a large, paved parking lot, will essentially remain unchanged in Phase 1. As part of Phase 2 construction, 12 detached visitor accommodation units will be constructed along with a roadway providing vehicle access to the north end of the Circle. As such, the net amount of impervious surface in and around Gaston Circle will be reduced as compared to existing conditions.

Currently, surface water from Gaston Circle drains into an existing storm drain and is conveyed to Carbonera Creek. As part of the revised project, drainage from the re-striped Gaston Circle parking lot and a portion of the new connector road will be retained in a new 1,700 sf. bioretention area, to be constructed just south of Gaston Circle and adjacent to the new connector road. An overflow drain will convey excess water further south to a storm drain on Gaston Circle.

Drainage from the remaining impervious surfaces north of Bethany Drive will be retained in a third 4,000 sf. bioretention area that will be integrated with an open water feature under and on both sides of Gaston Circle, just north of Bethany Drive.

### **South Campus Drainage**

Given the steep slopes and unstable soils that exist in the South Campus, the construction of bioretention areas was determined not to be feasible by the project engineer (Ifland Engineers 2014). However, two areas totaling 780 sf. east of the Redwood Auditorium were identified as biotreatment areas to provide treatment of the

water prior to discharge to Carbonera Creek. A stone bed under this design will require lining to prevent infiltration of water into the underlying soils which will threaten the stability of the nearby steep slopes. Therefore, once treated, the water will then be conveyed to the existing refurbished outfall and into Carbonera Creek.

## 2.11. Water, Wastewater and Dry Utility Improvements

Infrastructure improvements for water, wastewater, and dry utilities (gas, cable, electric) will occur largely during Phase 1 construction. These improvements are described below and shown in [Figure 2-19: Phase 1 Preliminary Utilities Plan](#).

### Water

Water is provided by the Scotts Valley Water District (SVWD). An existing booster pump station located on Bethany Drive just south of the project site (adjacent to the Early Childhood Learning Center) pumps water via an 8-inch water line north through the Gaston Circle parking lot to a 400,000 gallon storage tank located at the top of the hill (elevation 1,100 feet). Water from this tank serves the project site and adjacent residential areas.

To accommodate the refurbished and new buildings, new 8-inch and 10-inch waterlines will be extended along the realigned Bethany Drive and Gaston Circle, and along the west side of the project's proposed spa.

To meet fire safety codes, all of the existing, refurbished, and new buildings will install sprinkler systems consistent with current CA State building code requirements. This excludes the existing project-owned single-family residents on Bethany Loop as these structures will essentially remain unchanged with the exception of minor improvements.

### Wastewater

An existing sanitary sewer line currently extends along Bethany Drive and Gaston Circle. These lines will be largely abandoned and replaced with new upgraded lines located under the realigned roadways and will tie into Bethany Drive and flow southwesterly, ultimately to the Scotts Valley Wastewater Treatment Plant.

A second sanitary sewer line serves residents on Bethany Loop as well as Burnett Hall and Spot dormitories. This sewer line extends along the northerly "toe" of the embankment along Carbonera Creek, behind the Redwood Auditorium, and then westerly to Bethany Drive.

### Dry Utilities

The project site is currently served by electrical service (largely overhead lines), gas, and cable. As part of the proposed project, most electrical lines will be undergrounded. All other utilities will be re-routed and upgraded to accommodate the proposed project.

## 2.12. Temporary Roadway and Utility Conditions

Given the extensive building renovation, roadway realignment, and grading that is proposed, the project applicant will implement a temporary construction plan to ensure on-going roadway access and continuation of all services and utilities to residents on Bethany Loop. As shown in [Figure 2-20: Temporary Access & Utilities Services](#), following the demolition of Swanson Hall, a new temporary bypass road will be constructed north of the existing and future realigned Bethany Drive. This temporary road will be constructed using either compacted base rock or pavement to comply with fire access requirements. Existing utilities, including water, wastewater, gas and electrical service will remain in service.

Following construction of the temporary bypass road, the new realigned Bethany Drive and new utilities will be constructed from approximately 200 feet west of Gaston Circle, east to Bethany Loop. Existing underground utilities will then be connected to the new utilities and existing utilities disconnected. Roadway access to Bethany Loop will be via a temporary roadway along the re-aligned Bethany Drive, while the temporary bypass road is removed. Following final grading, the realigned Bethany Drive will be paved.

## 2.13. Tree Protection and Removal

The project site is heavily wooded and there are significant stands of California coast Redwoods (*Sequoia sempervirens*) and Coast Live Oaks (*Quercus agrifolia*), among other species, throughout the area. To analyze the potential impacts associated with the proposed project, a *Tree Resource Analysis / Construction Impact Assessment* was prepared by James. P. Allen & Associates (2014) and is included as [Appendix C](#) of this Initial Study.

Construction of the proposed project will require extensive grading, slope retention systems and site stabilization. To construct the improvements, 273 trees will be removed. Of these, 184 meet “Protected” criteria as defined by the City of Scotts Valley Municipal Code (Section 17.44.080). Of the 273 proposed for removal, 152 trees are required to be removed due to construction impacts. The remaining 121 trees are dead (33 trees), diseased, have fallen, or are structurally unsound and are recommended to be removed to eliminate the risk to future users of the site. The location of trees to be retained and removed are shown in a detailed set of figures in [Appendix C](#).

Compensation for tree removal required will include:

- Preservation and protection of retained trees/tree groups during construction
- Plan modifications to allow the preservation of trees #29 and #189 (significant Redwoods)
- Implementation of Special Treatments which will be determined by the project arborist after grade stakes are set. Treatments may include:

- Decrease grading limits
- Pre-construction root pruning
- Mulching
- Supplemental irrigation
- Canopy clearance pruning
- Stabilization treatments
- Alternative construction methods
- Tree planting as a component of the planned landscape to be maintained in perpetuity
- Reforestation of the area surrounding the proposed connector road with replacement trees planted at a minimum 2:1 ratio, two trees replanted for each “Protected” tree removed per the City of Scotts Valley Municipal Code (Section 17.44.080)

Figure 2-13: Phase 2 Conceptual Master Plan identifies the conceptual replacement tree species and planting locations at final buildout. The exact quantity of replacement trees will be determined after tree removal is completed to meet City requirements. Nursery stock and planting specifications, a Tree Maintenance and Monitoring Plan, and defined success criteria have been identified in the Tree Resource Analysis to insure the successful restoration of the lost canopy.

The total appraised value of the trees to be preserved is \$866,305. A retention bond in this amount will be posted by the project applicant and held in trust by the City of Scotts Valley, as required by Scotts Valley Municipal Code Section 17.44.080.

Furthermore, the implementation of the procedures as defined in the Tree Resource Analysis / Construction Impact Assessment, including the implementation of Special Treatments, tree maintenance and adherence to tree preservation specifications, will be implemented by the project applicant to safeguard all trees proposed for retention.

## 2.14. Landscaping and Pedestrian Circulation

A key component of the proposed project is to create a campus that re-establishes a more natural forest environment. As shown in Figure 2-7: Phase 1 Conceptual Master Plan and Figure 2-9: Phase 2 Conceptual Master Plan, extensive tree plantings are proposed throughout the campus. Additionally, as part of the tree replacement described above, extensive native tree and understory planting will occur north of the proposed connector road.

A majority of the tree planting species will include Coast Redwood (*Sequoia sempervirens*) and Coast Live Oak (*Quercus agrifolia*). Other “theme” tree species include Canary Island Pine (*Pinus canariensis*) and Douglas Fir (*Pseudotsuga menziesii*).

Drought-tolerant understory plants will be incorporated to compliment and reinforce a forest setting. Turf areas (less than one acre) will be limited to small areas south of Williams Hall and the Dining Hall.

Irrigation will be limited and used only to the extent practical to establish new plants and maintain them in a healthy conditions. The irrigation system will utilize drip irrigation technology, programmable irrigation controls, and permeable hard surfaces (to the extent practical) for all pathways and outdoor patios.

The project applicant also intends to implement a comprehensive water conservation program to minimize water use and to educate guests about the methods it is employing to reduce water consumption. Methods to minimize water use may include the following:

- Rain harvesting from roofs for storage and later use for irrigation
- Use of shower and laundry water as recycled water for irrigation
- Waterless urinals and dual-use toilets
- Low-flow shower heads
- Instant water heaters
- Low-water use washing machines for linens and towels

## **2.15. Requested Actions, Entitlements, and Required Approvals**

The following actions, entitlements and approvals will be required as part of project approval.

### **City of Scotts Valley:**

- CEQA Certification of a Mitigated Negative Declaration
- General Plan Amendment
- Zoning Ordinance Amendments
- Development Agreement
- Design Review
- Planned Development Agreement
- Use Permit
- Lot Line Adjustment

### **Other public agencies whose approval is required:**

- California State Water Quality Control Board: Notification of Notice of Intent and Storm Water Pollution Prevention Plan

### 2.15.1. Project Conditions of Approval

The following conditions of approval will be incorporated as part of the project approval process and serve to “pre-mitigate” some impacts analyzed as part of this Initial Study. This list is not inclusive and subject to revision as part of the final entitlement review process as approved by the Scotts Valley City Council.

#### General

- G-1 All required documents, final or parcel map sheets, covenants, developer and city improvement agreements and bonds, shall be provided to the satisfaction of the Public Works Director/City Engineer prior to the recordation of any final map or application for any building permit. (Applicant should be advised that officials of Santa Cruz County, such as the Auditor-Controller, Recorder and Clerk of the Board have requirements, such as payment of taxes and present title guarantee, which precede recordation of the map.
- G-2 Engineered Improvement Plans shall be submitted for all on-site and off-site work and will be approved by the Public Works Director/City Engineer. On-site and off-site (encroachment) civil engineering permits must be issued by the City prior to commencing any work. Improvement Plans shall include any necessary grading, drainage, masonry retaining walls, driveway, utilities, utility pole relocation, frontage improvement and/or repair of sidewalk, curb and gutter or similar facilities required to satisfy tentative map conditions to the satisfaction of the Public Works Director/City Engineer. All improvements shall conform to the design standards contained in text and illustration in the "City of Scotts Valley Standard Details", latest revision adopted by the City Council.
- G-3 The applicant shall establish the location of the property lines for the project site. If a proposed building encroaches over property lines the Applicant shall either merge the properties or adjust the lot line.
- G-4 All peer review work required by the project applicant to comply with the Conditions of Approval shall be done at the project applicant’s expense through a reimbursement agreement with the City.

#### Aesthetics

- A-1 The colors, materials, size, location, and design of the improvements shall match the approved plans and material boards for all buildings. Modifications to the approved project may require approval at the discretion of the Community Development Director.
- A-2 All signs shall be in compliance with the Scotts Valley Municipal Code.

- A-3 All exterior lighting shall be the minimum necessary for security and all lighting shall be down shining with the light source not directly visible from adjacent properties. The lighting plan shall be reviewed and approved by the Community Development Director prior to issuance of all final building permits.

### **Cultural Resources**

- C-1 The project is located in an area of sensitivity for archaeological resources. If potential historical or unique archaeological resources are discovered during construction, suspend all work in the immediate vicinity (within approximately 50 feet) and avoid altering the materials and their context pending site investigation by a qualified archaeological or cultural resources consultant retained by the project applicant. Construction work shall not commence again until the archaeological or cultural resources consultant has been given an opportunity to examine the findings, assess their significance, and offer proposals for any additional exploratory measures deemed necessary for the further evaluation of, and/or mitigation of adverse impacts to, any potential historical resources or unique archaeological resources that have been encountered.
- C-2 If the find is determined to be an historical or unique archaeological resource, and if avoidance of the resource would not be feasible, the archaeological or cultural resources consultant shall prepare a plan for the methodical excavation of those portions of the site that would be adversely affected. The plan shall be designed to result in the extraction of sufficient volumes of non-redundant archaeological data to address important regional research considerations. The work shall be performed by the archaeological or cultural resources consultant, and shall result in detailed technical reports. Such reports shall be deposited with the California Historical Resources Regional Information Center. Construction in the vicinity of the find shall be accomplished in accordance with current professional standards and shall not recommence until this work is completed.
- C-3 The project applicant shall assure that project personnel are informed that collecting significant historical or unique archaeological resources discovered during development of the project is prohibited by law. Prehistoric or Native American resources can include chert or obsidian flakes, projectile points, mortars, and pestles; and dark friable soil containing shell and bone dietary debris, heat-affected rock, or human burials. Historic resources can include nails, bottles, or other items often found in refuse deposits.
- C-4 If human remains are discovered, there shall be no further excavation or disturbance of the discovery site or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with

- the provisions of State CEQA Guidelines Section 15064.5(e). In general, these provisions require that the County Coroner shall be notified immediately. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours. The most likely descendant of the deceased Native American shall be notified by the Commission and given the chance to make recommendations for the remains. If the Commission is unable to identify the most likely descendent, or if no recommendations are made within 24 hours, remains may be reinterred with appropriate dignity elsewhere on the property in a location not subject to further subsurface disturbance. If recommendations are made and not accepted, the Native American Heritage Commission will mediate the problem.
- C-5 All grading in the Santa Cruz Mudstone/bedrock layer shall be monitored by a qualified paleontologist.
- C-6 The paleontologist shall attend a pre-grade meeting with project contractors to discuss the monitoring, collecting, and safety procedures for the project.
- C-7 The paleontologist shall conduct full-time monitoring during any earth moving activities within the Santa Margarita Sandstone. The length of monitoring time is tied directly to the length of time for earth moving activities in the sensitive geologic unit. All recovered specimens would be donated to the designated repository.
- C-8 Santa Cruz Mudstone, if encountered, will require intermittent monitoring. If the Santa Cruz Mudstone proves to be without significant fossil material on the project, the monitoring time can be lowered or eliminated at the discretion of the qualified project paleontologist. The Recent alluvium/colluvium, and fill materials and diorite on the site will not require paleontological monitoring.
- C-9 During the grading or trenching activities in the Santa Margarita Sandstone, the paleontologist or a paleontological monitor(s) under his or her direct supervision, shall conduct sediment screening as part of monitoring effort. To save time, reduce costs, and allow the project to continue on schedule, a matrix sample, earmarked by the paleontologist, could be moved by the contractor to one side of the project. The paleontological monitor(s) could then process the matrix for fossils and collect scientifically significant specimens. This allows the construction schedule to continue as planned while allowing paleontological mitigation.
- C-10 The paleontological monitor shall have the authority to temporarily divert or redirect grading to allow time to evaluate any exposed fossil material. The term "temporarily" in this context is interpreted as within one working day for the evaluation process.

- C-11 During monitoring and salvage, any scientifically significant specimens shall be properly collected after evaluation by, and under the supervision of, the paleontologist. During collecting activities, contextual stratigraphic data shall also be collected. This will include lithologic descriptions, photographs, a measured stratigraphic section(s), and field notes.
- C-12 Specimens shall be prepared to the point of identification (not exhibition), stabilized, identified, and curated in a suitable repository that has a retrievable storage system, such as the Applicant of California Museum of Paleontology, Berkeley (UCMP). The UCMP is specifically recommended as the repository for this project.
- C-13 A final report shall be prepared at the end of earth moving activities, and shall include an itemized inventory of recovered fossils and appropriate stratigraphic and locality data. This report shall be sent to the City of Scotts Valley, signifying the end of mitigation. Another copy shall accompany any recovered fossils, along with field logs and photographs, to the designated repository.

### **Biological Resources**

- BR-1 All recommendations in the *Tree Resource Analysis / Construction Impact Assessment*, prepared by James P. Allen & Associates, June 2014, are incorporated as conditions of project approval.
- BR-2 All recommendations in the *1440 Center Biological Report*, prepared by Biotic Resources Group, July 2014, are incorporated as conditions of project approval.
- BR-3 Tree removal shall not occur until a grading or building permit has been issued for the project and furthermore not until immediately before commencement of site grading.
- BR-4 The final grading plans and improvement plans shall be reviewed and approved by the City arborist prior to any grading and if deemed necessary additional tree preservation measures shall be applied to the project.
- BR-5 The city arborist shall place a monetary value on trees preserved on development sites and a surety bond in an amount equal to the value of the preserved trees shall be deposited with the city prior to issuance of a grading/building permit for the project. If damage occurs to the preserved trees during development and/or construction, funds will be drawn from the deposited amount. Funds remaining in the account will be returned to the applicant upon final inspection of the project.
- BR-6 During the pre-construction phase of development the city arborist shall inspect tree protection fencing and the completion of pre-construction treatments. This

inspection shall be completed prior to the issuance of any grading or building permits.

- BR-7 The city arborist shall routinely inspect the development site through the term of the project.

### **Geology & Soils**

- G-1 All recommendations in the *Geotechnical and Geologic Investigation for the 1440 Center*, prepared by Pacific Crest Engineering, Inc., April 2014, are incorporated as conditions of project approval.
- G-2 The limits of grading shall be clearly marked on the site prior to the issuance of a grading or building permit.
- G-3 The location of all soil to be exported shall be reviewed and approved by the Building Official prior to issuance of a grading or building permit.
- G-4 A soils engineer shall review and approve the final site grading, drainage, erosion control, and foundation design details prior to issuance of a grading and building permit.
- G-5 The final grading plan shall be reviewed and approved by the Building Department prior to issuance of a grading/building permit.

### **Hazards and Hazardous Materials**

- HZ -1 The project applicant shall work in coordination with the Scotts Valley Fire Protection District to append the final buildings plans to enable the proposed park lot (Phase 1) and parking garage (Phase 2) in the West Field area to serve as a “safe haven” area for guests and employees in the event of an emergency.

### **Hydrology and Water Quality**

- H-1 A final drainage report that verifying that the existing drainage infrastructure is adequate for the project site. Such report shall be reviewed and approved by the Public Work Department prior to issuance of building permit for the project.
- H-2 The final erosion control plan shall be reviewed and approved by the Building Department prior to issuance of a grading/building permit.
- H-3 The erosion control plan shall be re-implemented with grading of the site. The erosion control measures should be functional prior, during and after construction. Specific measures shall be identified in the project plans and specifications should include the following features: use of silt fencing and straw bales to prevent sediments from leaving the site, erosion control seeding and

- mulching following construction and other measures as appropriate. To be installed before grading occurs.
- H-4 Applicant shall construct all storm drain facilities in conformance with data and analysis in the adopted *City of Scotts Valley Stormwater Technical Guide*, February 2014.
- H-5 A registered civil engineer shall provide storm (hydrologic and hydraulic) calculations for appropriate storm drain facilities to control on-site drainage and mitigate off-site impacts. The design shall follow the criteria contained in the City of Scotts Valley Standard Details and the data and analysis contained in the latest adopted *City of Scotts Valley Stormwater Technical Guide*. Development shall not increase the rate of flow (cubic feet per second) or velocity (feet per second) of site run-off water to any off-site drainage areas beyond the measured or calculated pre-project rate and velocity.

### **Noise**

- N-1 The operation of an amplified sound system shall not at any time be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood.
- N-2 In the event that the operation of an amplified sound system becomes detrimental to the neighborhood, the Community Development Department shall evaluate issue and may refer the matter to the Planning Commission. The Planning Commission, at its discretion, may reverse or modify in whole or in part the conditions of approval associated with noise disturbances.
- N-3 Operation of an amplified sound system shall not extend beyond the hours of 8:00 PM and not before 8:00 AM.

### **Utilities & Service Systems**

- U-1 The landscaping improvements shall be permanently maintained and irrigated.
- U-2 All landscape irrigation shall be installed to recycled water plumbing standards as prescribed by the Scotts Valley Water District.
- U-3 Any new landscape irrigation system shall be metered separately from the existing new buildings. Purple pipe shall be used for landscape lines to facilitate constructed use and/or potential future conversion to recycled water use. A minimum 10-foot spacing shall be maintained between all potable and purple-pipe landscape lines.

- U-4 To the maximum extent feasible, landscape installation shall provide for low water consumption plantings, drip irrigation technology, programmable irrigation control, and permeable hard surfaces.
- U-5 The project shall comply with all Scotts Valley Water District and Scotts Valley Fire Protection District fire flow requirements.
- U-6 Scotts Valley Water District approved backflow devices shall be installed at all new service connections.
- U-7 Water-conserving plumbing fixtures shall be used exclusively, including high efficiency toilets (1.28 gallons per flush), waterless urinals, and low-use kitchen fixtures.
- U-8 Prior to commencing realignment of Bethany Drive, applicant shall provide for relocation of the existing Bethany Drive water main pursuant to a main extension agreement with the District.
- U-9 Applicant shall provide for any increase in storage or transmission capacity of the Water District's distribution system necessary for compliance with the Fire District minimum flow requirements for the project.
- U-12 All requirements of the Scotts Valley Fire Protection District shall be met and, upon completion of all conditions of the permit, the Fire District shall sign the building permit prior to the allowance of occupancy.
- U-13 The Fire District shall make the final determination for placement of the automatic fire sprinkler control valve and fire department connection prior to the approval of the final site map drawings.
- U-15 All existing and new structure(s) shall have an automatic fire sprinkler system installed throughout in conformance with the latest edition of National Fire Protection Association or as modified. The fire sprinkler plans shall be submitted directly to the Fire District for review and permit prior to starting work on the system.
- U-17 Any new building, as well as any existing building which requires an upgrade in meter size, will require payment of an Water Replenishment Impact Fee to the Scotts Valley Water District which will be used to offset any additional consumptive water demand associated with the proposed project.
- U-18 The Applicant shall be required to pay for all water main relocation costs and comply with all other terms of service specified in a water main extension agreement to be negotiated between the Applicant and the District.

### **Traffic and Transportation**

- T-1 All access roads shall be kept clear of construction materials and all vehicles shall not stage or park for any reason.
- T-2 Driveway drawings showing width, grade, profile view, surface, length, and turnaround will be required for review and comments when building plans are submitted.
- T-3 Access roads shall be installed per the approved plan prior to any building construction on the site.
- T-6 The Applicant shall provide to the City a video tape the condition of Bethany Drive prior to the start of construction for each project Phase. Prior to issuance of the first building permit, the Applicant shall submit, to the satisfaction of the City's Traffic Engineer, a brief report identifying any damage and subsequent repairs made as a result of damage to the roadway due to heavy equipment using the road as part of site demolition and grading.
- T-7 Applicant shall construct street improvements for the full parcel frontage in accordance with the City of Scotts Valley Standard (Roadway) Details, latest revision, as adopted by the City Council.
- T-8 All signing and striping shall be approved and completed as required by the Public Works Department, and shall be in conformance with current editions of the Transportation and Traffic Engineering Handbook, by the Institute of Transportation Engineers, and the State Department of Transportation "Standard Specifications".

### 3. Evaluation of Environmental Impacts

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

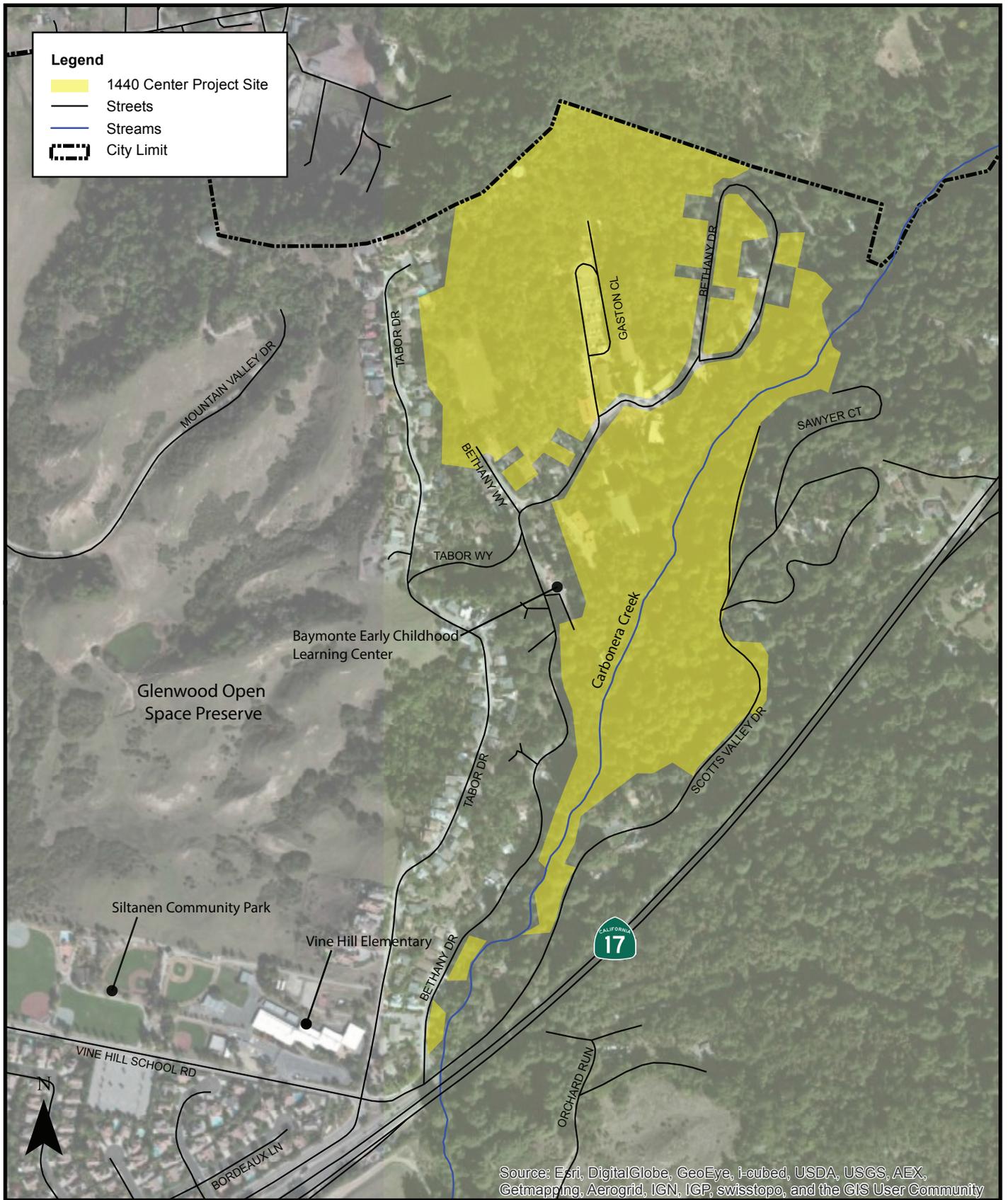
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
- b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
- c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

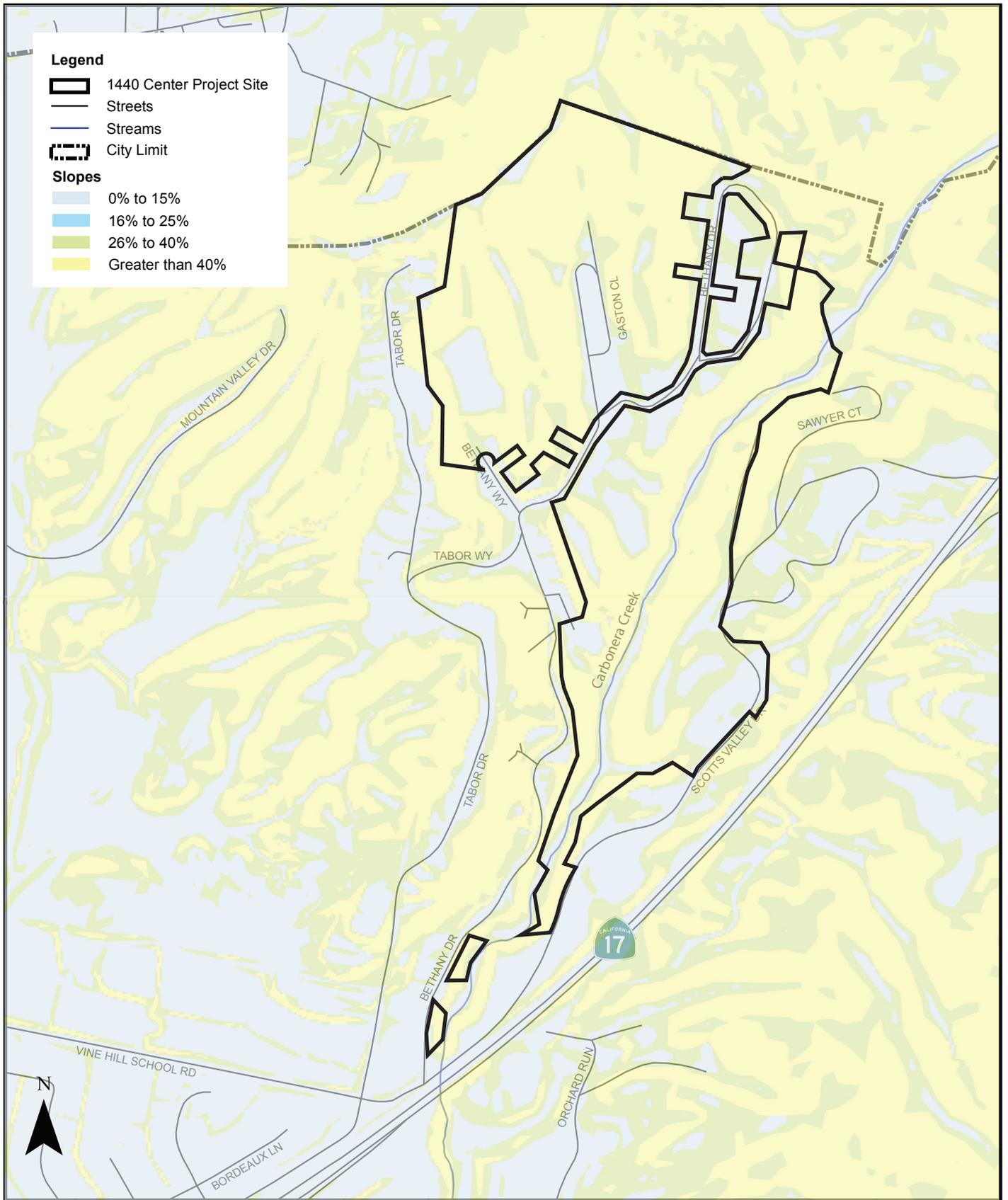


Source: SJC\_PLAN\097683001\_1440 Center IS-MND\Graphics\Illustrator

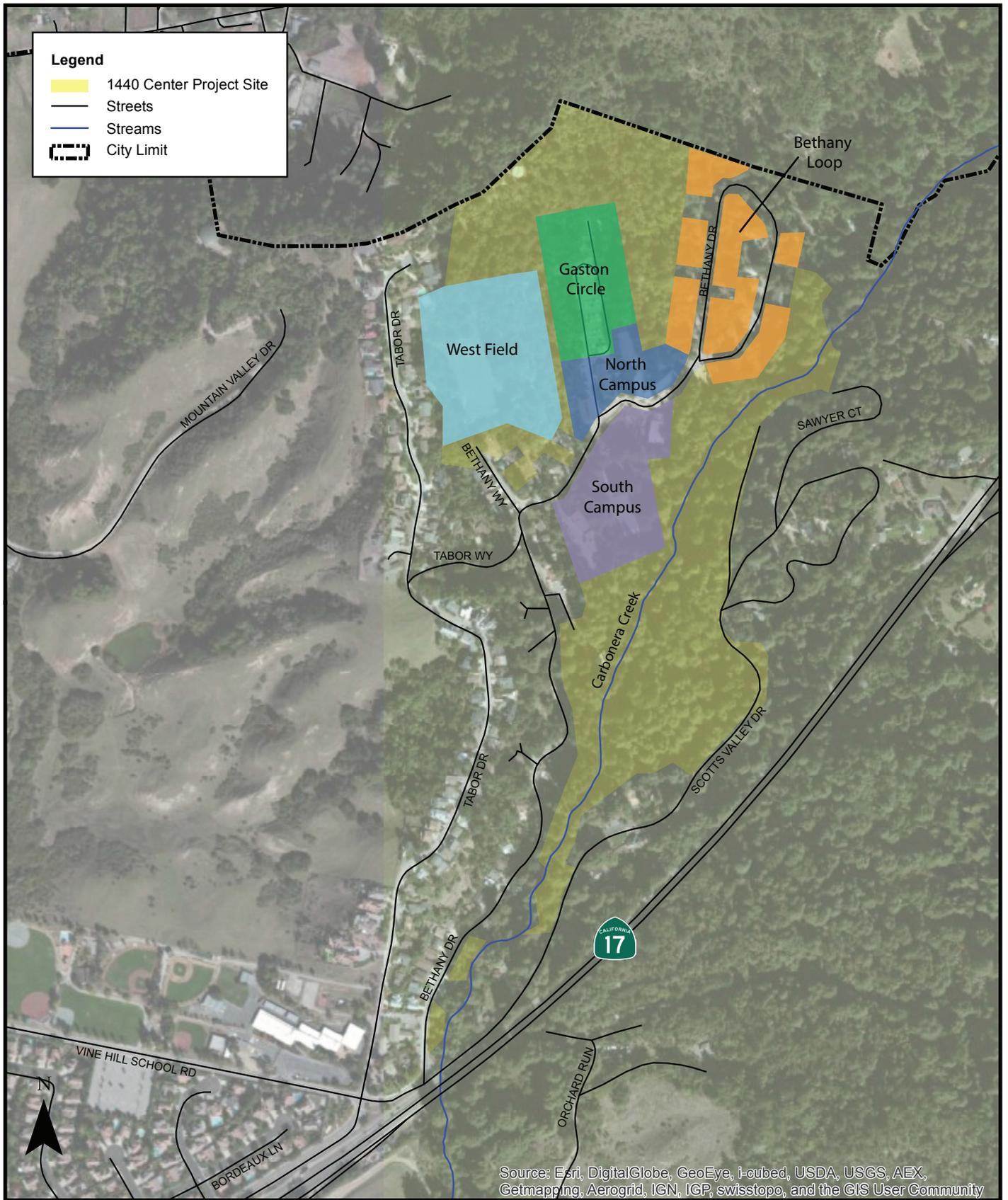


Source: Kimley-Horn and Associates

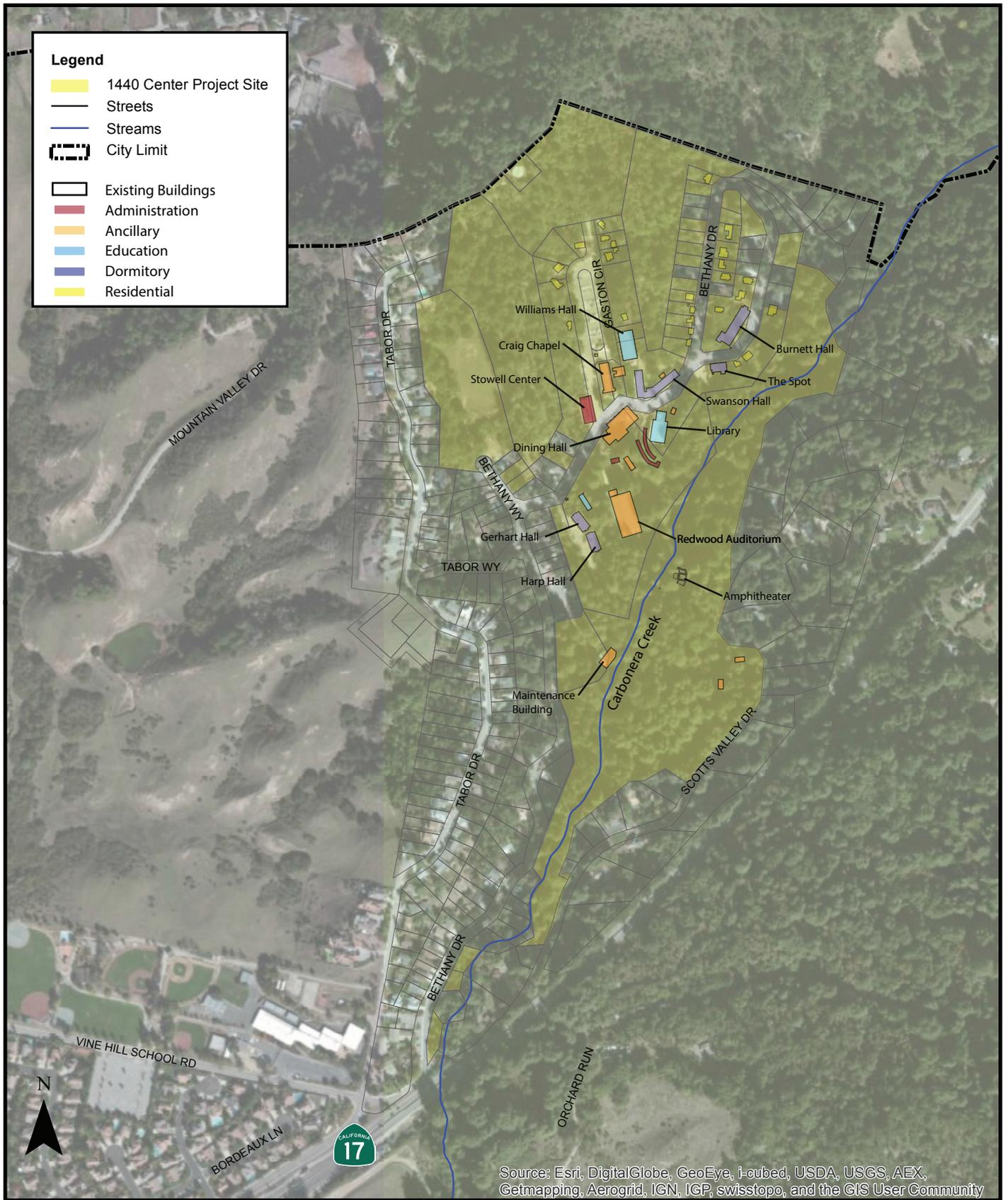
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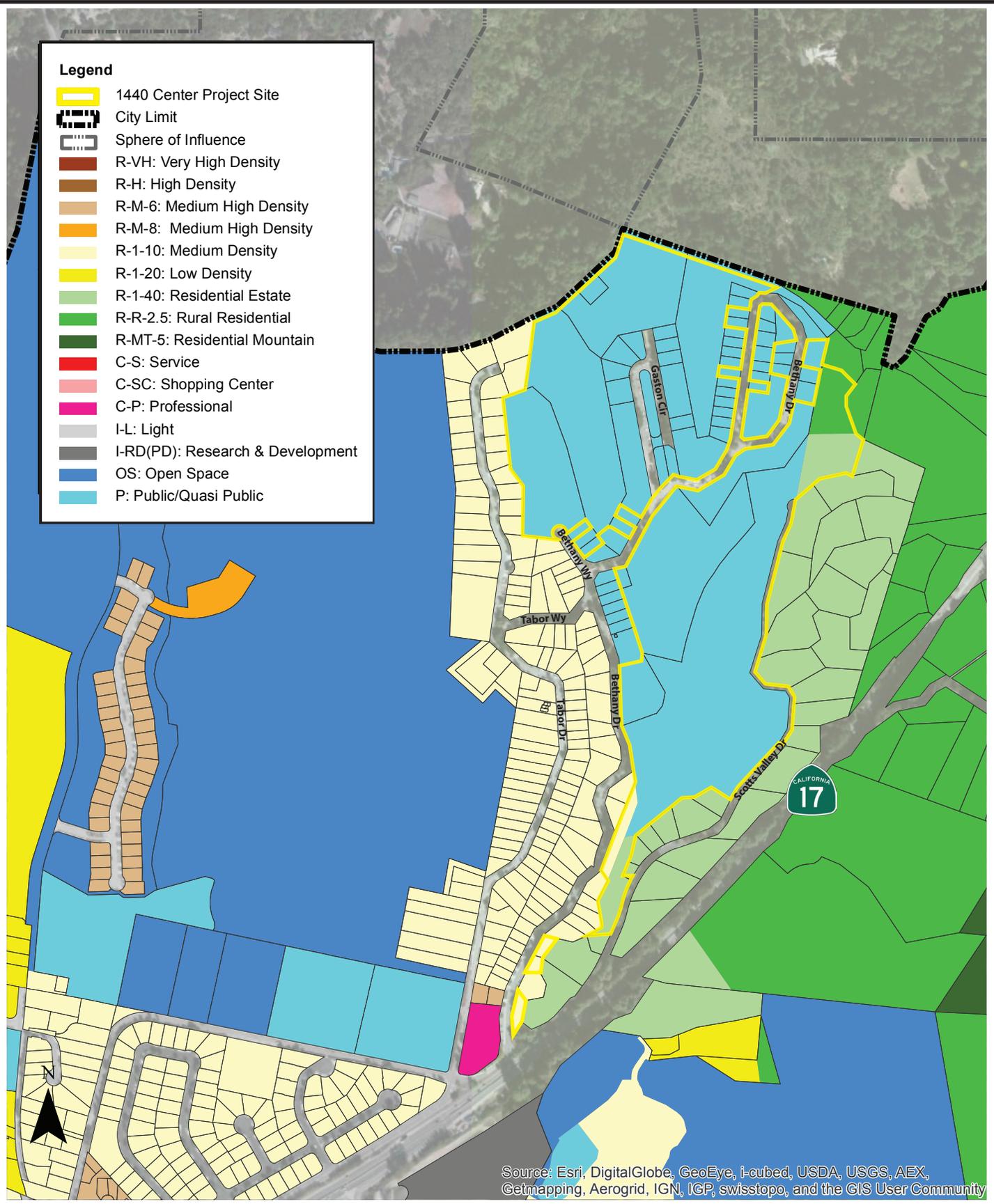
Source: Santa Cruz County (2013)



Source: Kimley-Horn and Associates

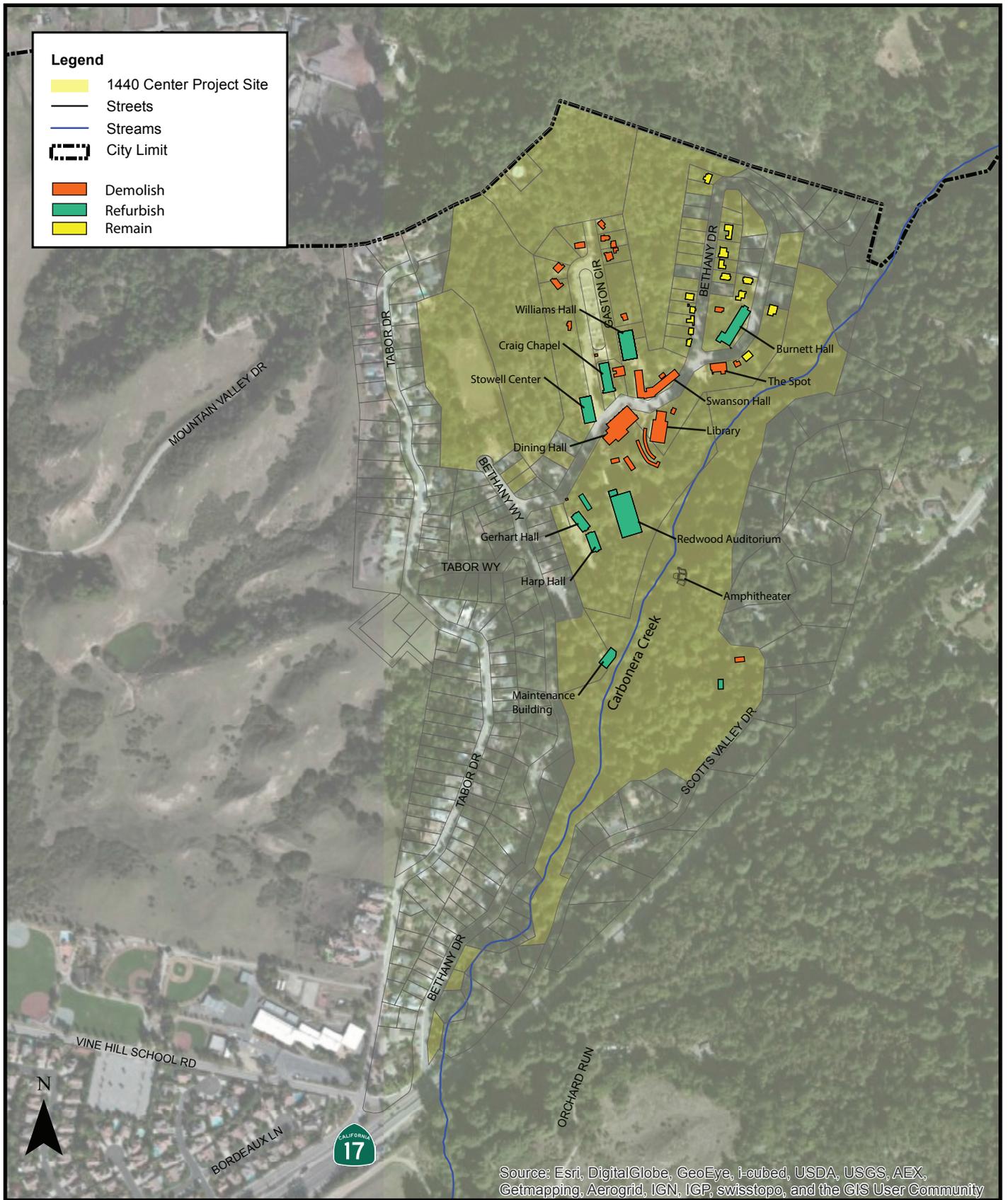


Source: Kimley-Horn and Associates



Source: City of Scotts Valley (2013)

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Source: SJC\_PLAN\097683001\_1440 Center IS-MND\Graphics\Illustrator

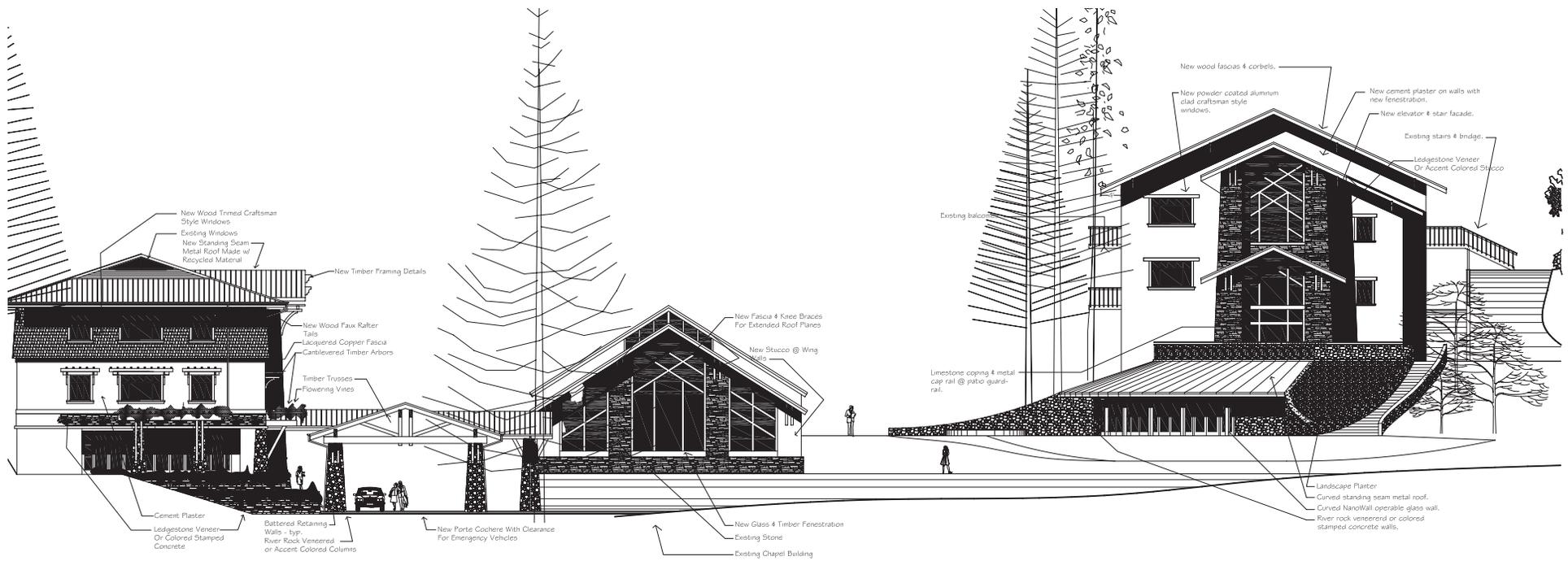
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Source: Heather H Harwood Landscape Architecture

1440 Center Initial Study



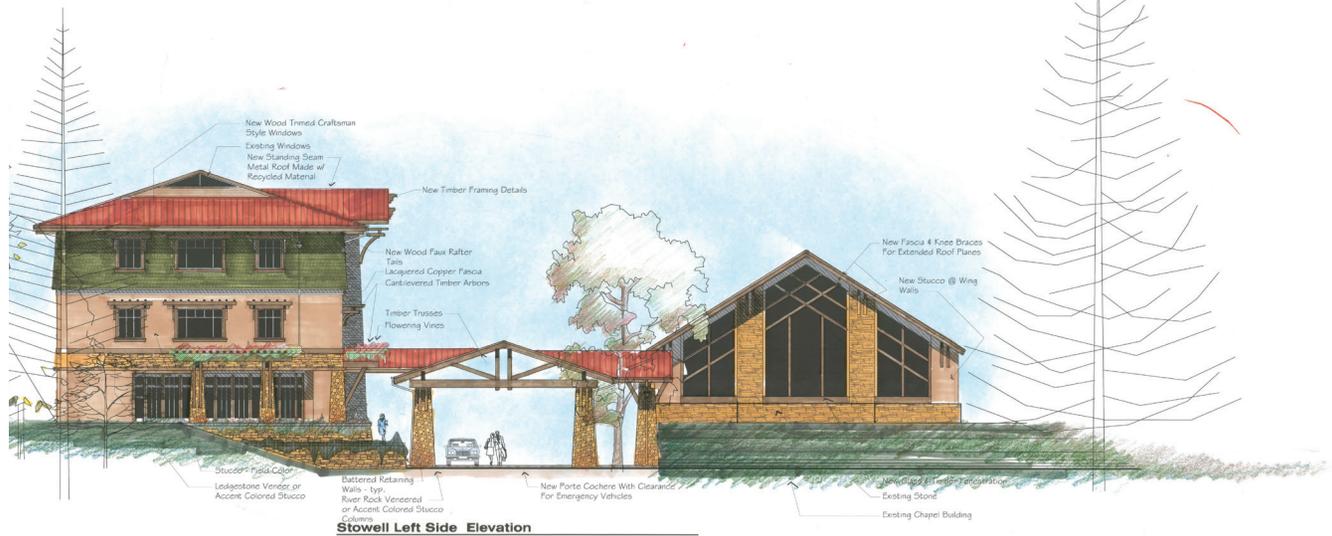


Source: Yates Architects

1440 Center Initial Study



**Stowell Front Elevation**  
1/2" = 1'-0"



**Stowell Left Side Elevation**  
1/2" = 1'-0"

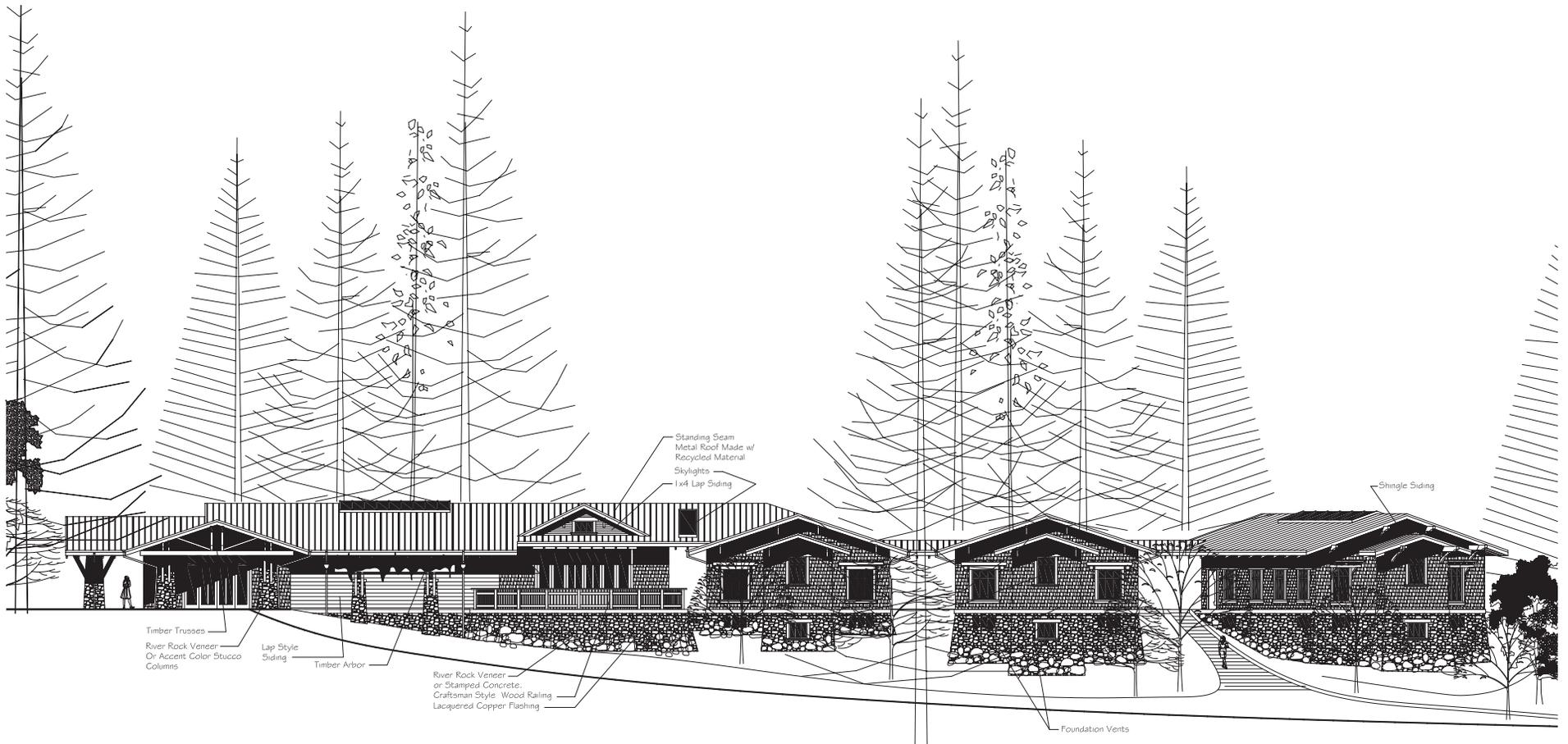
Source: Yates Architects

1440 Center Initial Study



Source: Yates Architects

1440 Center Initial Study



Source: Yates Architects

1440 Center Initial Study



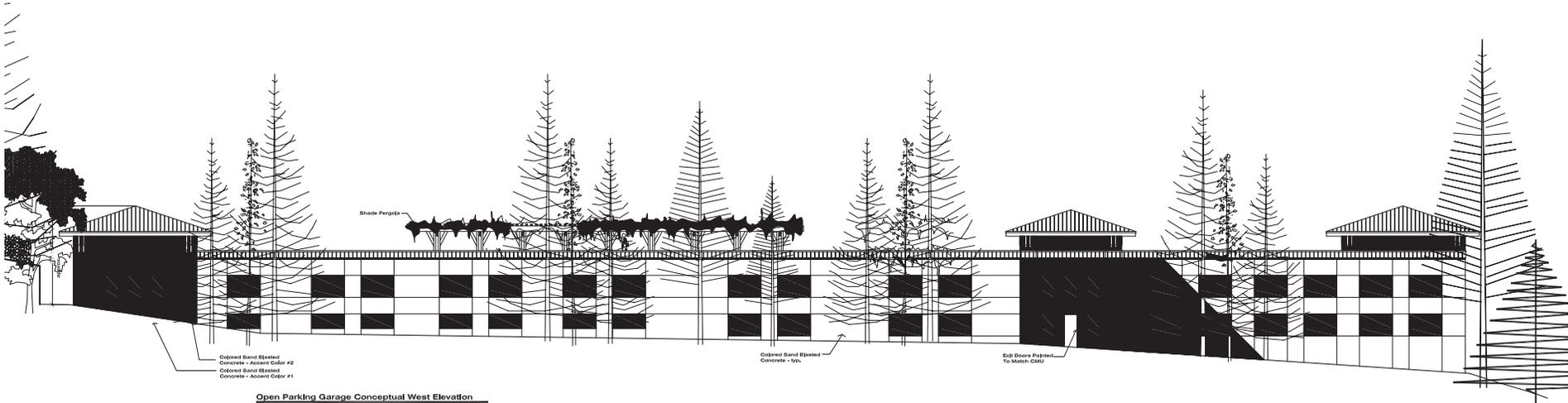
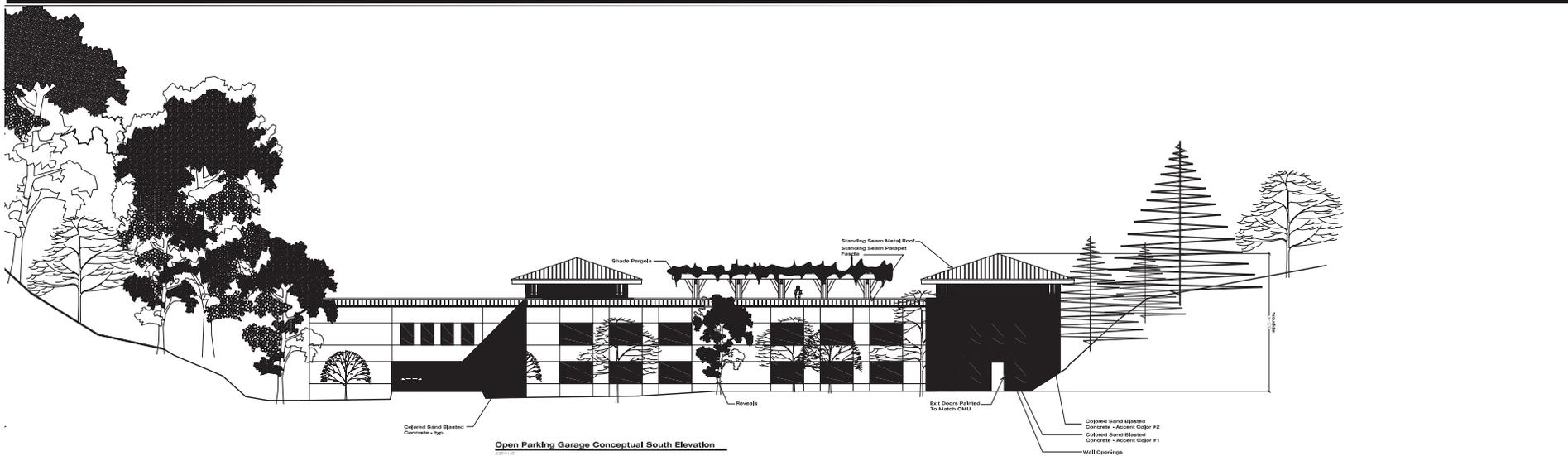
Source: Heather H Harwood Landscape Architecture

1440 Center Initial Study



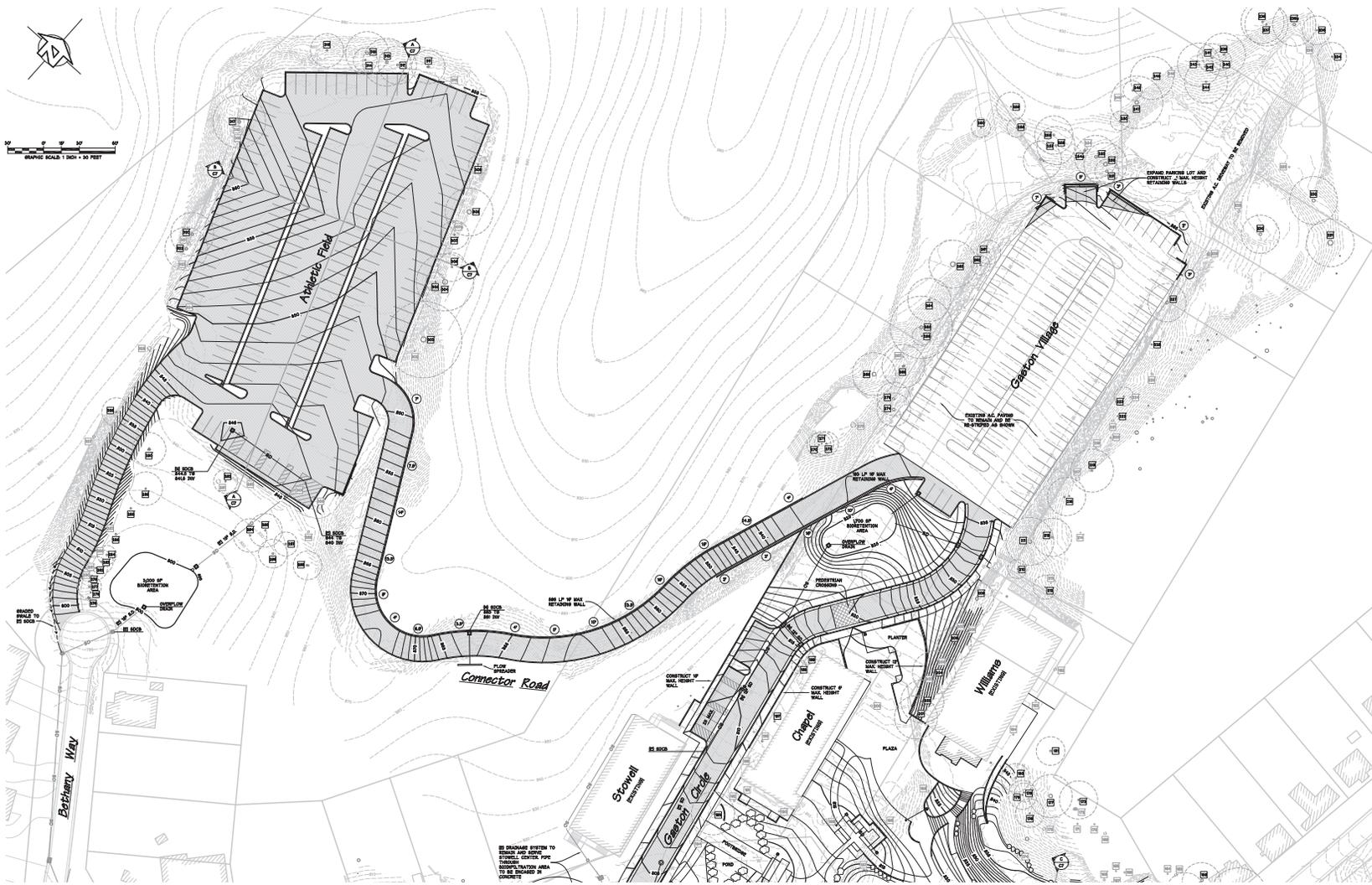
Source: Heather H Harwood Landscape Architecture

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Source: Yates Architects

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**Legend**

- ⊙ SAK SEWER MANHOLE
- ⊙ STORM DRAIN MANHOLE
- FREE HYDRANT
- WATER VALVE
- WATER METER
- DRAIN SILET
- STREET SIGNAGE
- LIGHT STANDARDS
- SAK SEWER CLEANOUT
- UTILITY POLE
- POT POLE
- POT WIRE

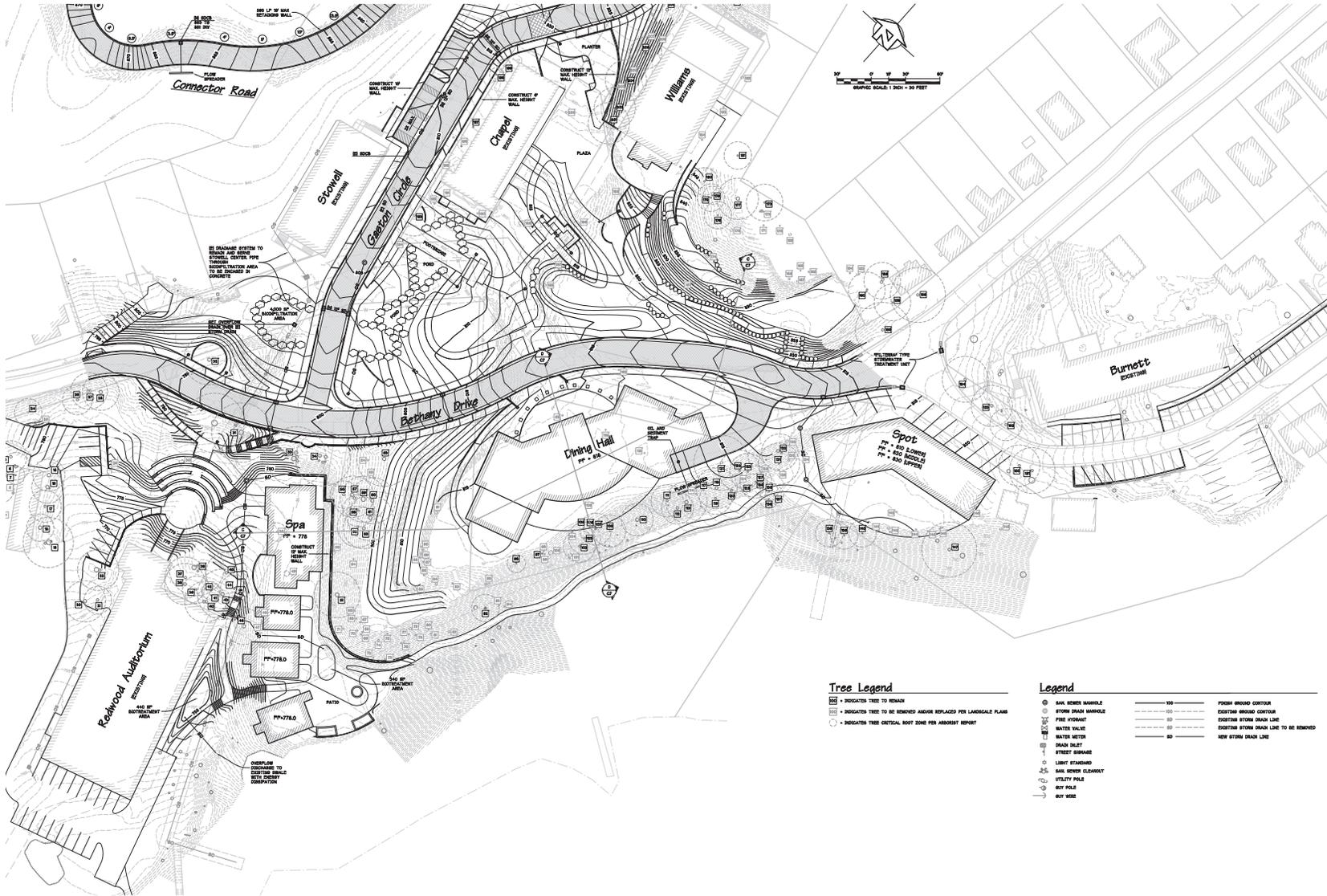
**Tree Legend**

- ⊙ INDICATES TREE TO BE REMOVED
- ⊙ INDICATES TREE TO BE REMOVED AND/OR REPLACED PER LANDSCAPE PLAN
- ⊙ INDICATES TREE CRITICAL ROOT ZONE PER ARBORIST REPORT

- 100' FORMER SHROUD CONTOUR
- 100' EXISTING SHROUD CONTOUR
- 80' EXISTING STORM DRAIN LINE
- 80' EXISTING STORM DRAIN LINE TO BE REMOVED
- 80' NEW STORM DRAIN LINE

Source: Ifland Engineers

1440 Center Initial Study



Source: Ifland Engineers

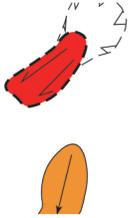
1440 Center Initial Study

**EXPLANATION**

**EARTH MATERIALS**

- Af Artificial fill
- Qc Colluvium
- Tsc Santa Cruz Mudstone
- Tsm Santa Margarita Formation
- Tm Monterey Formation

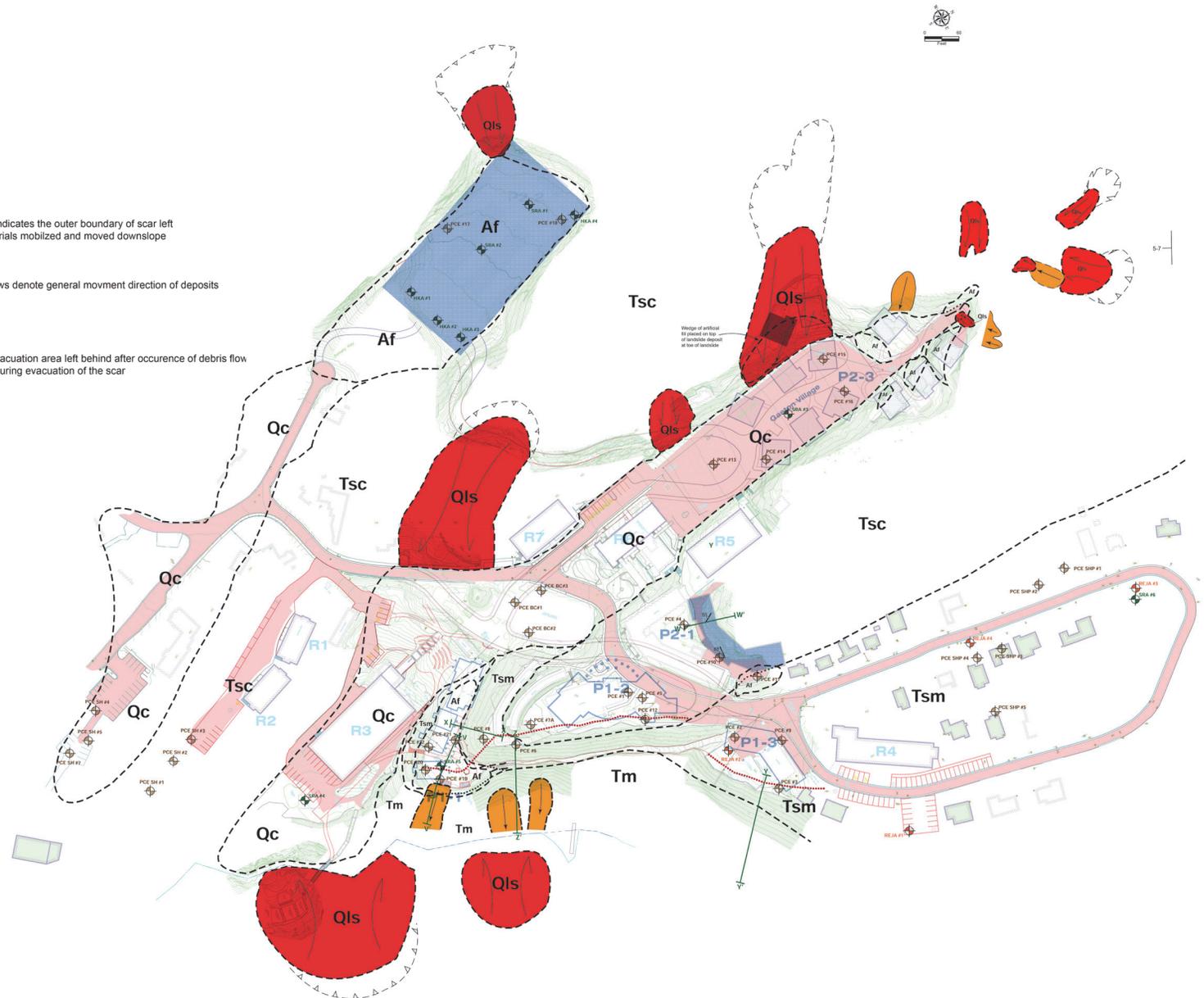
**SYMBOLS**



Landslide scar - dashed barbed line indicates the outer boundary of scar left behind on landscape after earth materials mobilized and moved downslope

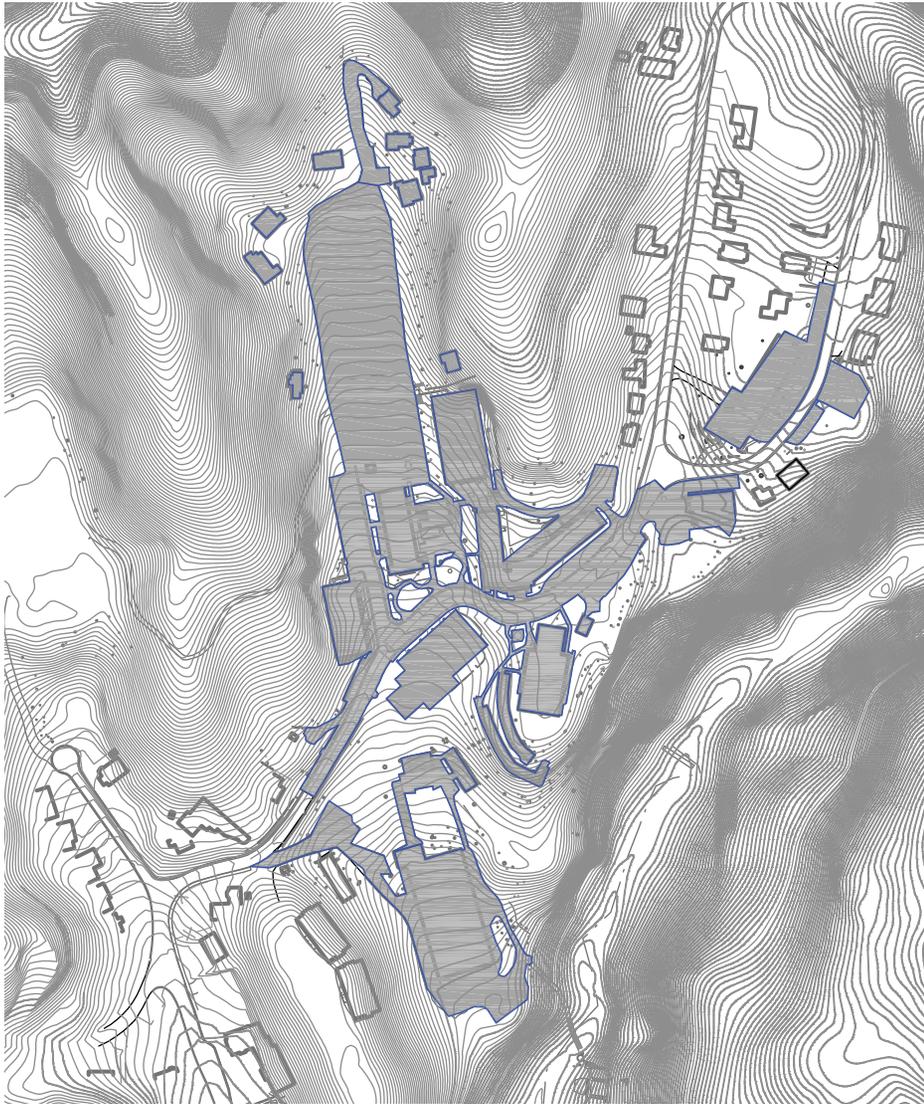
Landslide deposit (shaded red) - arrows denote general movement direction of deposits

Debris flow scar (shaded orange) - evacuation area left behind after occurrence of debris flow arrow indicates direction soil moved during evacuation of the scar



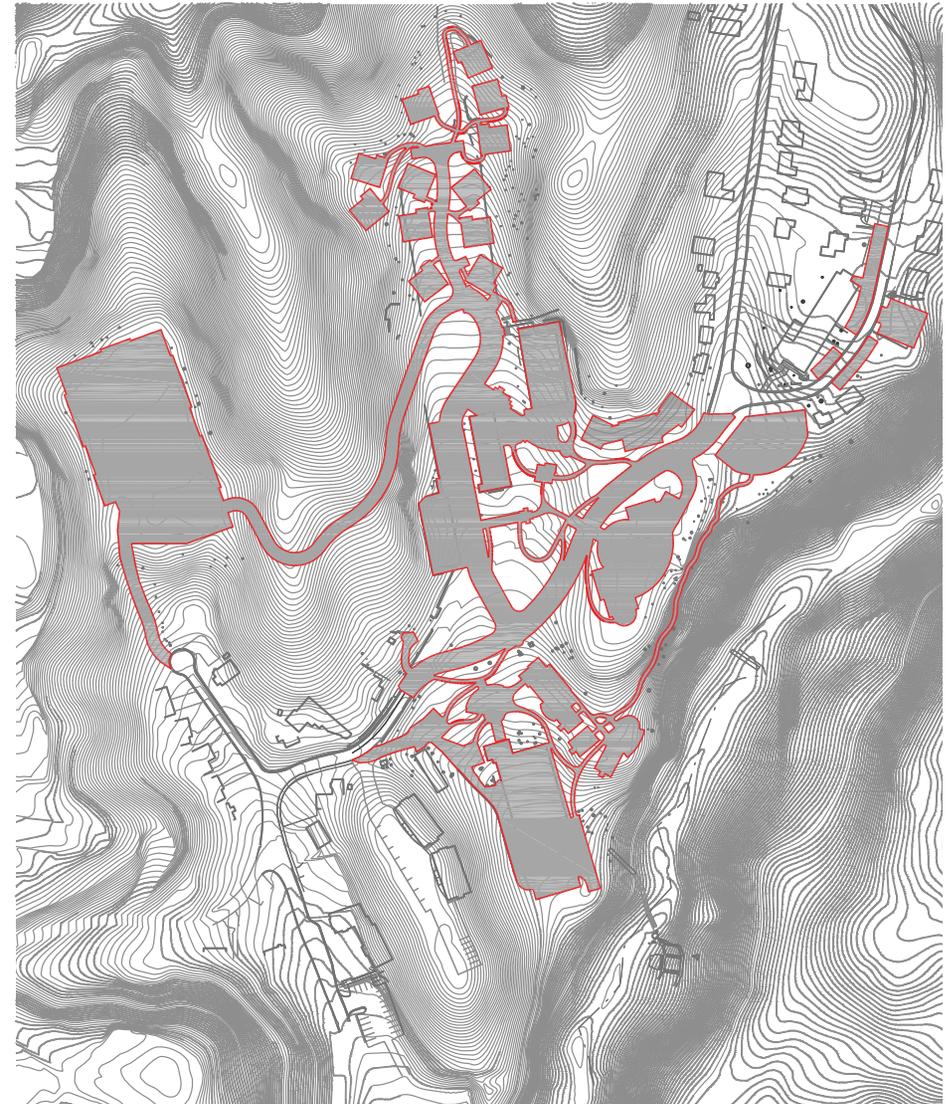
Source: Zinn Geology

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Existing Impervious Surfaces  
(Impacted by Project)

Pre-Development Impervious Surfaces

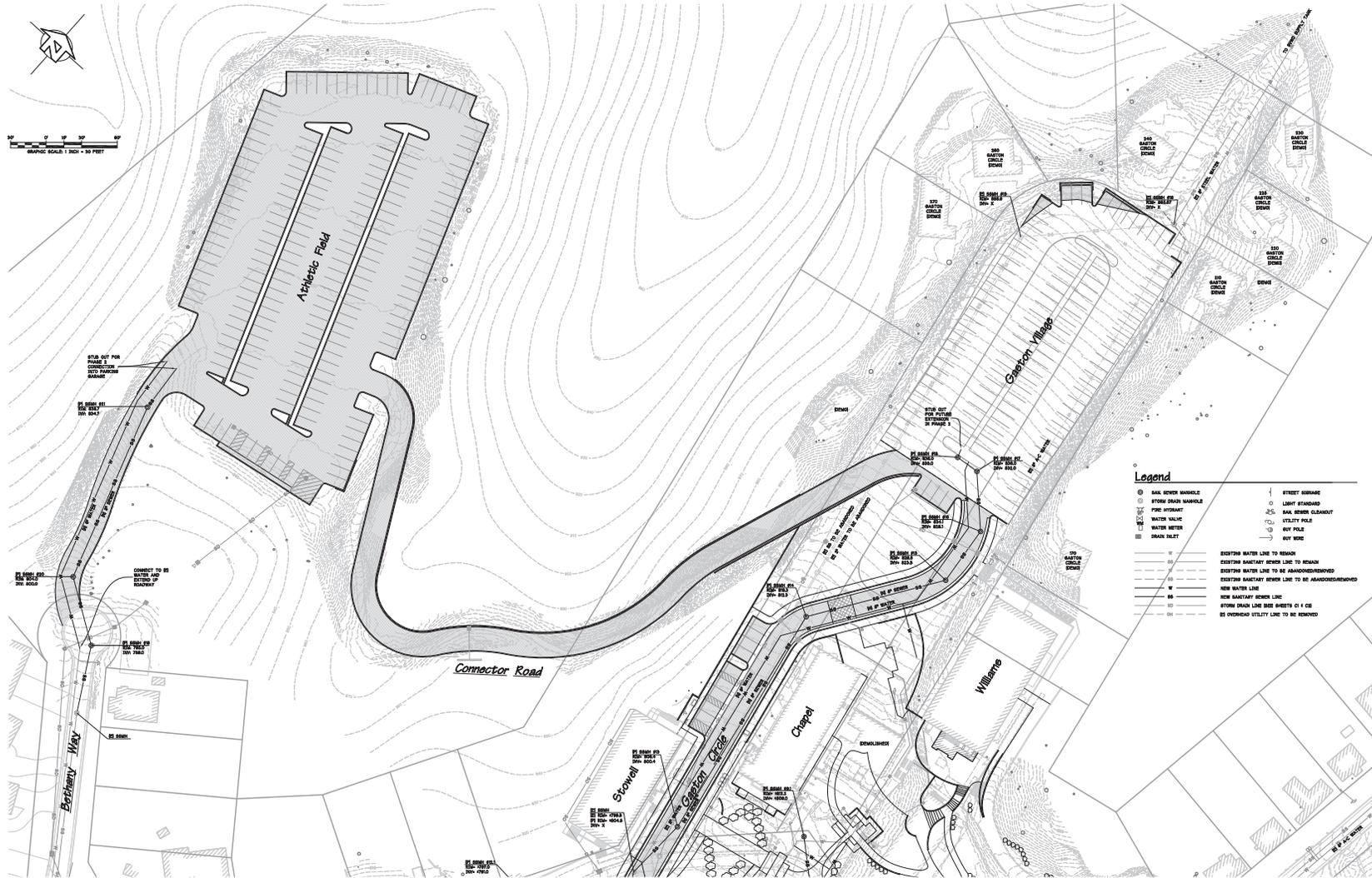


Proposed Impervious Surfaces  
(Impacted by Project)

Post-Development Impervious Surfaces

Source: Ifland Engineers

1440 Center Initial Study



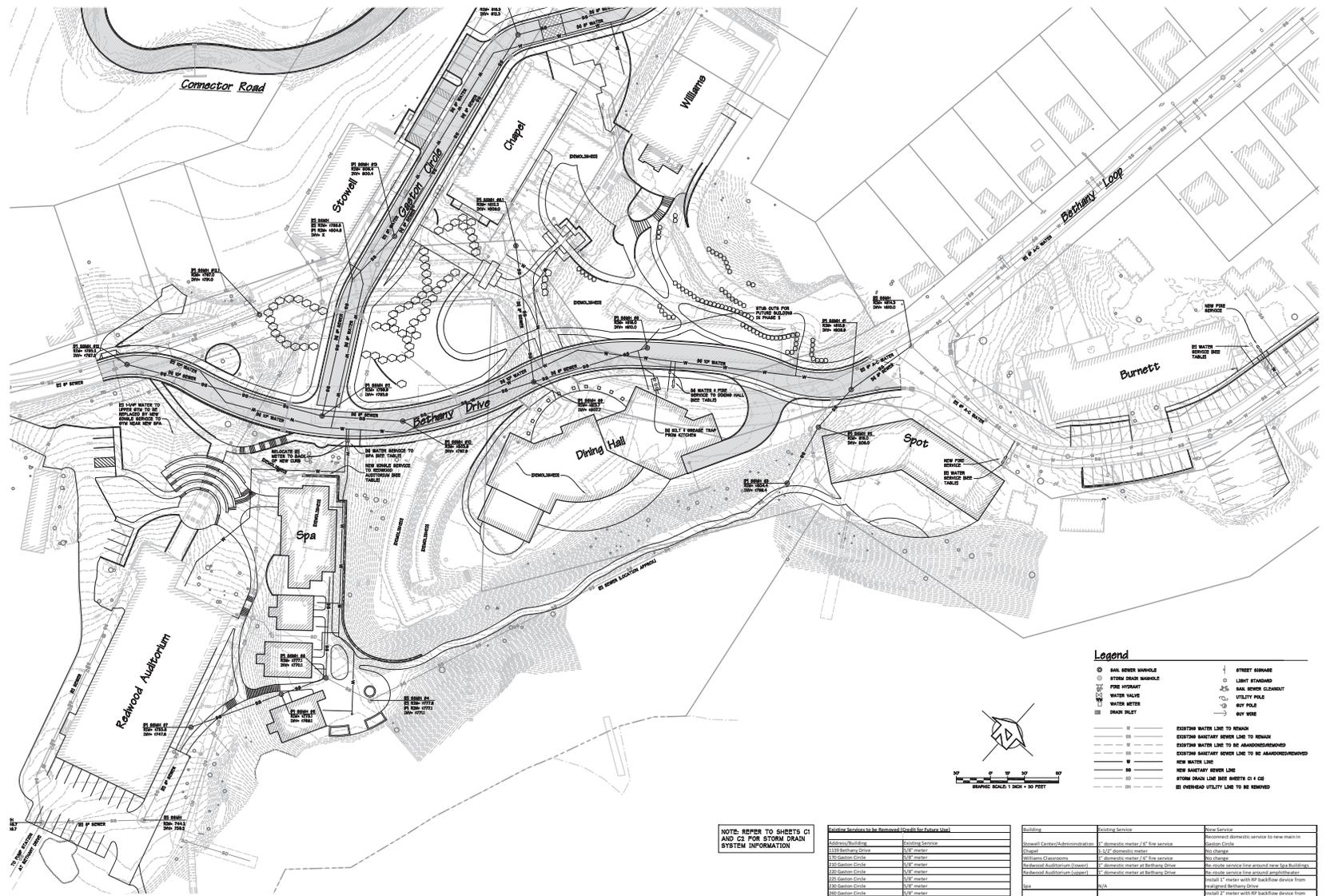
**Legend**

|   |  |   |                    |
|---|--|---|--------------------|
| ⊙ | SAN SEWER MANHOLE                                    | — | STREET SURFACE     |
| ⊙ | STORM DRAIN MANHOLE                                  | — | LIGHT STANDARD     |
| ⊙ | FIRE HYDRANT   | — | SAN SEWER CLEANOUT |
| ⊙ | WATER VALVE  | — | UTILITY POLE       |
| ⊙ | WATER METER  | — | BUY POLE           |
| ⊙ | DRAIN INLET  | — | BUY WIRE           |
| — | EXISTING WATER LINE TO REMAIN                        | — |                    |
| — | EXISTING SANITARY SEWER LINE TO REMAIN               | — |                    |
| — | EXISTING WATER LINE TO BE ABANDONED/REMOVED          | — |                    |
| — | EXISTING SANITARY SEWER LINE TO BE ABANDONED/REMOVED | — |                    |
| — | NEW WATER LINE                                       | — |                    |
| — | NEW SANITARY SEWER LINE                              | — |                    |
| — | STORM DRAIN LINE BBS (BETS) C1 & C2                  | — |                    |
| — | BE (BEHIND) UTILITY LINE TO BE SHOWN                 | — |                    |

NOTE: REFER TO SHEETS C1 AND C2 FOR STORM DRAIN SYSTEM INFORMATION

| Address/Building    | Existing Service | Proposed Service |
|---------------------|------------------|------------------|
| 130 Matthews Drive  | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |
| 130-Garrison Circle | 1/2" meter       | 1/2" meter       |

| Building                      | Existing Service                    | New Service  |
|-------------------------------|-------------------------------------|--|
| Shawell Center/Administration | 2" domestic meter / 6" fire service | Customer Circle  |
| Chemist                       | 1/2" domestic meter                 | No change  |
| Williams Classrooms           | 2" domestic meter / 6" fire service | No change  |
| Richardson Auditorium (Upper) | 2" domestic meter at Matthews Drive | No change service line around new New Building                         |
| Richardson Auditorium (Lower) | 2" domestic meter at Matthews Drive | Install 2" meter with RP backflow device from Richard Matthews Drive   |
| Lab                           | N/A                                 | Install 2" meter with RP backflow device from Richard Matthews Drive   |
| Dining Hall                   | N/A                                 | Install 1/2" meter with RP backflow device from Richard Matthews Drive |
| Health/Club                   | N/A                                 | Install 1/2" meter with RP backflow device from Richard Matthews Drive |
| The Student Residences        | 1" domestic meter / 1" fire service | Upgrade domestic meter to 1-1/2" & install 6" fire service             |
| Summit Hall                   | 1" domestic meter                   | Upgrade domestic meter to 1-1/2" & install 6" fire service             |
| Sumner Hall                   | 1" domestic meter / 1" fire service | N/A in Phase 1   |



Source: Ifland Engineers

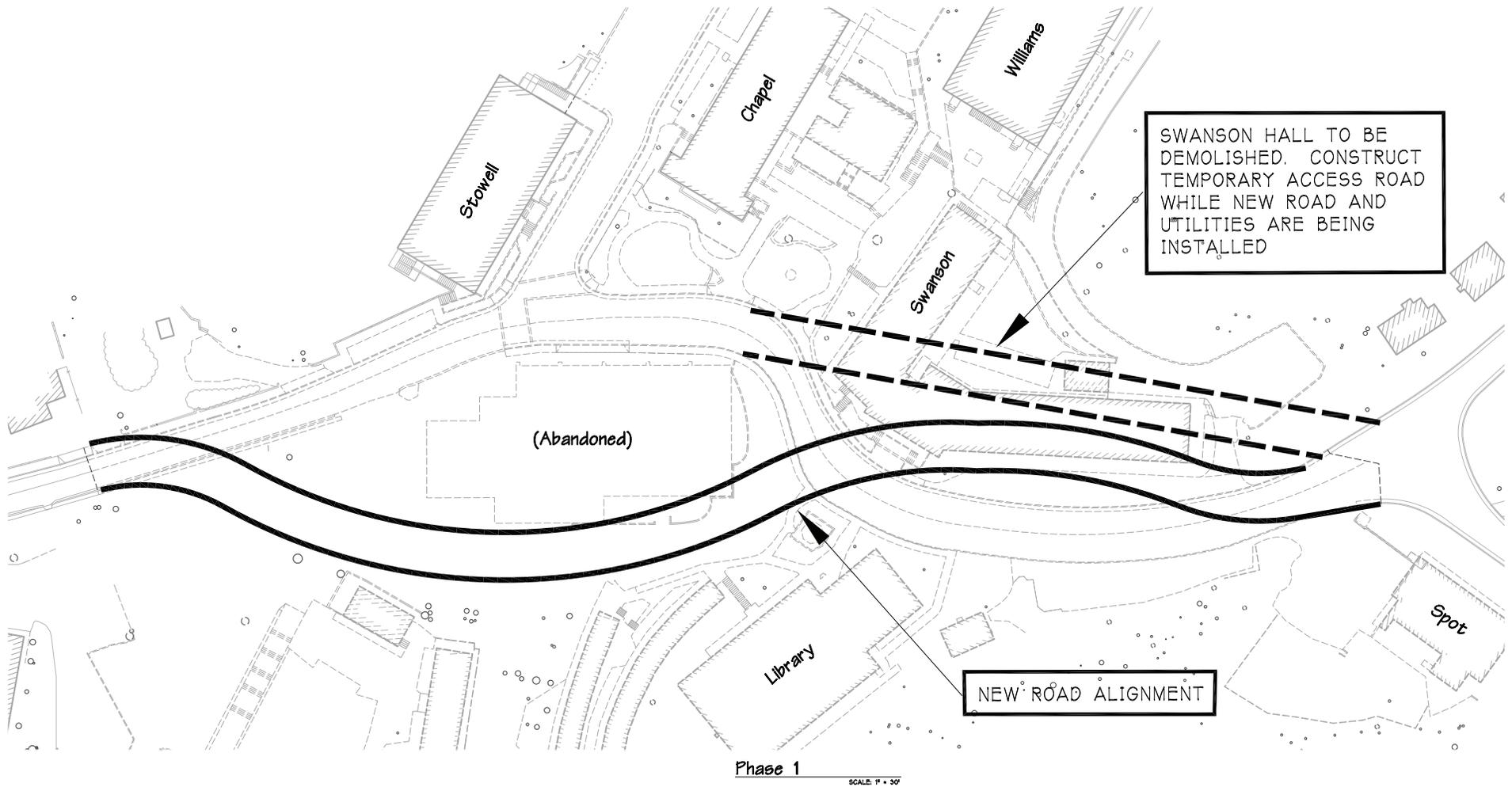
1440 Center Initial Study



Figure 2-19b  
Phase 1 Preliminary Utilities Plan - South Campus



30' 0' 15' 30' 60'  
GRAPHIC SCALE: 1 INCH = 30 FEET



Source: Ifland Engineers

1440 Center Initial Study

### 3.1. Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

|                                     |                          |                                     |                                    |                                     |                                    |
|-------------------------------------|--------------------------|-------------------------------------|------------------------------------|-------------------------------------|------------------------------------|
| <input checked="" type="checkbox"/> | Aesthetics               | <input type="checkbox"/>            | Agriculture and Forestry Resources | <input checked="" type="checkbox"/> | Air Quality                        |
| <input checked="" type="checkbox"/> | Biological Resources     | <input checked="" type="checkbox"/> | Cultural Resources                 | <input checked="" type="checkbox"/> | Geology /Soils                     |
| <input checked="" type="checkbox"/> | Greenhouse Gas Emissions | <input checked="" type="checkbox"/> | Hazards & Hazardous Materials      | <input checked="" type="checkbox"/> | Hydrology / Water Quality          |
| <input checked="" type="checkbox"/> | Land Use / Planning      | <input type="checkbox"/>            | Mineral Resources                  | <input checked="" type="checkbox"/> | Noise                              |
| <input type="checkbox"/>            | Population / Housing     | <input checked="" type="checkbox"/> | Public Services                    | <input type="checkbox"/>            | Recreation                         |
| <input checked="" type="checkbox"/> | Transportation/Traffic   | <input checked="" type="checkbox"/> | Utilities / Service Systems        | <input checked="" type="checkbox"/> | Mandatory Findings of Significance |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| <b><u>I. AESTHETICS.</u></b> Would the project:  |                                |  |                                     |                                     |
| a) Have a substantial adverse effect on a scenic vista?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially degrade the existing visual character or quality of the site and its surroundings?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b><u>2. AGRICULTURE AND FORESTRY RESOURCES</u></b><br>Would the project:  |                                |  |                                     |                                     |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b><u>3. AIR QUALITY.</u></b> Where available, the significance criteria established by the applicable air quality management or air   |                                |  |                                     |                                     |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| pollution control district may be relied upon to make the following determinations. Would the project:   |                                |  |                                     |                                     |
| a) Conflict with or obstruct implementation of the applicable air quality plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?                      | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Expose sensitive receptors to substantial pollutant concentrations?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create objectionable odors affecting a substantial number of people?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>4. BIOLOGICAL RESOURCES:</b><br>Would the project:  |                                |  |                                     |                                     |
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>5. CULTURAL RESOURCES.</b> Would the project:   |                                |  |                                     |                                     |
| a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Disturb any human remains, including those interred outside of formal cemeteries?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>6. GEOLOGY AND SOILS.</b> Would the project:  |                                |  |                                     |                                     |
| a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:   |                                |  |                                     |                                     |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| ii) Strong seismic ground shaking?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| iv) Landslides? (V.Ic- Figure 4.10-3)  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Result in substantial soil erosion or the loss of topsoil?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (V.8)   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>7. GREENHOUSE GAS EMISSIONS.</b> Would the project:   |                                |  |                                     |                                     |
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <b>8. HAZARDS AND HAZARDOUS MATERIALS.</b> Would the project:  |                                |  |                                     |                                     |
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?                                    | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (V.lc-Figure 4.6-1)  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| <b>9. HYDROLOGY AND WATER QUALITY.</b> Would the project:   |                                |  |                                     |                                     |
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?                                   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (V.1C-Figure 4.7-1)   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>10. LAND USE AND PLANNING.</b> Would the project:  |                                |  |                                     |                                     |
| a) Physically divide an established community?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| <b>11. MINERAL RESOURCES.</b> Would the project:  |                                |  |                                     |                                     |
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (V.1)  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>12. NOISE</b> -- Would the project result in:  |                                |  |                                     |                                     |
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>13. POPULATION AND HOUSING.</b> Would the project:   |                                |  |                                     |                                     |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>14. PUBLIC SERVICES.</b>   |                                |  |                                     |                                     |
| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/>            |
| Fire protection?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Police protection?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| Schools?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Parks?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| Other public facilities?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>15. RECREATION.</b>  |                                |  |                                     |                                     |
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>16. TRANSPORTATION/TRAFFIC.</b> Would the project:   |                                |  |                                     |                                     |
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? |                                |  |                                     |                                     |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>17. UTILITIES AND SERVICE SYSTEMS.</b><br>Would the project:   |                                |  |                                     |                                     |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| could cause significant environmental effects?   |                                |  |                                     |                                     |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>18. MANDATORY FINDINGS OF SIGNIFICANCE.</b>   |                                |  |                                     |                                     |
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |



## 3.2. Environmental Analysis

### 3.2.1. Aesthetics

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Eliminate or substantially adversely affect a scenic vista;
- b) Substantially damage scenic resources, including visually prominent trees, rock outcrops, or historic buildings along a state scenic highway;
- c) Substantially degrade the existing visual character or quality of the site and surroundings, i.e., be incompatible with the scale or visual character of the surrounding area; or
- d) Create a new source of substantial light or glare.

#### (a-b) Scenic Views and Resources

##### Environmental Analysis

The project site is located in a heavily forested area and will not be visible from any scenic vistas as identified in the City of Scotts Valley General Plan (Figure OS-1), nor from any state scenic highway. Therefore, construction and operation of the proposed project will have no impact on a scenic vista or scenic resources as viewed from a state scenic highway.

##### Status

No impact.

##### Source(s)

- City of Scotts Valley General Plan.

#### (c) Effects on Visual Character of Site or Surrounding Area

##### Environmental Analysis

The approximately 80 acre project site is located on a heavily wooded hillside that generally slopes north to south. Most of the 26 acres of buildable areas (i.e. areas with a less than 10% slope) lie in the narrow valleys between the hills. Large stands of redwoods exist along the West Branch of Carbonera Creek, which runs along the easterly boundary of the project site. Along the campus edge, the creek valley is 700 feet above sea level, while surrounding ridges reach 1,100 feet in elevation. Site photos of existing conditions on the project site are provided in [Figure 3.2.1a-c: Existing Site Photos](#).

The focus of existing improvements is generally located at the geographic center of the project site. This includes the existing administrative building, the chapel, the unfinished dining hall, the library, Swanson Hall (dormitories), and Williams Hall (classrooms).

The remaining developed areas of the campus are located in three parallel valleys that are connected to the center at their southern ends. The middle valley (Gaston Circle) stretches directly north from the center for 800 feet. Nearly 200 feet wide, this largest buildable area is currently a parking lot for approximately 140 cars. This valley continues directly south from the center downward to Carbonera Creek. Redwood Auditorium and small temporary buildings are located in this area, as well as an outdoor amphitheater on the south side of Carbonera Creek.

The eastern valley contains Bethany Loop, which extends northeast from the center of campus and contains 21 single family residences, 18 of which are associated with the project site. The remaining 5 residences are privately owned. Burnett Hall, a former men's dormitory, is located inside the southwest edge of Bethany Loop.

The third valley is a small two-acre flat area located west of the center of the project site and separated by a hill. This site was previously used for sports activities and excess parking for special events.

There are a number of single-family residents located on the western side adjacent to the project site. These include five houses on Bethany Way and three on Bethany Drive west of Bethany Way. Single-family houses are also located along Tabor Drive, which is a ridge road located north and northwest of the existing sports field.

The proposed project will consist of the remodeling of several existing buildings throughout the campus, as well as the construction of a number of new buildings including a new dining hall, lodging facilities, classrooms, a spa, and administrative facilities. All of remodeled and new buildings will be constructed using wood, stone, and metal finishes representative of a Craftsman architectural style. Earth-toned colors and roofing materials are expected to be used to blend the structures with the surrounding forested environment. None of the new buildings will exceed the maximum height limit of 35 feet as allowed in the Public/Quasi-Public Zoning District.

These buildings will be constructed within a forested area that are generally difficult to see from the surrounding area. Furthermore, proposed development on the site would be consistent with existing development on the site, including the re-use of existing, yet unused, buildings and facilities on the site.

Construction of proposed project improvements on the project site will require the removal of 273 trees. Of the total 273 trees, 152 trees are required for removal due to construction impacts associated with the project. The remaining 121 trees are diseased, fallen, or structurally unsound and have been recommended for removal to eliminate

risk to future users of the site. The location of trees to be retained and removed are shown described and shown in detail maps in [Appendix C – Tree Resource Analysis / construction Impact Assessment](#).

As described in [Section 2.13. Tree Protection and Removal](#), compensation for tree removal, including preservation and protection of trees and payment by the applicant of a retention bond to the City, are conditions of the proposed project. Furthermore, the implementation of procedures as defined in [Appendix C – Tree Resource Analysis / construction Impact Assessment](#), including the implementation of special treatments, tree maintenance and adherence to City tree preservation specifications, will be implemented by the applicant as components of the proposed project. However, Mitigation Measure BIO-4 will apply to the project to further reduce potential on-site impacts to trees. For a further discussion of potential impacts to on-site biological resources, see [Section 3.2.4. Biological Resources](#).

#### *Proposed Parking Garage*

As part of Phase 2, the proposed project will include the construction of a two-story, three-level parking garage. The main portion of the garage will be approximately 20 feet in height. Corner towers to accommodate pedestrian stairways will be approximately 33 feet in height at the peak of roof (see [Figure 2-14: West Field Parking Garage Elevations](#)).

The proposed garage will be constructed roughly at-grade (elevation 850 feet) in a “bowl”, surrounded on the west, north, and south sides by a steep forested hill side. Single-family residential houses are located to the west and north on Tabor Drive. These homes will be elevated above the garage at elevation 910 feet (approximately 60 feet above the garage grade) on the west side and elevation 980 feet (approximately 130 feet above the garage grade) on the north side.

Given the height differences, the fact that the existing sport field is surrounded by tall trees which will remain, and the proposed garage will not be visible from a public vantage point such as a public roadway (as prescribed by CEQA), the proposed garage will not result in a significant degradation of the visual character of the surrounding area and visual impacts associated with the proposed garage will be less than significant.

#### Status

Less than significant.

#### Source(s)

- City of Scotts Valley General Plan (Figure OS-1).
- Project Application/Project Site Plans.

**(d) Create a New Source of Substantial Light or Glare**

Environmental Analysis

Exterior project lighting will consist of wall and pole mounted fixtures around the perimeters of buildings and parking areas on the site. City conditions requiring that exterior lighting be the minimum necessary for security purposes, and that all exterior lighting be downward facing and not directly visible from adjacent properties, will be applicable to all development proposed on the site. Exterior lighting exists on the project site and post-project conditions will not substantially alter lighting on the site. The introduction of new lighting to the project site will primarily be located in the area designated as the West Field parking lot. Currently, this area of the project site is level, cleared of vegetation, and was previously used for recreational uses associated with Bethany College.

Phase 1 of the proposed project would convert this area into paved surface parking, and Phase 2 would replace this surface parking area with the construction of a two-story parking garage. New security lighting would be installed for both parking areas. However, based on existing topography and vegetation for this area of the project site, which essentially creates a “bowl-like” setting, the area is not currently and will not be visible post-project from Tabor Drive or private residences north of the project site.

Furthermore, City conditions will require that exterior lighting be the minimum necessary for security purposes and that all exterior lighting be downward facing. Based on the existing setting on the project site and required City conditions, impacts would be less than significant and no additional mitigation is required.

Status

Less than significant.

Source(s)

- Project applicant plans.

(1) Existing Inter-Site Structures on Bethany Drive, looking east



(2) Existing Inter-Site Structures on Bethany Drive, looking west



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(3) Existing Inter-Site Buildings



(4) Existing Gaston Circle Parking Area



(5) Existing Auditorium



(6) Existing Upper Field, looking northwest



### 3.2.2. Agriculture and Forestry Resources

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Convert prime farmland, unique farmland or farmland of state importance to nonagricultural uses;
- b) Conflict with existing zoning for agricultural use or a Williamson Act contract;
- c) Conflict with existing zoning for, or cause rezoning of, forest land;
- d) Result in the loss of forest land or conversion of forest land to non-forest use; or
- e) Involve other changes to the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

#### Environmental Analysis

The project site is located within a developed residential area of the City of Scotts Valley. The project site does not contain prime or other agricultural lands as mapped on the State Farmland Mapping and Monitoring Program. The site is not designated for agricultural uses in the City's General Plan, and is not located adjacent to agricultural lands. The project site is not zoned Timberland Preserve, and existing trees on the project site are not considered timber resources. Thus, the proposed project will not result in conversion of agricultural or forest lands or lead to conversion of agricultural or forest lands.

#### Status

No impact.

#### Source(s)

- City of Scotts Valley General Plan– Open Space and Conservation Element.
- California State Farmland Mapping and Monitoring Program, Available: <http://www.conservation.ca.gov/dlrp/FMMP/Pages/Index.aspx>



### 3.2.3. Air Quality

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Conflict with or obstruct implementation of the applicable air quality plan;
- b) Violate any air quality standards or contribute substantially to an existing or projected air quality violation?
- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- d) Expose sensitive receptors to substantial pollution concentrations; or
- e) Create objectionable odors affecting a substantial number of people.

#### **(a) Consistency with Air Quality Plans**

##### Environmental Analysis

The 1991 AQMP for the Monterey Bay Area was the first plan prepared in response to the California Clean Air Act of 1988 that established specific planning requirements to meet the ozone standard. The current AQMP, adopted in 2008, is the fifth update to the 1991 AQMP.

The air basin is a nonattainment area for the State Ambient Air Quality Standards for both ozone and inhalable particulate matter (PM<sub>10</sub>). The AQMP addresses only attainment of the state ozone standard. Attainment of the state PM<sub>10</sub> standard is addressed in the District's Particulate Plan, which was adopted in December 2005.

Maintenance of the national eight-hour standard for ozone is addressed in the District's "Federal Maintenance Plan for the Monterey Bay Region," which was adopted in March 2007 and also is summarized below.

The 2008 AQMP includes an updated air quality trends analysis, which now reflects both the 1- and eight-hour standards, as well as an updated emission inventory. The inventory includes stationary sources, area-wide sources, and mobile sources. The emissions forecasts consider growth factors such as population, housing, employment, industrial output, vehicle miles traveled, etc., developed by state and local agencies such as the Association of Monterey Bay Area Governments (AMBAG). These growth factors are used to estimate forces which increase emissions, while "control factors" estimate the offsetting effect of emissions controls (Monterey Bay Unified Air Pollution Control District, August 2008).

The AQMP indicates that, despite a significant overall increase in population of over 360,000 persons within the North Central Coast Air Basin (NCCAB) between 1990 and 2030 (59 percent increase), emissions are expected to decrease by over 130 tons/day (55 percent decrease). This demonstrates a major success for regional control strategies in that despite a significant increase in population, emissions are expected to decline significantly. This is largely due to reductions in tail-pipe emissions from motor vehicles, as well as the application of clean air technologies on power plants (Monterey Bay Unified Air Pollution Control District, August 2008).

Given the fact that the proposed project will not increase the population and will not result in an increase in average daily (traffic) trips as compared to the baseline conditions when Bethany University was in operation, the proposed project will be consistent with AQMP.

#### Status

No impact.

#### Source(s)

- Monterey Bay Unified Air Quality Pollution Control District, Air Quality Management Plan, 1991.

#### **(b-c) Project Emissions**

##### Environmental Analysis

Federal and state ambient air quality standards (AAQS) address six criteria pollutants, including ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, fine particulate matter (both PM<sub>10</sub> and PM<sub>25</sub>, which refer to particles less than 10 microns and 2.5 microns, respectively), and lead. The state standards, which are generally more stringent than the federal standards, apply to the same pollutants as the federal standards do, but also include sulfate, hydrogen sulfide, and vinyl chloride.

The North Central Coast Air Basin (NCCAB), in which the project site is located, is under the jurisdiction of the MBUAPCD and includes Santa Cruz, Monterey and San Benito Counties. The NCCAB is currently in attainment for the federal PM<sub>10</sub>, ozone, nitrogen dioxide, sulfur dioxide, and carbon monoxide standards and is unclassified or in attainment for the federal PM<sub>25</sub> and lead standards. The basin is designated non-attainment for the state ozone and PM<sub>10</sub> standards, and is in attainment for all other state standards, except for carbon monoxide for which it is unclassified.

##### *Construction Emissions*

Demolition, excavation, and construction could result in generation of dust and PM<sub>10</sub> emissions. According to MBUAPCD's "CEQA Air Quality Guidelines" (as updated in June 2008), 8.1 acres could be graded per day with minimal earthmoving, or 2.2 acres per

day with grading and excavation, without exceeding the MBUAPCD's PM<sub>10</sub> threshold of 82 lbs./day.

The project site is approximately 80 acres and only about 26 acres is developable given the topography. Grading activities during Phase 1 will be limited to 10 acres in total and will occur over a three month period.<sup>1</sup> Grading activities will include the re-alignment of Bethany Way, regarding of existing building pads of existing structures, and grading for building pads for new structures.

Grading activities during Phase 2 will be limited to five acres in total and also occur over a three month period. This grading will occur in two stages. The first stage will be to regard the Gaston Circle parking lot to accommodate the additional lodging facilities. The second (separate) stage will be to grade the existing athletic field to construct the West Field Parking Garage.

Given the site's topography, limited areas for construction activity, and three month construction schedule for each Phase, grading activity will not exceed 2.2 acres per day and therefore will be consistent with MBUAPCD's "CEQA Air Quality Guidelines" (as updated June 2008).

During grading and construction activities, dust will be generated. Most of the dust will result during grading activities. The amount of dust generated will be highly variable and is dependent on the size of the area disturbed at any given time, amount of activity, soil conditions and meteorological conditions. Typical winds during late spring through summer are from the southwest. Given the relatively small amounts of grading that will occur on any given day, PM<sub>10</sub> will not exceed the MBUAPCD threshold of 82 pounds per day.

Construction exhaust emissions of ozone precursors VOC and NO<sub>x</sub> will be generated by both onsite activities, including diesel equipment such as dozers, tractors, graders, and pavers, and offsite activities due to materials hauling, and worker and vendor trips. However, based on MBUAPCD CEQA Guidelines, exhaust emissions from these typical construction activities will not result in a significant impact because their emissions are already accounted for in the emissions inventories of the state- and federally-required air plans. Therefore, emissions will not have a significant impact on the attainment and maintenance of the ozone AAQS.

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<sup>1</sup> 1440 Center Phase 1 & Phase 2 Construction Questionnaires, as prepared by Kimley Horn and submitted by applicant dated March 5, 2014.

### *Operational Emissions*

Once construction has been completed, the proposed project will not result in stationary source emissions. Operational emissions will be associated with indirect mobile emissions generated by project traffic.

### Status

Less than significant impact.

### Source(s)

- Monterey Bay Unified Air Quality Pollution Control District, CEQA Air Quality Guidelines, 2008.

### **(d) Expose Sensitive Receptors to Pollutant Concentrations**

#### Environmental Analysis

The project site is surrounded primarily by single-family residential and forested open space. Single-family residential is located along Bethany Drive from Scotts Valley Drive, Bethany Way, and on Tabor Drive. Single-family residential is also located on Bethany Loop and a commercial business (OptekUSA) and a daycare (Early Childhood Learning Center) are located along Bethany Drive, near the entrance to the project site. These land uses represent sensitive receptors located within the vicinity of the project site.

For CEQA purposes, a sensitive receptor is generically defined as any residence, including private homes, condominiums, apartments, and living quarters; education resources such as preschools and kindergarten through grade twelve (k-12) schools; daycare centers; and health care facilities such as hospitals or retirement and nursing homes.

As indicated above, the proposed project will not result in the generation of substantial stationary emissions after the completion of construction activities on the site. Thus, the proposed project will not expose sensitive receptors to substantial pollutant concentrations. However, potential exposure to diesel particulate matter and asbestos is discussed below.

#### *Diesel Particulate Matter*

Diesel particulate matter was identified as a toxic air contaminant (TAC) by the State of California in 1998. Diesel exhaust is emitted from a broad range of on- and off-road diesel engines. Following the identification of diesel as a TAC, the California Air Resources Board (CARB) developed a comprehensive strategy to control diesel PM emissions. The “Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles”—a document approved by ARB in September 2000—set goals to reduce diesel PM emissions in California by 75% by 2010 and 85% by 2020. This objective will be achieved by a combination of approaches (including emission regulations for new diesel engines and low sulfur fuel program).The Diesel Risk

Reduction Plan includes measures for various categories of in-use on- and off-road diesel engines, which are generally based on the following types of controls:

- a) Retrofitting engines with emission control systems, such as diesel particulate filters or oxidation catalysts;
- b) Replacement of existing engines with new technology diesel engines or natural gas engines; and
- c) Restrictions placed on the operation of existing equipment.

Once the Diesel Risk Reduction Plan was adopted, the CARB started developing PM emission regulations for a number of categories of in-use diesel vehicles and equipment. In July 2007, the CARB adopted regulations for in-use, off-road diesel vehicles that will significantly reduce particulate matter emissions by requiring fleet owners to accelerate turnover to cleaner engines and install exhaust retrofits.

Demolition, excavation, grading and project construction activities on the project site could involve the use of diesel trucks and equipment that will emit diesel exhaust, including diesel particulate matter, which is classified as a toxic air contaminant. It is possible that a short-term impact could occur from the project due to the localized concentration of diesel exhaust from construction equipment adjacent to sensitive receptors (i.e., residences). Residents will be exposed to construction-related diesel emissions, but demolition and grading will be the primary activities that will use diesel equipment, and these activities will be of temporary and of short-term duration. Furthermore, compliance with state regulations regarding diesel equipment will substantially reduce diesel emissions. Thus, potential exposure to adjacent residents is considered a less than significant impact as further discussed below.

The MBUAPCD's CEQA Guidelines indicate that temporary emissions of a carcinogenic toxic air contaminant that can result in a cancer risk greater than one incident per 100,000 population is considered significant. The CARB does not have a specific threshold of significance for diesel exhaust, although assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Health Risk Assessments are typically conducted for areas that will expose sensitive receptors to high concentrations of diesel particulate over a long period of time. Per the California Office of Environmental Health Hazard Assessment (OEHHA) and California Air Pollution Control Officers Association (CAPCOA) guidelines, estimating cancer risk for diesel particulate matter is typically not required for construction activities as they occur for a short period of time and, therefore, will not measurably increase cancer risk.

Project construction-related diesel emissions will be of limited duration (i.e., primarily during demolition and grading) and temporary. Project excavation and construction activities that will utilize diesel-powered equipment will expose receptors to possible diesel exhaust for a limited number of days out of a 70-year (365 day per year, 24-hour per day) period. Because exposure to diesel exhaust will be well below the 70-year

exposure period, and given the limited and short-term duration of activities that will use diesel equipment, construction-related diesel emissions are not considered significant.

Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. The MBUAPCD's CEQA Guidelines also indicate that reductions in particulate emissions of up to 85% could result with retrofitting of diesel equipment. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location. Thus, the project will not expose sensitive receptors to substantial pollutant concentrations, and potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact.

Although mitigation measures are not required, the following Condition of Approval is recommended based on past determinations by the MBUAPCD, which have indicated that a diesel exhaust risk assessment will not be necessary if all construction equipment and trucks are retrofitted with diesel particulate filters, catalytic converters or other means are employed to eliminate or significantly reduce diesel emissions.

*Recommended Condition of Approval:* Require construction equipment to use 2003 or later models for all onsite heavy-duty equipment during grading activities or install oxidation catalysts on heavy-duty equipment or use equipment that uses biodiesel fuel to minimize emission of diesel exhaust on all onsite equipment used during grading activities.

### *Asbestos Exposure*

Existing state, federal and local regulations require demolition activities to minimize asbestos released into the air. The National Emissions Standards for Hazardous Air Pollutants (NESHAPS) as set forth in the Code of Federal Regulations—40CFR61, is designed to prevent “visible emissions” of asbestos when buildings are renovated or demolished. Under federal law, a building must be inspected for asbestos prior to demolition or renovation, and federal and state agencies must be notified prior to demolition. According to the California Air Resources Control board, removal and disposal of asbestos procedures and controls must be specified in the notification form.

The MBUAPCD enforces the Asbestos NESHAP regulation with authority delegated by the U.S. EPA. Rule 424 adopts the Federal Asbestos NESHAP by reference. Surveys for asbestos must be conducted prior to demolition or renovation activities that will disturb materials that might contain asbestos. A copy of the asbestos survey must be included with the required notification to the District, which also collects fees for demolition and/or renovation activities which are subject to the Asbestos NESHAP. Rule 306 includes a fee schedule based on the type of NESHAP activity being conducted.

The asbestos NESHAP specifies work practices to be followed during demolition of all structures that contain, or may contain asbestos. These work practices have been designed to effectively reduce airborne asbestos to safe levels, and the project must comply with the NESHAP. NESHAP specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

Phase 1 of the proposed project will include the demolition of administrative space, classrooms, residence halls, and single-family homes on the project site; Phase 2 of the proposed project will not include the demolition of any existing on-site buildings. It is not known whether the existing buildings on the site to be demolished contain asbestos or lead paint. With implementation of required EPA, CARB, and MBUAPCD regulations, airborne asbestos will not be generated in unhealthy amounts during demolition activities and impacts will be less than significant. Although no mitigation measures are required as a significant impact has not been identified, the following project condition of approval is recommended to demonstrate compliance with these regulations.

**Recommended Condition of Approval:** Require proof of MBUAPCD Notification (and asbestos surveys) prior to issuance of demolition permit. Any building materials classified as hazardous materials will be disposed of in conformance with Federal, State, and local laws.

#### **Status**

Less than significant.

#### **Source(s)**

- California Office of Environmental Health Hazard Assessment (OEHHA), Air Toxics Hot Spots Program Risk Assessment Guidelines, 2003.
- Monterey Bay Unified Air Quality Pollution Control District, CEQA Air Quality Guidelines, 2008.

#### **(e) Odors.**

##### **Environmental Analysis**

According to the MBUAPCD CEQA Guidelines (2008), land uses associated with odor complaints typically include landfills, agricultural uses, wastewater treatment plants, food processing plants, chemical plants, refineries, and landfills. The proposed project

does not include any uses associated with odors. Therefore, the project will have no impact.

Status

No impact.

Source(s)

- Monterey Bay Unified Air Quality Pollution Control District, CEQA Air Quality Guidelines, 2008.

### 3.2.4. Biological Resources

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Have a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- d) Interfere substantially with the substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites;
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- f) Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan.

#### **(a-e) Special Status Species, Sensitive Habitats and Wildlife Movement**

##### Environmental Analysis

The *1440 Center Biological Report* was prepared for the proposed project by Biotic Resources Group (July 2014), which is included as [Appendix B](#).

##### *Special Status Plant Species*

No special status species have been recorded for the project area and none were observed during surveys in March, May, and July 2014. An evaluation of site habitats and growing conditions concluded that there is very low potential for species status species to occur on site. The Biological Report concluded that no impact to species status plant species will occur, because no individuals of these species were observed.

##### *Special Status Animal Species*

The Biological Report concluded that roosting bats and/or woodrats may occur in the mixed evergreen forest areas of the project site. Nesting birds (protected by the federal Migratory Bird Treaty Act) may occur within the Coastal Redwood and mixed evergreen

forests. Removal of trees and understory vegetation has the potential to injure or kill roosting bats, Woodrats or nesting birds. These potential impacts will be reduced to less than significant levels with implementation of the follow mitigation measures:

#### Mitigation Measures

- MM BIO-1: ***Protection of Roosting Bats.*** The applicant shall hire a qualified bat biologist to assess trees scheduled for removal for the presence of roosting bats no more than 30 days prior to removal of any on-site trees. If roosting bats are observed, the biologist will prepare a plan in coordination with the California Department of Fish and Wildlife to allow bats to leave the roost, but not return by use of exclusion devices if necessary.
- MM BIO-2: ***Protection of Nesting Birds.*** The applicant shall schedule all on-site tree removal, and grading for the west field parking garage and access road, to occur between August 15 and February 1 of any given year to avoid the bird nesting season. If this schedule is not practical, the applicant shall hire a qualified biologist to conduct preconstruction nesting bird surveys no more than two weeks prior to removal of trees and grading for the west field parking garage and access road. If nesting birds are observed, the biologist will establish a buffer zone where no tree removal or grading will occur until the biologist confirms that all chicks have fledged. The buffer zone may vary from 50 to 250 feet, depending upon the species of bird and exposure of the nest site.
- MM BIO-3: ***Protection of Woodrats.*** The applicant shall hire a qualified biologist to survey the mixed evergreen forest along the route of the proposed Connector Road between on-site parking areas for the presence of woodrat nests. If woodrat nests are observed along the alignment, the biologist will prepare a plan in coordination with California Department of Fish and Wildlife to minimize impacts to woodrats. For example, the nest may be disassembled by hand to allow any woodrats present to escape, the nest may be relocated (if possible), or man-made woodrat nests may be constructed well outside the impact area to replace nests affected by the construction.

#### *On-site Habitat*

The project area does not support any riparian habitat, drainages or creeks subject to California Department of Fish and Wildlife (CDFW) jurisdiction. No regulated habitats would be affected by the proposed project; however, the project would involve building and other campus renovations within coast redwood forest, an imperiled habitat as defined by CDFW. Approximately 273 trees from the redwood forest and mixed evergreen forest would be removed to accommodate the project, as per the arborist

report. Construction may also occur within the drip line of trees to remain. This potentially significant impact will be reduced to a less than significant level with implementation of the mitigation measure identified below.

#### Mitigation Measures

MM BIO-4: ***Protection of On-Site Trees.*** The applicant shall implement all measures contained within the project's arborist report for the avoidance and mitigation for tree removal. Measures include implementing a tree protection plan, maintenance of trees to remain, and implementing a tree replacement program. Measures from arborist report shall be incorporated into the final project design and construction documents for each phase of the project.

#### *Wetlands*

The project area does not include any water or wetland features subject to the California Regional Water Quality Control Board or US Army Corps of Engineers jurisdiction. No impacts to protected wetlands will occur.

#### *Migratory Wildlife Corridors*

The project will not interfere with the movement of any native resident or migratory fish or wildlife species, interfere with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. The project is located within a largely developed site, and therefore, will not create significant impacts to these wildlife habitats.

#### Status

Less than significant with mitigation.

#### Source(s)

- Biotic Resources Group, *1440 Center Biological Report*, July 2014.
- James P. Allen & Associates, *Tree Resource Analysis/Construction Impact Assessment*, June 2014.
- City of Scotts Valley, *City of Scotts Valley General Plan*, 1994.

#### **(f) Habitat Conservation Plans**

##### Environmental Analysis

There are no adopted Habitat Conservation or Natural Community Conservation Plans in the project vicinity. Therefore, construction and operation of the proposed project would have no adverse impacts on a Habitat Conservation or Natural Community Conservation Plan.

Status

No impact.

Source(s)

- City of Scotts Valley General Plan.
- Biotic Resources Group, Biological Report, July 2014.

### 3.2.5. Cultural Resources

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Cause a substantial adverse change in the significance of an historic resource pursuant to Section 15064.5 of the State CEQA Guidelines. A “substantial adverse change in the significance of an historical resource” means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired. The significance of an historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources or local register of historical places;
- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5;
- c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature; or
- d) Disturb any human remains, including those interred outside of formal cemeteries.

#### (a) Historical Resources

##### Environmental Analysis

There are no designated historical resources located on the project site. Therefore, construction and operation of the proposed project would have no adverse impacts on historical resources.

##### Status

No impact.

##### Source(s)

- City of Scotts Valley General Plan.

#### (b) Archaeological Resources

##### Environmental Analysis

There are no known archaeological resources located on the project site; however, the City of Scotts Valley General Plan indicates that the site is located within an area of archaeological sensitivity. For proposed development in designated areas of

archaeological sensitivity, City regulations require all grading activities on a site to be monitored by a qualified archaeologist. As identified in [Section 2.14.1. Project Conditions of Approval](#) of this Initial Study, conditions of approval for the project require on-site monitoring by a qualified archaeologist for all proposed grading on the site. As applicable conditions have been incorporated into the project, no further mitigation is required. Potential impacts to archaeological resources are considered to be less than significant.

Status

Less than significant.

Source(s)

- City of Scotts Valley General Plan.

**(c) Paleontological Resources**

Environmental Analysis

Although there are no known paleontological resources on the project site, the site contains areas underlain by Santa Cruz Mudstone and Santa Margarita Sandstone, which are soil formations considered to be sensitive for potential paleontological resources. As identified in [Section 2.14.1. Project Conditions of Approval](#) of this Initial Study, conditions of approval for the project require on-site monitoring by a qualified paleontologist for all proposed grading on the site. As applicable conditions have been incorporated into the project, no further mitigation is required. Potential impacts to paleontological resources are considered to be less than significant.

Status

Less than significant.

Source(s)

- City of Scotts Valley General Plan.

**(d) Human Remains**

No known human remains are located on the project site; however, project conditions of approval include proper protocols to be followed in the event of the discovery of human remains on the project site. Therefore, potential impacts are considered less than significant and no mitigation is required.

Status

Less than significant.

Source(s)

- City of Scotts Valley General Plan.

### 3.2.6. Geology and Soils

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
  - ii. Strong seismic ground shaking?
  - iii. Seismic-related ground failure, including liquefaction?
  - iv. Landslides?
- b) Result in substantial soil erosion or the loss of topsoil;
- c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse;
- d) Be located on expansive soil, as defined in Table 18-1 of the Uniform Building Code (1994), creating substantial risks to life or property; (V.8) or
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

#### **(a-i) Fault Rupture**

##### Environmental Analysis

A Geotechnical and Geologic Investigation was prepared for the project by Pacific Crest Engineering, Inc. (April 2014), which is [Appendix D](#). The reports conclude that the project can be developed as proposed, providing that the project design abides by all recommendations provided in the reports. Recommendations provided in the reports will be required project conditions of approval.

The project site is not located within a State of California Alquist-Priolo Earthquake Fault Zone and no known fault traces cross the site. However, the project site is located approximately 3.5 miles and 7 miles from the closest mapped active or potentially active Zayante-Vergeles and San Andreas Faults, respectively. As no known faults are located on the site, the potential for ground surface fault rupture at the project site is low.

### Status

Less than significant.

### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

### **(a-ii) Ground Shaking**

#### Environmental Analysis

The project site is located approximately 3.5 miles and 7 miles from the closest mapped active or potentially active Zayante-Vergeles and San Andreas Faults, respectively. Considering the proximity of the project site to known active or potentially active faults, during significant earthquake events strong seismic shaking is expected to occur on the project site and this represents a potentially significant impact.

Structures founded on thick soft soil deposits are more likely to experience more destructive shaking, with higher amplitude and lower frequency, than structures founded on bedrock. Generally, shaking will be more intense closer to earthquake epicenters. Thick soft soil deposits large distances from earthquake epicenters, however, may result in seismic accelerations significantly greater than expected in bedrock. Structures built in accordance with the latest edition of the California Building Code (CBC) have an increased potential for experiencing relatively minor damage during strong seismic events. The seismic design of the project will be based on the 2013 California Building Code (CBC) as it has incorporated the most recent seismic design parameters.

The recommendations of the Geotechnical and Geologic Investigation prepared for the project are intended to reduce the potential for structural damage to an acceptable risk level on the site from ground shaking. The recommendations will be incorporated into the design of the project as project conditions and will reduce potential ground shaking impacts to a less than significant level.

However, to provide an adequate level of information to properly design and engineer future on-site development, for both Phase 1 and Phase 2 of the project, consistent with statutory requirements and the City's Building code, a design-level geotechnical is required to be submitted to the City prior to the issuance of building permits for the site. In addition, the proposed project would be required to comply with all CBC requirements with regard to the design and construction or installation of structures and improvements with regards to resisting damaging forces of seismic ground shaking. Therefore, implementation of the following mitigation measure will ensure the proposed project will not expose people or structures to potential substantial adverse ground shaking effects and would reduce this potentially significant impact to a less than significant level.

### Mitigation Measure

MM GEO-1: ***Preparation of Design-Level Geotechnical Report.*** The project applicant shall consult with a registered geotechnical engineer to prepare a design-level geotechnical investigation that incorporates the recommendations in the Geotechnical and Geologic Investigation by Pacific Crest Engineering, Inc. (April 2014). The design-level geotechnical report shall address, but not be limited to, site preparation and grading, building foundations, and CBC seismic design parameters. A design-level geotechnical report shall be prepared and submitted in conjunction with Building Permit application(s) and reviewed and approved by the City for each phase (Phase 1 and Phase 2) of the project. Recommendations from the design-level geotechnical report shall be incorporated into the final project design and construction documents for each phase of the project.

### Status

Less than significant with mitigation.

### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

### **(a-iii) Liquefaction**

#### Environmental Analysis

Soil liquefaction is a process that earthquake activity may cause when saturated soils lose their strength because of the buildup of excess pore water pressure during cyclic loading. Liquefaction tends to occur in loose, saturated fine grained sands, coarse silts or clays with a low plasticity. The Geotechnical and Geologic Investigation prepared for the project identified the project site as having a low potential for liquefaction, based on review of regional liquefaction maps and soil boring samples extracted from various locations of the project site. Given the lack of a shallow groundwater table, in conjunction with the lack of loose sandy material and the presence of weathered and competent bedrock at relatively shallow depths, the Geotechnical and Geologic Investigation determined a low potential for liquefaction to occur on the site during seismic events. The impact is, therefore, less than significant and no mitigation is required.

### Status

Less than significant.

### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

## **(a-iv) Landslides**

### Environmental Analysis

The Geotechnical and Geologic Investigation prepared for the project identified landslide or debris flow failures on ridges and slopes in and in the vicinity of the project site. The report concludes that with incorporation of recommendations included in the report as conditions of the project, construction of the project will avoid significant impacts. However, the report identified specific areas proposed for development related to Phase 2 of the project which could be specifically vulnerable to landslide and debris flow failures. Additional geotechnical investigation will be required prior to construction of Phase 2 of the project to more adequately characterize potential hazards and develop supplemental design and mitigation recommendations for proposed Phase 2 development areas.

Future development within the project sit will be required to comply with the City's building code, regulations of the CBC, and the City's standard engineering practices and design criteria. In addition, Mitigation Measure GEO-1 would require that the project applicant prepare a design-level geotechnical report, which will address potential landslide and debris flow hazards and reduce this potentially significant impact to a less than significant level.

### Status

Less than significant with mitigation.

### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

## **(b) Erosion or Loss of Topsoil**

### Environmental Analysis

Implementation of the proposed project may result in soil erosion or the loss of topsoil during short-term construction activities within the project site. This represents a potentially significant impact. Earth-disturbing activities (e.g. grading and excavation) associated with construction of the proposed project have the potential to increase erosion and loss of topsoil on the site if proper sedimentation and erosion control measures are not pursued. Preliminary grading estimates are 16,530 cubic yards of excavation (i.e. cut) and 14,415 cubic yards of fill. The remaining 2,115 cubic yards will be exported from the site.

The Geotechnical and Geologic Investigation report prepared for the proposed project indicates the site's surface soils as having a moderate potential for erosion to occur, especially within sloped areas of the project site. Therefore, erosion control measures will be required to be implemented during all construction activities on the project site.

Recommendations for erosion control measures have been identified in the project's Geotechnical and Geologic Investigation which would reduce potential impacts from construction activities on the project site. Additionally, future development within the project site will be required to comply with City's standard engineering practices, development standards, and design criteria. However, to ensure potential impacts are not significant, Mitigation Measure GEO-1 will require that the project applicant prepare a design-level geotechnical report, which will address potential erosion and topsoil hazards and reduce this potentially significant impact to a less than significant level. (For further discussion of drainage and stormwater runoff impacts of the proposed project, please see [Section 3.2.9 Hydrology and Water Quality](#).)

#### Status

Less than significant with mitigation.

#### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

#### **(d) Expansive Soils**

##### Environmental Analysis

According to the project's Geotechnical and Geologic Investigation, implementation of the proposed project would include future development within an area that may experience expansive soils. This is a potentially significant impact. A design-level geotechnical analysis will be required to be prepared before the issuance of building permits for the site, as required by Mitigation Measure GEO-1. In addition, the proposed project would be required to adhere to the City's building code and CBC requirements. Therefore, with compliance with regulatory requirements and measures and the inclusion of recommendations in the project's design-level geotechnical report which will address expansive soils on the project site, this potentially significant impact will be reduced to a less than significant level.

#### Status

Less than significant with mitigation.

#### Source(s)

- Pacific Crest Engineering, Inc., Geotechnical and Geologic Investigation for 1440 Growth Center, April 2014.

#### **(e) Soils and Use of Septic Tanks**

##### Environmental Analysis

No septic tanks or alternative waste water disposal systems are proposed on the project site.

Status

No impact.

Source(s)

- Project Application/Project Site Plans

### 3.2.7. Greenhouse Gas Emissions

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
- b) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

#### (a) Greenhouse Gas Emissions

##### Environmental Analysis

###### *Background and Regulatory Setting*

Climate change refers to any significant change in measures of climate, such as average temperature, precipitation, or wind patterns over a period of time. Climate change may result from natural factors, natural processes, and human activities that change the composition of the atmosphere and alter the surface and features of the land. Significant changes in global climate patterns have recently been associated with global warming, an average increase in the temperature of the atmosphere near the Earth's surface, attributed to accumulation of greenhouse gas (GHG) emissions in the atmosphere. Greenhouse gases trap heat in the atmosphere, which in turn heats the surface of the Earth. Some GHGs occur naturally and are emitted to the atmosphere through natural processes, while others are created and emitted solely through human activities. Climate change models predict changes in temperature, precipitation patterns, water availability, and rising sea levels, and these altered conditions can have impacts on natural and human systems in California that can affect California's public health, habitats, ocean and coastal resources, water supplies, agriculture, forestry, and energy use.

The most common GHG that results from human activity is carbon dioxide, followed by methane and nitrous oxide. The primary contributors to GHG emissions in California (as of 2008) are transportation (about 37%), electric power production (24%), industry (20%), agriculture and forestry (6%), and other sources, including commercial and residential uses (13%). Approximately 81% of California's emissions are carbon dioxide produced from fossil fuel combustion.

The State of California passed the Global Warming Solutions Act of 2006 (AB 32), which requires reductions of GHG emissions generated within California. The Governor's Executive Order S-3-05 and AB 32 (Health & Safety Code, § 38501 et seq.) both seek to achieve 1990 emissions levels by the year 2020. Executive Order S-3-05 further requires that California's GHG emissions be 80 percent below 1990 levels by the year 2050. AB 32

defines GHGs to include carbon dioxide, methane, nitrous oxide, hydrocarbons, perfluorocarbons and sulfur hexafluoride.

The California Air Resources Board (CARB) is the lead agency for implementing AB 32. In accordance with provisions of AB 32, CARB has completed a statewide Greenhouse Gas (GHG) Inventory that provides estimates of the amount of GHGs emitted to, and removed from, the atmosphere by human activities within California. Based upon the California Air Resources Board (CARB) California Greenhouse Gas Inventory for 2000-2011, California produced 448 MMT CO<sub>2</sub>E in 2011 (CARB, August 2013).<sup>2</sup> The major source of GHG in California is transportation, contributing 38 percent of the state's total GHG emissions. Industry is the second largest source, contributing 21 percent of the state's GHG emissions (CARB, October 2013). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. CARB has projected statewide unregulated GHG emissions for the year 2020 will be 507 MMT CO<sub>2</sub>E (CARB, August 2013). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

In accordance with requirements of AB 32, a Scoping Plan was released in October 2008 and adopted by CARB in December 2008, which includes elements for reducing the state's greenhouse emissions to 1990 levels. The Scoping Plan identifies 18 emissions reduction measures that address cap- and-trade programs, vehicle gas standards, energy efficiency, low carbon fuel standards, renewable energy, regional transportation-related greenhouse gas targets, vehicle efficiency measures, goods movement, solar roofs program, industrial emissions, high speed rail, green building strategy, recycling, sustainable forests, water and air

#### *GHG Thresholds Criteria*

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (State CEQA Guidelines, Section 15355).

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<sup>2</sup> 1 The CO<sub>2</sub> equivalent emissions are commonly expressed as "million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>E)". The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated Global Warming Potential (GWP).

For future projects, the significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan (such as a CAP). However, the Monterey Bay Area Unified Air Pollution Control District (MBUAPCD), the County of Santa Cruz, and the City of Scotts Valley have not adopted GHG emissions thresholds to date.

The MBUAPCD is currently in the process of developing GHG emissions thresholds for evaluating projects under CEQA. According to an informational report from Mike Gilroy, Deputy Air Pollution Control Officer, to the District Board of Directors, MBUAPCD recommends a threshold of 10,000 MT of CO<sub>2</sub>E per year for stationary source projects and a threshold of 2,000 MT CO<sub>2</sub>E per year for land-use projects or compliance with an adopted GHG Reduction Plan/Climate Action Plan. MBUAPCD is currently evaluating a percentage-based threshold option (MBUAPCD, 2013). Therefore, the project's contribution to cumulative impacts related to GHG emissions and climate change would be cumulatively considerable if the project would produce more than 2,000 MT CO<sub>2</sub>E per year.

The threshold was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use development projects subject to CEQA. Land use sector projects that comply with the GHG thresholds would not be "cumulatively considerable" because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state's ability to reach the AB 32 goal, even when considered cumulatively. Therefore, a project which falls below the quantitative GHG emissions annual threshold of 2,000 MT CO<sub>2</sub>E will be considered consistent with the reduction goals of AB 32 and is presumed to have a less than significant GHG impact.

#### *Study Methodology*

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these comprise 98.9% of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis. However, fluorinated gases are primarily associated with industrial processes. Emissions of all GHGs are converted into their equivalent weight in CO<sub>2</sub> (CO<sub>2</sub>E). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the calculated CO<sub>2</sub>E amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper (January 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (January 2009).

### *Construction Emissions*

Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Construction emissions were estimated based on total square footage of proposed development, including demolition and grading activities. In total, approximately 16,530 cubic yards will be excavated. Of this, 14,415 cubic yards will be re-distributed on site and 2,115 cubic yards will be exported off-site. Site preparation and grading typically generates the greatest amount of emissions due to the use of grading equipment and soil hauling.

For construction analysis, it was assumed that the project would be developed (buildout of Phases 1 and 2) by the end of year 2016. While actual construction timing may vary, the emissions model conservatively assumes an 18 month cumulative construction phase to demonstrate worst case scenario emissions. The CalEEMod software program was used to estimate emissions associated with short-term construction equipment operating on the site. Complete CalEEMod results and assumptions can be viewed in [Appendix E – GHG Emission Data](#).

### *Operational Emissions*

Operational emissions were calculated based on the net increase in proposed on-site development. Operational emissions associated with area sources including consumer products, landscape maintenance, hearths, and architectural coating were calculated in CalEEMod and utilize standard emission rates from ARB and USEPA emission factor values or appropriate state-wide values when local data was not provided (CalEEMod User Guide, 2013).

Operational emissions from energy use (electricity and natural gas use) for the project were estimated using CalEEMod. The default values on which the CalEEMod model are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of CO<sub>2</sub>, N<sub>2</sub>O and CH<sub>4</sub>. This methodology is considered reasonable and reliable for use, as it has been subjected to peer review by numerous public and private stakeholders and in particular by the CEC. It is also recommended by CAPCOA (CAPCOA, January 2008).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

Emissions of CO<sub>2</sub> and CH<sub>4</sub> from transportation sources for the proposed project were quantified using CalEEMod. CalEEMod does not calculate N<sub>2</sub>O emissions from mobile sources; however, N<sub>2</sub>O emissions represent a minute fraction of overall mobile emissions. Transportation emissions were estimated using trip generation rates based on the project’s traffic analysis (see [Section 3.2.16 Transportation & Traffic](#)).

One of the limitations to a quantitative analysis is that emission models, such as CalEEMod, evaluate aggregate emissions and do not demonstrate, with respect to a global impact, what proportion of these emissions are “new” emissions, specifically attributable to the project in question. For most projects, the main contribution of GHG emissions is from motor vehicles and the total vehicle miles traveled (VMT), but the quantity of these emissions appropriately characterized as “new” is uncertain. Traffic associated with a project may be relocated trips from other locales, and consequently, may result in either higher or lower net VMT.

As stated above, GHG emissions for the project were calculated using the CalEEMod computer model. The following summarizes the project’s overall GHG emissions (see [Appendix E – GHG Emission Data](#)).

#### *Construction Emissions – Generation*

For the purpose of this analysis, construction activity is assumed to cumulatively occur over a period of 18 months. As shown in [Table 3.2.7-1: Estimated Construction Emissions of Greenhouse Gases](#), construction activities for the project would generate an estimated 1,131 MT of CO<sub>2</sub> and a total emissions equivalent of 1,131.16 MT CO<sub>2</sub>E construction emissions per year.

**Table 3.2.7-1: Estimated Construction Emissions of Greenhouse Gases**

| <b>Emission Source</b>            | <b>Total Emissions Carbon Dioxide Equivalent (CO<sub>2</sub>E)</b> |
|-----------------------------------|--|
| Carbon Dioxide (CO <sub>2</sub> ) | 1,131 MT   |
| Methane (CH <sub>4</sub> )        | 0.1630 MT  |
| Nitrous Oxide (N <sub>2</sub> O)  | 0 MT   |
| <b>Total</b>                      | <b>1,131.16 MT</b>   |

Source: Kimley Horn Associates, 2014 (see [Appendix E](#) for calculations and for GHG emission factor assumptions).

The proposed project would generate additional GHG emissions beyond existing conditions. However, GHG emissions generated by the project would not exceed the significance threshold of 2,000 MT CO<sub>2</sub> per year and therefore impacts would be less than significant.

#### *Operational Stationary and Mobile Emissions – Generation*

CalEEMod was used to calculate direct sources of air emissions located at the project site as per the baseline condition for the site considered by this Initial Study, as well as indirect sources of air emissions occurring as a result of project operation. Direct sources include area sources (consumer products, landscape maintenance equipment,

and architectural coating) and transportation, while indirect operational sources include energy use (electricity and natural gas), solid waste generation, and water use. As discussed above, area source, energy use, solid waste, and water use emissions were calculated using default values which are built into the CalEEMod model. Transportation emissions were estimated using trip generation rates based on the project’s traffic analysis (see Section 3.2.16 Transportation & Traffic). Based on the traffic analysis conducted (Table 3.2.16-1: 1440 Center Trip Generation Estimate), the baseline trip generation is 800 daily trips (Monday-Thursday, and Saturday) and 1,479 daily trips (Friday and Sunday) and post-project trip generation will be 546 daily trips (Monday-Thursday, and Saturday) and 1,171 daily trips (Friday and Sunday).

**Table 3.2.7-2: Estimated Operational Emissions of Greenhouse Gases**

| Emission Source  | Total Emissions Carbon Dioxide Equivalent (CO <sub>2</sub> E) |
|------------------|---|
| Area             | 0.0211 MT   |
| Energy           | 1,473.4 MT  |
| Solid Waste      | 136.6 MT  |
| Water Use        | 14.3 MT   |
| Mobile Emissions | 7,806.7 MT  |
| <b>Total</b>     | <b>9,431 MT</b>   |

Source: Kimley Horn Associates, 2014 (see Appendix E for calculations and for GHG emission factor assumptions).

As shown in Table 3.2.7-2, because the baseline site condition include a relatively small in size and would not include any hearths, combined emissions associated with area sources are negligible (less than 0.01 MT CO<sub>2</sub>E per year). Overall energy use under the baseline condition would generate approximately 1,473.4 MT CO<sub>2</sub>E per year. Additionally, solid waste generated under the baseline condition would generate approximately 136.6 MT CO<sub>2</sub>E annually, and water used under the baseline condition would generate approximately 14.3 MT CO<sub>2</sub>E per year. Finally, mobile emissions represent the largest contribution to operation emissions and would result in approximately 7,806.7 MT CO<sub>2</sub>E annually from mobile sources under the baseline condition. Combined, operational emissions under the baseline condition would total approximately 9,431 MT CO<sub>2</sub>E.

*Combined Construction, Stationary and Mobile Sources Emissions.*

Table 3.2.7-3 combines the construction, stationary operational and mobile GHG emissions associated with the proposed project.

**Table 3.2.7-3: Estimated Combined Annual Emissions of Greenhouse Gases**

| <b>Emission Source</b> | <b>Annual Emissions Carbon Dioxide Equivalent (CO<sub>2</sub>E)</b> |
|------------------------|---|
| Construction           | 1,135.16 MT   |
| Operational            |   |
| <i>Area</i>            | 0.0211 MT   |
| <i>Energy</i>          | 1,473.4 MT  |
| <i>Solid Waste</i>     | 136.6 MT  |
| <i>Water</i>           | 14.3 MT   |
| Mobile                 | 7,806.7 MT  |
| <b>Total</b>           | <b>10,566.16 MT</b>   |

Source: Kimley Horn Associates, 2014 (see [Appendix E](#) for calculations and for GHG emission factor assumptions).

Under the baseline conditions, the combined annual emissions would total approximately 10,566.16 MT CO<sub>2</sub>E per year. This total represents roughly 0.00001% of California's total 2011 emissions of 448 MMT. These emission projections indicate that the majority of GHG emissions under the baseline conditions are associated with vehicular travel (74%). However, as noted above, mobile emissions are in part a redirection of existing travel to other locations, and so are already a part of total GHG emissions in California.

Furthermore, as described in [Section 2 Project Description](#) of this Initial Study, the majority of programs at the 1440 Center will be either weekend (Friday evening to mid-day Sunday) or mid-week (Sunday evening to Friday mid-day). It is anticipated that most guests will not leave the property once they arrive as all meals and accommodation will be provided on the Center's campus. Once guests arrive, they will park their vehicle with the intent of not using their vehicle again until they depart from their stay at the Center. This scenario will result in a net reduction of daily trips compared to the baseline condition, with a reduction of 255 daily trips (Monday – Thursday, and Saturday), and a reduction of 308 daily trips (Friday and Sunday), representing an average overall 282 daily trip reduction for the project site. As previously noted, vehicular emissions represent the highest percentage of GHG emissions associated with the project site; implementation of the proposed project therefore represents a reduction in associated GHG emissions for the project site.

Furthermore, a recommended condition of approval is included in [Section 3.2.16 Traffic and Circulation](#) which would install a commuter bus program for the Center, resulting in few daily trips to the project site.

As described in [Table 2-2 Land Use Summary](#), implementation of the proposed project on the site would result in net new habitable building space of 29,795 square feet on the site. While increases in habitable square footage typically will correspond with increased GHG emission potential, as would be the case for the subject site, the increase in habitable square footage associated GHG emissions will be minimal when compared to the primary GHG emission generator related to daily vehicle trips. And, as previously

noted, the proposed project would result in a net reduction of daily vehicle trips compared to baseline conditions.

As noted above, the MBUAPCD, the County of Santa Cruz, and the City of Scotts Valley have not adopted formal GHG emissions thresholds that apply to land use projects. However, the proposed project was evaluated based on the MBUAPCD's quantitative land use emissions threshold of 2,000 MT CO<sub>2</sub>E per year. Under the site baseline condition, total GHG emissions would be approximately 1,131 MT CO<sub>2</sub>E per year, below the annual threshold of 2,000 MT CO<sub>2</sub>E. The proposed project, however, will result in a reduction in daily trip generation compared to baseline conditions, and, thus, overall GHG emissions associated with the site. GHG emissions generated by the proposed project would therefore not be cumulatively considerable and impacts would be less than significant.

As indicated above, the City of Scotts Valley is currently in the process of updating its General Plan, which is expected to address greenhouse gas emissions. In addition, AMBAG is currently preparing a regional plan designed to help the region achieve its SB 375 GHG emissions reduction target, thereby contributing to the state's overall GHG emissions reduction goals identified in AB 32. The proposed project will be required to comply with applicable state regulations and updated General Plan policies which would further reduce project-generated GHG emissions.

As specified above, the proposed project would result in a net reduction of GHG emission generation compared to the site baseline condition, and, this therefore represents a less than significant impact.

#### Status

Less than significant.

#### Sources

California Air Pollution Control Officers Association (CAPCOA), CEQA and Climate Change, January 2008, Available: <http://www.capcoa.org/wp-content/uploads/2012/03/CAPCOA-White-Paper.pdf>

California Air Resources Board, *California Greenhouse Gas Emission Inventory Data – 2000 to 2012*, Available: <http://www.arb.ca.gov/cc/inventory/data/data.htm>

California Air Resources Board, AB 32 Scoping Plan, Available: <http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

California Climate Action Registry (CCAR), *General Reporting Protocol*, January 2009, Available: <http://www.climateregistry.org/tools/protocols/general-reporting-protocol.html>

California Emissions Estimated Model (CalEEMod) Version 2013.2 User's Guide,  
Available: <http://www.caleemod.com/>

California Office of Environmental Health Hazard Assessment (OEHHA), *Air Toxics Hot Spots Program Risk Assessment Guidelines*, 2003.

Intergovernmental Panel on Climate Change, *Summary for Policymakers*, 2007.

Intergovernmental Panel on Climate Change, Website homepage, Available:  
<http://www.ipcc.ch/>

Monterey Bay Unified Air Quality Pollution Control District, *Agenda Item No. 19: Receive an Informational Report on the Status of Developing Greenhouse Gas Emissions Thresholds for Evaluating Projects Under the California Environmental Quality Act and Provide Direction to Staff on Next Steps*, 2013, Available:  
[http://www.mbuapcd.org/mbuapcd/pdf/Board\\_Reports/02202013/19.pdf](http://www.mbuapcd.org/mbuapcd/pdf/Board_Reports/02202013/19.pdf)

Monterey Bay Unified Air Quality Pollution Control District, *Air Quality Management Plan*, 1991.

Monterey Bay Unified Air Quality Pollution Control District, *CEQA Air Quality Guidelines*, 2008.

United Nations Framework Convention on Climate Change, Website homepage,  
Available: <http://unfccc.int/2860.php>

#### **(b) Conflict with any applicable GHG plans or regulations**

The City of Scotts Valley does not currently have an adopted Climate Action Plan.

AMBAG has established a GHG reduction target of 0% by 2020 and -5% by 2035. The proposed project would not conflict with this target and there would be no impact.

The project would not conflict with state plans adopted for the purpose of reducing greenhouse gas emissions. The State's "Scoping Plan" includes strategies for transportation, energy, water and other sectors that are not directly applicable to the proposed project.

#### Status

Less than significant.

#### Sources

Monterey Bay Unified Air Quality Pollution Control District, *Agenda Item No. 19: Receive an Informational Report on the Status of Developing Greenhouse Gas Emissions Thresholds for Evaluating Projects Under the California Environmental Quality Act and Provide Direction to Staff on Next Steps*, 2013, Available:  
[http://www.mbuapcd.org/mbuapcd/pdf/Board\\_Reports/02202013/19.pdf](http://www.mbuapcd.org/mbuapcd/pdf/Board_Reports/02202013/19.pdf)



### 3.2.8. Hazards and Hazardous Materials

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within  $\frac{1}{4}$  miles of an existing or proposed schools;
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment;
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project results in a safety hazard for people residing or working in the project area;
- f) For a project within the vicinity of a private airstrip and the project results in a safety hazard for people residing or working in the project area;
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.

The project site is not located near a public airport or private airstrip; therefore, these potential issue areas are not further discussed in the analysis included below.

#### **(a) Creation of Significant Hazard**

##### Environmental Analysis

The project will not result in creation of risks associated with hazardous material use. Future development of the planned site uses would not include development that would store or use hazardous materials other than janitorial supplies, which would not create a substantial hazard.

### Status

No impact.

### Source(s)

- Project Application/Project Site Plans.

## **(b) Exposure to Hazardous Materials**

### Environmental Analysis

#### *Asbestos Exposure*

Existing state, federal and local regulations require demolition activities to minimize asbestos released into the air. The National Emissions Standards for Hazardous Air Pollutants (NESHAPS) as set forth in the Code of Federal Regulations—40CFR61—is designed to prevent “visible emissions” of asbestos when buildings are renovated or demolished. Under federal law, a building must be inspected for asbestos prior to demolition or renovation, and federal and state agencies must be notified prior to demolition. According to the California Air Resources Control board, removal and disposal of asbestos procedures and controls must be specified in the notification form.

The MBUAPCD enforces the Asbestos NESHAP regulation with authority delegated by the U.S. EPA. Rule 424 adopts the Federal Asbestos NESHAP by reference. Surveys for asbestos must be conducted prior to demolition or renovation activities that will disturb materials that might contain asbestos. A copy of the asbestos survey must be included with the required notification to the District, which also collects fees for demolition and/or renovation activities which are subject to the Asbestos NESHAP. Rule 306 includes a fee schedule based on the type of NESHAP activity being conducted.

The asbestos NESHAP specifies work practices to be followed during demolition of all structures that contain, or may contain asbestos. These work practices have been designed to effectively reduce airborne asbestos to safe levels, and the project must comply with the NESHAP. NESHAP specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and landfiling requirements for asbestos-containing waste materials. All operators are required to maintain records, including waste shipment records, and are required to use appropriate warning labels, signs, and markings.

A number of existing onsite buildings will be demolished during Phase 1 of the proposed project. It is not known whether these buildings contain asbestos, but given that the buildings were constructed over the past 50+ years, they may contain friable asbestos, which has been identified as a hazardous airborne contaminant. With

implementation of required EPA, CARB, and MBUAPCD regulations, airborne asbestos would not be generated in unhealthy amounts during demolition and impacts would be less than significant.

**Recommended Condition of Approval:** Require proof of MBUAPCD Notification (and asbestos surveys) prior to issuance of demolition permit. Any building materials classified as hazardous materials will be disposed of in conformance with Federal, State, and local laws.

**Status**

Less than significant.

**Source(s)**

- Project Application/Project Site Plans.

**(c) Emit hazardous emissions or handle hazardous materials**

**Environmental Analysis**

The project site is located within ¼ mile of Baymonte Early Childhood Learning Center, a preschool located on Bethany Drive near the entrance to the project site. However, as implementation of the proposed project would not result in a stationary source of emissions or any other risks associated with hazardous material use as previously identified, there would be no impact.

**Status**

No impact.

**Source(s)**

- Project Application/Project Site Plans

**(g) Emergency Response or Evacuation Plan**

**Environmental Analysis**

Circulation Action CA-129 of the City's General Plan recommends a future emergency access to be constructed connecting the end of Bethany Drive, on the project site, to Canham Road, north of the project site. Specifically it states:

Circulation Action (CA-129) - Require new Development to construct and maintain emergency accesses, including Bethany Drive to Canham Road.

While this policy exists within the General Plan, previous studies conducted for the project site for previous projects (WMB Architects, 2007) suggested that this policy may be impractical due to distance and heavily sloping and wooded topography. As such, the Scotts Valley Fire Protection District recommended that in lieu of constructing a new

road to Canham, all buildings on the project site have sprinkler systems installed in all new buildings, which is a condition of approval for this project (see [Section 2.15.1 Project Conditions of Approval](#)).

Additionally, as designated in the City's General Plan (Figure S-6), Bethany Drive is identified as an evacuation route in the event of an emergency. The project site is located at the end of Bethany Drive, where several private residences are located. Obstruction of this evacuation route would represent a potentially significant impact.

During construction activities on the project site, it is anticipated that partial closure and obstruction of Bethany Drive will occur; however, it is not anticipated that at any time the entire roadway would be entirely closed to vehicular traffic as a temporary access route would be made available to vehicles. Nonetheless, Mitigation Measures HAZ-1 and HAZ-2, will ensure the potential impact is reduced to a less than significant level.

#### Mitigation Measures

- MM HAZ-1: **No Full Closure of Bethany Drive.** At no time during construction activities on the project site shall access to Bethany Drive be entirely closed to vehicular traffic. This includes providing temporary roadway access during all construction activities. This mitigation measure will be included on final construction plans by the applicant prior to review and approval of building permits for the project site by the City.
- MM HAZ-2: **Temporary Construction Plan.** The applicant shall prepare a temporary construction plan which includes coordination with utility providers and noticing to all affected property owners of construction activities, planned partial lane closures, and a 24-hour phone contact. The plan shall be reviewed and approved by the City prior to issuance of grading or building permits for the project site.

#### Status

Less than significant with mitigation.

#### Source(s)

- Project Application/Project Site Plans.
- City of Scotts Valley General Plan.

#### **(h) Exposure to Wildland Fires**

##### Environmental Analysis

The project site is located within, and surrounded by, areas categorized as having a moderate fire hazard severity, per the California Department of Forest and Fire Protection (CalFire). The Scotts Valley General Plan (Figure S-1) designates the project

site as a high fire hazard area. Therefore, development within this high fire hazard as proposed by the project represents a potentially significant impact.

As identified in [Section 2.14.1. Project Conditions of Approval](#) of this Initial Study, all existing and new structure(s) shall have an automatic fire sprinkler system installed throughout in conformance with the latest edition of National Fire Protection Association or as modified. The fire sprinkler plans shall be submitted directly to the Fire District for review and permit prior to starting work on the system. A second condition of approval will require that the proposed park lot (Phase 1) and parking garage (Phase 2) in the West Field area will serve as a “safe haven” area for guests in the event of an emergency. These two conditions of approval would reduce the potential impact of exposure to wildland fires to less than significant.

#### Status

Less than significant.

#### Source(s)

- Project Application/Project Site Plans.
- California Department of Forest and Fire Protection, Website homepage, Available: <http://www.fire.ca.gov/>
- City of Scotts Valley General Plan, 1994.



### 3.2.9. Hydrology and Water Quality

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Violate any water quality standards or waste discharge requirements;
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge;
- c) Substantially alter the existing drainage pattern of the site or area or result in offsite drainage or flood problems;
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off- site;
- e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff;
- f) Otherwise substantially degrade water quality;
- g) Place housing within a 100-year flood-hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- h) Place within a 100-year flood-hazard area structures which would impede or redirect flood flows;
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam; or
- j) Inundation by seiche, tsunami, or mudflow.

The project site is not located within a designed flood-hazard area. The project site is additionally not located in area susceptible to seiche, tsunami, or mudflow. Therefore, these potential issue areas are not further discussed below as there would be no impacts associated with the proposed project.

#### **(a-b) Water Quality and Groundwater.**

##### Environmental Analysis

As further described below in this section, the proposed project would not violate water quality standards or waste discharge requirements. The project site is served by existing connections to water supply by the Scotts Valley Water District and wastewater conveyance and treatment connections by the City of Scotts Valley. Both utility providers have adequate access to accommodate demand from development on the

project site. Also see [Section 3.2.17 Utilities and Service Systems](#) for further discussion of existing and proposed on-site utility access.

### Status

Less than significant.

### Source(s)

- Project Application/Project Site Plans.
- City of Scotts Valley General Plan.

### **(c-e) Drainage/Runoff**

#### Environmental Analysis

Within urbanized areas such as the City, pollutants frequently associated with storm water include sediment, nutrients, oil and grease, heavy metals, and litter. The primary sources of storm water pollution in urban areas include automobiles, parking lots, landscape maintenance, construction, illegal connections to the storm water system, accidental spills and illegal dumping. The increase of drainage/runoff from a project site as a result of proposed development represents a potentially significant impact.

The federal Clean Water Act regulates discharges into U.S. waters through a National Pollution Discharge Elimination System (NPDES) permit program, administered through the State Water Resources Control Board and the Regional Water Quality Control Boards (RWQCB). The Clean Water Act requires an NPDES permit for stormwater discharges from municipal separate storm sewer systems, industrial activities, construction activities, and designated dischargers that are considered significant contributors of pollutants to waters of the United States.

In July 2013, the Central Coast Water Board adopted Order R3-2013-0032, which requires new and more stringent Post-Construction Requirements (PCRs) for proposed development projects. The PCRs mandate that development projects use Low Impact Development (LID) features and facilities to detain, retain, and treat site runoff. LID incorporates and conserves on-site natural features, together with constructed hydrologic controls to more closely mimic pre-development hydrology and watershed processes. Projects that receive their first discretionary approval after March 6, 2014, are subject to the PCRs if they create or replace 2,500 sf or more of impervious area on a site.

The PCR tiers range from Tier 1 to Tier 4, with requirements strengthened for each additional tier. The largest projects considered by the new guidelines, Tier 4 projects, have the most stringent requirements. For these projects which create or replace 22,500 sf or more of impervious surface, post-development peak flows discharged from the site must not exceed pre-project peak flows for the 2-year through 10-year storm

events. This requirement is in addition to other requirements for Tier 1-3 projects, which also apply to Tier 4 projects.

Of the total project site square footage, the total pre-project impervious surface area is approximately 250,354 sf. Construction of the proposed project on the site would result in approximately 60,107 sf of increased impervious surface area on the project site, for a total site impervious surface area of 310,461 sf. A Stormwater Control Plan ([Appendix A](#)) has been prepared for the project, which identifies opportunities for the usage of LID strategies to retain potential runoff from the site. The report identifies a 10-year pre-development runoff rate of 31.69 cubic square feet (cfs) and a 10-year post-development runoff rate of 33.95 cfs, representing a net increase of 2.26 cfs.

As the proposed project would disturb more than one acre of land, the applicant will be required to submit a Notice of Intent to the State Board and apply for coverage under the State NPDES General Permit for Construction Activities, prepare a Stormwater Pollution Prevention Plan (SWPPP), and submit it for review and approval prior to commencing construction. In addition to disturbing more than one acre, the proposed project would create or replace 22,500 sf or more of impervious surface area. Development on the project site would, therefore, be subject to state Tier 4 PCRs, as previously identified, requiring the implementation of LID measures in conjunction with construction and operational phases of the project. It is anticipated that the project's SWPP will incorporate LID design elements as discussed in the project's Stormwater Control Plan, thereby limiting the project site's ultimate stormwater control plan to one plan.

Once grading begins, the SWPPP must be kept on site and updated as needed while construction progresses. The SWPPP will detail the site-specific BMPs to control erosion and sedimentation and maintain water quality during the construction phase of the project. The SWPPP will also contain a summary of the structural and non-structural BMPs to be implemented during the post-construction period, pursuant to the nonpoint source practices and procedures encouraged by the City Public Works Department. To reduce multiple plans, it is anticipated the project's SWPP will incorporate LID design elements as discussed in the project's Stormwater Control Plan.

The Geotechnical and Geologic Investigation report prepared for the proposed project indicates the site's surface soils as having a moderate potential for erosion to occur, especially within sloped areas of the project site. Therefore, erosion control measures will be required to be implemented during all construction activities on the project site.

Recommendations for erosion control measures have been identified in the project's Geotechnical and Geologic Investigation, which would reduce potential impacts from construction activities on the project site. Additionally, future development within the project site will be required to comply with the City's standard engineering practices, development standards, and design criteria. However, to ensure potential impacts are

less than significant, Mitigation Measure GEO-1 will require that the project applicant prepare a design-level geotechnical report, which will address potential erosion and topsoil hazards and reduce this potentially significant impact to a less than significant level.

In addition to the erosion-specific measures which will apply to the project outlined in the above paragraphs, the applicant will be required to prepare and submit a project SWPP for review and approval prior to construction activities occurring on the site. It is anticipated that Tier 4 PCR requirements will be incorporated into the project's SWPP; however, conceivably two separate reporting plans could be pursued. Regardless of the option pursued, the requirements for both processes are conditions of project approval which would reduce potential on- and off-site impacts. However, as the project's Stormwater Control Plan identifies a total increase of 2.26 cfs of impervious surface area from post-project conditions on the site, Mitigation Measure HYD-1 is required to ensure potential impacts will be less than significant.

#### Mitigation Measure

MM HYD-1: ***Reduction of Post-Development Runoff Rate.*** Prior to issuance of the final grading permit by the City, the project applicant shall demonstrate a reduction in the project site's 10-year post-development runoff rate below that of the site's 10-year pre-development runoff rate through the incorporation of additional Low Impact Development (LID) measures to be implemented on the project site.

#### Status

Less than significant with mitigation.

#### Source(s)

- Project Application/Project Site Plans.
- Ifland Engineers, *Stormwater Control Plan for the 1440 Centre Project*, June 2014.
- City of Scotts Valley Public Works, *Compliance with Stormwater Post-Construction Requirements in the City of Scotts Valley*, February 2014.

#### **(f) Water Quality**

##### Environmental Analysis

With conditions of approval and implementation of [Mitigation Measure HYD-1](#) as previously identified, construction and implementation of the proposed project would not substantially degrade water quality.

Status

Less than significant.

Source(s)

- Project Application/Project Site Plans
- Ifland Engineers, *Stormwater Control Plan for the 1440 Centre Project*, June 2014.
- City of Scotts Valley Public Works, *Compliance with Stormwater Post-Construction Requirements in the City of Scotts Valley*, February 2014.



### 3.2.10. Land Use and Planning

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Physically divide an established community;
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- c) Conflict with any applicable Habitat Conservation Plan or Natural Community Conservation Plan.

The proposed project is located within a developed residential area and would not physically divide an established community. There are no Habitat Conservation Plans or Natural Community Conservation Plans applicable to the site or vicinity. Therefore, these potential issue areas are not further discussed in the analysis included below.

#### **(b) Consistency with General Plan Policies and Area Plans**

##### Environmental Analysis

The project site is designated Public/Quasi Public (P) in the City of Scotts Valley General Plan. This designation is for public and private educational facilities, emergency services, health care facilities, religious facilities, governmental buildings, and cultural facilities. However, conditional uses under this designation also include single-family residential. Land uses surrounding the immediate project site include single-family residential and forested open space. A commercial business (OptekUSA) and a preschool (Early Childhood Learning Center) are located on Bethany Drive, near the entrance to the project site.

The project site's surrounding land use designations include: Medium Density Residential (R-1-10) to the west; Rural Residential (R-1-40) and Estate Residential (R-R-2.5) to the south and east; and, unincorporated areas within the City's sphere of influence located to the north of the project site.

The project site is located within the Bethany College Special Treatment Area (BCSTA). A Special Treatment Area is an overlay designation established by the General Plan for areas identified as requiring a Planned Development or some form of special treatment for future development. A Planned Development, as described in Chapter 17.39 of the City's Municipal Code, is individually designed to meet the specific needs of the property. It is adopted by a zoning ordinance which incorporates by reference a general development plan for the entirety of the subject property. As described in the City of Scotts Valley General Plan, "the land uses for properties in the BCSTA will reflect a mix

of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood.” As stated in the Scotts Valley General Plan:

“The BCSTA is approximately 80 acres in size with approximately 26 acres of buildable area. The area is located at the northern portion of the City, west of Highway 17. The area is bordered on the west by Bethany Drive/Bethany Way and on the east by Scotts Valley Drive. The center portion of the BCSTA includes parcels around Gaston Circle. Buildable areas are those areas where the slopes are generally less than 10%. Development has already occurred to some extent in the buildable areas. The sole access to the Bethany area is via Bethany Drive. Most of the built and buildable areas of the existing college lie in the narrow valleys between the hills at elevations of 800 to 850 feet. Development includes single family dwellings, student housing, a new 15,000 square foot office building, child daycare center, church, gymnasium, and other college related buildings and uses. Approximately 16 lots are developed with single family homes under separate ownership from the college. These single family homes under separate ownership from the college will be permitted additions or modifications to the existing structures based upon zoning regulations applicable to the R 1 10 zoning district. The remaining properties in the BCSTA will be developed under the Planned Development zoning regulations. The land use for these properties in the BCSTA will reflect a mix of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood. As defined by the City’s land use element of the General Plan, the remaining properties in the BCSTA will be developed under the Planned Development zoning regulations. The land use for these properties in the BCSTA will reflect a mix of commercial, residential, park, and open space designations similar to the existing campus in order to minimize traffic impacts and disruption to the surrounding residential neighborhood.”

The land use element includes Land Use Action (LA-12), which states:

“The Bethany College area shall be designed as a special treatment area. All future development of the Bethany College area shall be reviewed and considered under the Planned Development zoning regulations.”

The project site is zoned Public/Quasi-Public (P). The P district is intended to apply to all lands designed in the General Plan as “Public/Quasi Public.” The district is designed to accommodate governmental, public utility, educational, community service, religious, or recreational facilities. Such uses are unique in that their proximity to sensitive land uses is not generally detrimental to the quality of life, and often are considered desirable and convenient. This zoning district is intended to provide space for community facilities needed to complement urban residential areas and for institutions which may

complement a residential environment. Development regulations including permitted and conditional uses and development standards are described in Chapter 17.30 of the Scotts Valley Municipal Code, which are applicable to the project site. Boundaries of the planning boundaries described above are displayed in [Figure 2-6: General Plan and Zoning](#).

Based on its designation as a Special Treatment Area, the project site is subject to special treatment combining district (ST district) regulations, per Chapter 17.36 of the Scotts Valley Municipal Code.

The ST combining district is intended to apply to all lands designated in the General Plan as "special treatment" areas and in other areas subsequently designated by the city council where special planning efforts are desired. The intention of this zoning district is to encourage the incorporation of special design considerations into project development and redevelopment, in an effort to implement a visually pleasing environment in areas deemed to be of special importance to community image. It is further intended that development within an ST combining district shall be subject to the submittal requirements of a specific plan as enumerated herein. In addition, the city encourages planned development where appropriate when proposing developments in the special treatment areas. The development standards set forth in this chapter are consistent with the intent of the special treatment overlay designation for areas specified as special treatment planning areas in the General Plan.

As stated in Chapter 17.36: The following development standards shall apply in all special treatment "ST" combining districts and shall be in addition to the regulations of the base zoning district to which this combining district is attached. "A specific plan shall accompany development proposal(s) in this district. The specific plan shall be prepared consistent with California Government Code Section 65451 and the goals, objectives, policies, programs and land use designations described in the General Plan. The following is a summary of those requirements which shall apply to development proposals in this district."

The proposed project involves the redevelopment of existing structures and space within the project site for the establishment of an educational, training, and personal enrichment facility, which is consistent with the current General Plan and Zoning designations as Public/Quasi Public facility. However, there minor revisions will be required in both the General Plan and Municipal Code. Project approval will require amendments to the General Plan and Municipal Code to permit the proposed project.

As noted, the project site was previously used as the campus of an educational facility. Although the description of the project could be determined by City decision makers to be an allowable use for the site in consideration of the proposed use's applicability to the General Plan and zoning designations for the project site, an amendment to the City's General Plan, as well as amendments to the City's Zoning Ordinance will be

required for project approval based on the Special Treatment Area which currently exists for the project site. The project site was previously designated as a Special Treatment Area with specific development standards based on the potential for land uses on the project site to be significant changed from the educational facility land use which had been firmly established on the site.

The proposed use would be applicable to the General Plan and zoning designations for the site, would not be vastly different from prior use of the site as the campus of an educational facility, and the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. Therefore, the impact will be less than significant.

Status

Less than significant.

Source(s)

- City of Scotts Valley General Plan.
- City of Scotts Valley Municipal Code.

### 3.2.11. Mineral Resources

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state; or
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.

#### **(a-b) Regional and State Mineral Resources and Mineral Resource Recovery Sites**

##### Environmental Analysis

The City of Scotts Valley General Plan does not include any portion of the project site as being located within an area of a known mineral resource. Therefore, implementation of the proposed project would have no impact on the availability of known resource or a mineral resource recovery site.

##### Status

No impact.

##### Source(s)

- City of Scotts Valley General Plan.



### 3.2.12. Noise

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Expose persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance or applicable standards of other agencies;
- b) Expose persons to or generation of excessive ground borne vibration or ground borne noise levels;
- c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- e) If located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would expose people residing or working in the project area to excessive noise levels; or
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels.

#### **(a-b) Exposure to Noise**

##### Environmental Analysis

The City of Scotts Valley General Plan's Noise Contour Map identifies the project site as being located within an area of less than 60 dBA (a measure of noise in A-weighted decibels). This indicates that the project site is not located in an area of the City which experiences an excessive amount of noise levels. As the proposed project would result in similar past uses for the project site and would not increase noise levels beyond 60 dBA, the potential exposure of persons to excessive noise levels resulting from implementation of the proposed project would be less than significant. Equally, the potential exposure of persons to a generation of excessive groundborne vibration would be limited to construction activities occurring on the project site. As such activities would be temporary in nature, and further restricted as identified below, these potential impacts would be less than significant.

##### Status

Less than significant.

##### Source(s)

- City of Scotts Valley General Plan.

## **(c-d) Noise Increases**

### Environmental Analysis

#### *Temporary Construction Noise*

During construction phases associated with the project, noise levels on the project site and in the project vicinity will be increased due to construction activities including grading, building, and demolition activities which will occur on the site. Single-family residential is located along Bethany Drive from Scotts Valley Drive, Bethany Way, and on Tabor Drive. Single-family residential is also located on Bethany Loop and a commercial business (OptekUSA) and a daycare (Early Childhood Learning Center) are located along Bethany Drive, near the entrance to the project site. These land uses represent sensitive receptors located within the vicinity of the project site and, therefore, substantial increases in noise level on the project site represents a potentially significant impact.

However, substantial noise generation on the project site would be limited to construction activities, which would be temporary in duration. No permanent substantial increase in noise would occur on the project site. Furthermore, conditions of approval will limit construction activities to 8 AM to 6 PM on weekdays, 9 AM to 5 PM on Saturdays, and prohibits construction activity on Sundays. Therefore, considering the fact that construction activities will be temporary that the fact that construction activity will be limited to daytime hours, the temporary increase in noise levels on the project site will be a less than significant impact.

#### *Operational Noise*

The proposed project would result in the reuse of the project site (learning retreat center) for a similar use as previously existed on the project site (college campus). While overall noise levels would generally be very low, operational noise would include vehicle traffic and amplified noise associated with the two outdoor theaters.

To help minimize noise impacts to the adjacent residential uses, conditions of approval will require that: 1) Operation of an amplified sound system shall not extend beyond the hours of 10:00 PM and not before 8:00 AM, and 2) In the event that the operation of an amplified sound system becomes detrimental to the neighborhood, the Community Development Department shall evaluate issue and may refer the matter to the Planning Commission. The Planning Commission, at its discretion, may reverse or modify in whole or in part the conditions of approval associated with noise disturbances.

Because the proposed project would not result in a substantial operational or permanent increase in ambient noise levels on the project site or in the vicinity of the project site, noise impacts will be less than significant.

### Status

Less than significant.

Source(s)

- City of Scotts Valley General Plan.
- City of Scotts Valley Municipal Code

**(e-f) Proximity to an Airport**

The closest airport is the Watsonville Municipal Airport located approximately 15 miles south of the project site. Given this distance, the proposed project will not affect airport operations and therefore there will be no impact.



### 3.2.13. Population and Housing

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure;
- b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere; or
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

The proposed project would not generate any new permanent residential units on the project site. Fifteen (15) single-family residential structures on Bethany Loop would remain as part of the project. Ten (10) single-family houses on Gaston Circle would be removed. As such, the proposed project would not result in an increase in population or housing and there would be no impact.

#### Status

No impact.

#### Source(s)

- Project Application/Project Site Plans.



### 3.2.14. Public Services

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would result in substantial adverse physical impacts associated with provision of new or physically altered facilities, the construction of which could cause significant impacts, in order to maintain acceptable service for:

- a) fire protection;
- b) police protection;
- c) schools;
- d) parks; or
- e) other public facilities.

#### (a) Fire Protection Services

##### Environmental Analysis

As previously identified in this Initial Study, the project site is located within, and surrounded by, areas categorized as having a moderate fire hazard severity, per the California Department of Forest and Fire Protection (CalFire). Additionally, the Scotts Valley General Plan designates the project site as located within a high fire hazard area. Therefore, development within the high fire hazard as proposed by the project represents a potential significant impact if not adequately conditioned and/or mitigated.

With the inclusion of [Mitigation Measures HAZ-1](#) and [HAZ-2](#), as identified in Section [3.2.8 Hazards and Hazardous Materials](#), potential impacts to fire protection services would be less than significant.

##### Status

Less than significant.

##### Source(s)

- Scotts Valley Fire District, Interdepartmental Review of proposed 1140 Center project, June 2014.

#### (b) Police Protection Services

##### Environmental Analysis

The City of Scotts Valley Police Department reviewed plans for the proposed project. The City's Police Department approved of the proposed project and did not apply conditions of approval for the project. The Police Department has indicated with future implementation of the proposed project a traffic calming measure, perhaps in the form

of an automated speed sign, will be installed on Bethany Drive on the approach to the entrance of the projects site. As this measure has been proposed by the Police Department and not required as a project mitigation, the measure is not included as a mitigation measure to reduce a potential significant impact to a less than significant level. However, also see [Section 3.2.16 Transportation and Traffic](#), which includes a recommended condition of approval for the installation of a traffic calming measure on Bethany Drive.

Status

Less than significant.

Source(s)

- City of Scotts Valley Police Department, Interdepartmental Review of proposed 1140 Center project, June 2014.

**(c) Schools, Parks, and Other Public Facilities**

Environmental Analysis

Implementation of the proposed project would not generate any new permanent residential units on the project site. Therefore, with no increased permanent residents, there would be no increased demand for the area's school system, parks, or other public facilities.

Status

No impact.

Source(s)

- Project Application/Project Site Plans.

### 3.2.15. Recreation

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated; or
- b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

The proposed project would not result in an increase in residential units resulting in increased permanent residents and, therefore, would have no impact on recreational facilities. Furthermore, recreational activities will be provided on the project site for visitors to the Center.

#### Status

No impact.

#### Source(s)

- Project Application/Project Site Plans.



### 3.2.16. Transportation & Traffic

This section presents an analysis of the potential traffic impacts that would result from development of the proposed project. The traffic impact analysis was completed by Kimley Horn in accordance with the criteria established by the City of Scotts Valley, and is consistent with standard traffic engineering techniques.

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system;
- b) Conflict with an applicable congestion management program;
- c) Result in a change in air traffic patterns;
- d) Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment);
- e) Result in inadequate emergency access; or
- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The Circulation Element of the City of Scotts Valley's General Plan states that the Level of Service (LOS) standard for the intersections of Mt. Hermon Road/Scotts Valley Drive-Whispering Pines Drive and Granite Creek Road/Scotts Valley Drive is LOS D, while a minimum of LOS C is required for all other intersections within the City of Scotts Valley.

Caltrans endeavors to maintain a target LOS at intersections at the transition between C and D.

#### **(a, c-e) Traffic and Circulation**

##### Environmental Analysis

##### *Study Intersections*

Because the proposed project would draw visitors from largely outside the City of Scotts Valley, project-generated traffic will primarily be via the California State Route 17 and Granite Creek Road interchange, Scotts Valley Drive, and Bethany Road.

As shown in [Figure 3.2.16-1: Proposed Project Study Intersections](#), six intersections were analyzed as part of the traffic analysis. These six intersections are:

1. Vine Hill School Road / Tabor Drive / Scotts Valley Drive (City jurisdiction)
2. Glenwood Drive / SR-17 SB Ramps / Scotts Valley Drive (Caltrans jurisdiction)
3. Granite Creek Road / Scotts Valley Drive (Caltrans jurisdiction)
4. Granite Creek Road / Santa's Village Road / SR-17 NB Ramps (Caltrans jurisdiction)
5. Scotts Valley Drive / Bethany Drive (City jurisdiction)
6. Tabor Way / Bethany Drive (City jurisdiction)

This traffic impact analysis utilized existing intersection geometric layouts as well as signal timing plans obtained from the City of Scotts Valley. Data generated as part of this traffic impact is provided in [Appendix E](#).

### *Trip Generation*

#### [Existing Baseline and Project Assumptions](#)

As described in the Chapter 2 – Project Description, the proposed project is being analyzed using an existing baseline condition that includes operation of the former Bethany University. As described in [Table 2-1: Bethany University Baseline Use Characteristics](#), this baseline condition assumed 550 students, 100 faculty, and 150 employees. Bethany University was described as a “residential” campus, whereby students would attend classes during the week and many would depart on Fridays for the weekend, returning to campus Sunday evening (Bethany Campus Master Plan Addendum 2003). As such, the existing baseline conditions include the existing roadway network conditions plus an estimate of trips associated with the former Bethany University.

The majority of programs at the 1440 Center will be either weekend – Friday evening to Sunday mid-day, or mid-week – Sunday evening to Friday midday. Weekends are expected to have higher occupancies than mid-week programs.

As proposed, guests will arrive between 3:00 and 6:30 PM on Friday and Sunday afternoons. Check-out time will be at 12:00 Noon. While some guests could stay for lunch on the check-out day, they will be required to leave by 2:00 PM to avoid an overlap in parking. Most guests will not leave the property once they arrive as all meals and accommodation will be provided on campus. Once guests arrive, they will park their vehicle with the intent of not using their vehicle again until they leave the premises.

Employees will work various schedules with the highest number of employees being on campus between 9:00 AM and 6:00 PM.

#### [Trip Generation Estimates](#)

The trip generation estimates were prepared for both the existing baseline condition (i.e. with Bethany University) and the two proposed project scenarios, namely; 1) the “lower volume” traffic condition (Monday through Thursday and Saturday) and the

“higher volume” traffic condition(Friday and Sunday). Trip generation estimates for the proposed project were also calculated for each phase of the project. However, this impact analysis only addresses the (worst-case) project build out conditions (i.e. Phase 2).

**Table 3.2.16-1: 1440 Center Trip Generation Estimate** shows the trip generation estimates for both the existing baseline conditions and the proposed project at build out. The analysis was completed using archival information from the operation of Bethany University, project operational parameters as provided by the project applicant, and the *Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 9<sup>th</sup> Edition (2011)*.

A traffic study was prepared by TJKM in July 2007 for the proposed Bethany University Dormitory Addition. Based on tube counts, this study assumed an average daily rate of 3.86 trips per student per day. However, based on an assessment of ITE standards and the professional judgment of Kimley Horn’s traffic engineer, this traffic analysis assumed a far more conservative estimate of 2.57 trips for daily commuting students and 1.60 for resident students.

Overall, the proposed project would produce fewer daily trips as compared to the existing baseline conditions (i.e. existing with Bethany University). The existing baseline conditions would generate 800 daily trips during lower volume conditions (i.e. Monday – Thursday and Saturday) and 1,479 daily trips during higher volume conditions (i.e. Friday and Sunday). Comparatively, the proposed project at build out would generate 546 daily trips during lower volume conditions (255 fewer daily trips) and 1,171 during higher volume conditions (308 fewer trips).

During peak hour conditions, the proposed project would result in a reduction of trips as compared to the baseline during both the AM and PM peak hours during the lower volume traffic conditions. During the higher volume traffic conditions, the proposed project would result in a reduction of 10 trips during the PM peak hour, but an increase of 23 trips during the AM peak hour.



**Table 3.2.16-1: 1440 Center Trip Generation Estimate**

| Existing Baseline Conditions - Bethany Univeristy                                 |           |                      |            |         |         |             |            |            |            |            |            |            |
|---|-----------|----------------------|------------|---------|---------|-------------|------------|------------|------------|------------|------------|------------|
| Lower Volume Conditions (Monday - Thursday, and Saturday)                         |           |                      |            |         |         |             |            |            |            |            |            |            |
| Use Description   | Units     | Independent Variable | Daily Rate | AM Rate | PM Rate | Daily Trips | AM Trips   | PM Trips   | AM In      | AM Out     | PM In      | PM Out     |
| Resident Students (1)   | 418       | Student              | 0.15       | 0.05    | 0.05    | 63          | 21         | 21         | 6          | 15         | 8          | 13         |
| Commuting Students (1)  | 132       | Student              | 2.57       | 0.90    | 0.90    | 339         | 119        | 119        | 101        | 18         | 30         | 89         |
| Resident Faculty - Full and Part Time (2)   | 50        | Faculty              | 0.15       | 0.05    | 0.05    | 8           | 3          | 3          | 1          | 2          | 1          | 2          |
| Commuting Faculty - Full & Part Time (2)  | 50        | Faculty              | 2.57       | 0.90    | 0.90    | 129         | 45         | 45         | 38         | 7          | 11         | 34         |
| Employees ( 1.2 persons per vehicle) (3)  | 150       | Employees            | 1.75       | 0.75    | 0.75    | 263         | 113        | 113        | 90         | 23         | 28         | 84         |
| <b>GROSS TRIPS</b>  |           |                      |            |         |         | <b>800</b>  | <b>300</b> | <b>300</b> | <b>236</b> | <b>63</b>  | <b>78</b>  | <b>221</b> |
| Higher Volume Conditions (Friday and Sunday)                                      |           |                      |            |         |         |             |            |            |            |            |            |            |
| Use Description   | Units     | Independent Variable | Daily Rate | AM Rate | PM Rate | Daily Trips | AM Trips   | PM Trips   | AM In      | AM Out     | PM In      | PM Out     |
| Resident Students (1)   | 418       | Student              | 1.60       | 0.10    | 0.45    | 669         | 42         | 188        | 2          | 40         | 47         | 141        |
| Commuting Students (1)  | 132       | Student              | 2.57       | 0.90    | 0.90    | 339         | 119        | 119        | 101        | 18         | 30         | 89         |
| Resident Faculty - Full and Part Time (2)   | 50        | Faculty              | 1.60       | 0.10    | 0.45    | 80          | 5          | 23         | 1          | 4          | 6          | 17         |
| Commuting Faculty - Full & Part Time (2)  | 50        | Faculty              | 2.57       | 0.90    | 0.90    | 129         | 45         | 45         | 38         | 7          | 11         | 34         |
| Employees ( 1.2 persons per vehicle) (3)  | 150       | Employees            | 1.75       | 0.75    | 0.75    | 263         | 113        | 113        | 90         | 23         | 28         | 84         |
| <b>GROSS TRIPS</b>  |           |                      |            |         |         | <b>1479</b> | <b>323</b> | <b>487</b> | <b>233</b> | <b>91</b>  | <b>122</b> | <b>365</b> |
| Proposed Project - 1440 Center at Build Out                                       |           |                      |            |         |         |             |            |            |            |            |            |            |
| Lower Volume Conditions (Monday - Thursday, and Saturday)                         |           |                      |            |         |         |             |            |            |            |            |            |            |
| Use Description   | Units (4) | Independent Variable | Daily Rate | AM Rate | PM Rate | Daily Trips | AM Trips   | PM Trips   | AM In      | AM Out     | PM In      | PM Out     |
| Overnight Guests, Faculty, and Faculty Assts.                                     | 375       | Guests               | 0.15       | 0.05    | 0.05    | 56          | 19         | 19         | 6          | 13         | 8          | 11         |
| Overnight - carpool @ 2.5 person per vehicle                                      | 125       | Guests               | 0.15       | 0.05    | 0.05    | 19          | 6          | 6          | 2          | 4          | 3          | 4          |
| Commuting Guests (5)  | 30        | Guests               | 2.57       | 0.90    | 0.90    | 77          | 27         | 27         | 23         | 4          | 7          | 20         |
| Employees ( 1.2 persons per vehicle)  | 225       | Employees            | 1.75       | 0.75    | 0.75    | 394         | 169        | 169        | 135        | 34         | 42         | 127        |
| <b>GROSS TRIPS</b>  |           |                      |            |         |         | <b>546</b>  | <b>221</b> | <b>221</b> | <b>165</b> | <b>55</b>  | <b>59</b>  | <b>162</b> |
| Higher Volume Conditions (Friday and Sunday)                                      |           |                      |            |         |         |             |            |            |            |            |            |            |
| Use Description   | Units (4) | Independent Variable | Daily Rate | AM Rate | PM Rate | Daily Trips | AM Trips   | PM Trips   | AM In      | AM Out     | PM In      | PM Out     |
| Overnight Guests, Faculty, and Faculty Assts.                                     | 375       | Guests               | 1.60       | 0.10    | 0.45    | 600         | 38         | 169        | 2          | 36         | 42         | 127        |
| Overnight - carpool @ 2.5 person per vehicle                                      | 125       | Guests               | 0.80       | 0.90    | 0.90    | 100         | 113        | 113        | 6          | 107        | 28         | 84         |
| Commuting Guests (5)  | 30        | Guests               | 2.57       | 0.90    | 0.90    | 77          | 27         | 27         | 1          | 26         | 26         | 1          |
| Employees ( 1.2 persons per vehicle)  | 225       | Employees            | 1.75       | 0.75    | 0.75    | 394         | 169        | 169        | 135        | 34         | 42         | 127        |
| <b>GROSS TRIPS</b>  |           |                      |            |         |         | <b>1171</b> | <b>346</b> | <b>477</b> | <b>144</b> | <b>202</b> | <b>138</b> | <b>339</b> |
| Net Change in Project Trips (Project Build Out less Existing Baseline Conditions) |           |                      |            |         |         |             |            |            |            |            |            |            |
| Gross Trips   |           |                      |            |         |         | Daily Trips | AM Trips   | PM Trips   | AM In      | AM Out     | PM In      | PM Out     |
| Monday-Thursday, and Saturday   |           |                      |            |         |         | -255        | -79        | -79        | -71        | -8         | -19        | -59        |
| Friday and Sunday   |           |                      |            |         |         | -308        | 23         | -10        | -89        | 111        | 16         | -26        |

Notes:

- (1) Estimate per review by Kimley-Horn of previous project files including the Bethany Campus Master Plan (1986) and Addendums and various project Initial Studies (1980-2011).
- (2) Assumes 50% split between resident and community faculty. Total full and part time faculty (per Bethany University Residence Hall Initial Study, 2007, page 23).
- (3) Estimated total # of employees, as per Phase I of proposed project (1440 Center).
- (4) Per 1440 Traffic and Parking Estimates Memo, dated 3/15/14.
- (5) Trip generation rate for commuting guests per "Traffic Analysis for Bethany University Dormitory Addition". TJKM, July 2007.

## Trip Distribution

A trip distribution estimate was prepared based on an assessment of existing traffic counts and operational conditions as described in the project description. Because the proposed project will function as a visitor destination facility, most guests will come from and return to locations outside of the City of Scotts Valley including the greater San Francisco Bay Area and Central and Southern California. It was assumed that most employees would come from and return to the City of Scotts Valley and locations within the greater Monterey Bay area. The assumed trip distribution is shown in [Figure 3.2.16-2: Proposed Project Trip Distribution](#).

## Analysis Scenarios

### Methodology

Kimley Horn analyzed two scenarios in both the AM and PM peak hours, namely: 1) Existing Baseline Conditions and 2) Existing Baseline Plus Project Build Out Conditions. Worst-case peak hours were utilized, which in high traffic areas such as along Scotts Valley Drive, occur between 7:30 – 8:30 for the AM Peak Hour and 4:45 – 5:45 for the PM Peak Hour.

To determine the Existing Baseline Condition traffic volumes, tube and turning movement counts were taken for the study area Thursday and Friday, March 20<sup>th</sup> and 21<sup>st</sup>, 2014. In addition, turning movement counts were taken for the study area on April 9<sup>th</sup>, 2014. The tube counts indicate that the Thursday AM peak volumes contained 34% higher traffic volumes than a typical Friday AM peak, so for conservative analysis, the Thursday tube and turning movement counts were used in the development of the baseline conditions for the Weekday AM analysis scenario.

A Sunday peak hour analysis was also analyzed. Typically weekend peak hour trips are highest at commercial or tourist destinations such as a shopping center or a recreation facility (e.g. state of national park); however, these peak periods are typically higher on Saturdays with the Sunday peak being lower. The location of the proposed project is in northern Scotts Valley, the surrounding land uses are predominantly residential, including one primary and one secondary school.

Data obtained from the *Caltrans Traffic Data Branch (2012)* indicate that in the AM peak, weekday volumes are higher than the typical weekend AM peak at the Granite Creek ramps.

To determine traffic impacts associated with the proposed project, project trips were identified and then added to the existing baseline conditions traffic using Synchro V 8 software, which incorporates Institute of Traffic Engineers 2010 Highway Capacity Manual (HCM) methodologies.

### Existing Baseline Conditions

The Existing Baseline Conditions was developed by taking traffic counts for the existing network and adding traffic generated by the former Bethany University which is described in Table 3.2.16-2: Existing Baseline Conditions Intersection Delay & LOS and shown Figure 3.2.16-3: Existing Baseline Conditions Peak Hour Turning Volumes & Lane Geometry.

The analysis indicates that all six intersections operate at or above the minimum LOS delay criteria (LOS C/D) with the exception of Intersection #4: Granite Creek Road / Santa’s Village Road / SR-17 NB Ramps, which operates at a deficient delay of 55.8 seconds/vehicle (LOS E).

**Table 3.2.16-2: Existing Baseline Conditions Intersection Delay & LOS**

| # | Intersection  | Jurisdiction | Delay Criteria <sup>1</sup> | Intersection Control <sup>2</sup> | Baseline |                    |
|---|---|--------------|-----------------------------|-----------------------------------|----------|--------------------|
|   |   |              |                             |                                   | LOS      | Delay <sup>3</sup> |
| 1 | Vine Hill School Road / Tabor Drive / Scotts Valley Drive | City         | C/D                         | AWSC                              | B        | 12.4               |
| 2 | Glenwood Drive / SR17 SB Ramps / Scotts Valley Drive      | Caltrans     | C/D                         | Signal                            | B        | 19.0               |
| 3 | Granite Creek Road / Scotts Valley Drive                  | Caltrans     | C/D                         | Signal                            | D        | 46.3               |
| 4 | Granite Creek Road / Santa's Village Road / SR17 NB Ramps | Caltrans     | C/D                         | Signal                            | <b>E</b> | <b>55.8</b>        |
| 5 | Scotts Valley Drive / Bethany Drive                       | City         | C/D                         | SSSC                              | -        | 1.0                |
|   | <i>Worst Approach</i>                                     |              |                             |                                   | <b>B</b> | <b>12.3</b>        |
| 6 | Bethany Drive / Tabor Way                                 | City         | C/D                         | AWSC                              | A        | 8.6                |

<sup>1</sup> Delay criteria found for the City of Scott's Valley in the Traffic Impact Study Guidelines (June, 2003) and the City of Scott's Valley General Plan Circulation Element, CA-150 (April, 1993)

<sup>2</sup> Each study intersection is controlled by a traffic signal, a side-street stop-controlled (SSSC), or an all-way stop-controlled (AWSC).

<sup>3</sup> Delay refers to the average control delay for the entire intersection measured in seconds per vehicle. According to HCM methodology, overall LOS is not defined for side street stop controlled intersections, instead the worst approach control delay is used in seconds.

If a specific movement has a delay less than the approach or intersection average, and the trips are increased for this movement, the overall intersection delay is decreased.

Intersections that are operating below acceptable levels are shown in **BOLD**.

Source: Kimley-Horn & Associates, Inc.

### Existing Baseline Plus Project Build Out Conditions

Existing Baseline Plus Project Build Out Conditions were analyzed by adding the Existing Baseline Conditions to the net new project trips. The analysis found that all time periods would decrease traffic with the inclusion of the proposed project when compared to the Existing Baseline Conditions except for the Friday and Sunday AM trips out and PM trips in, with a net 111 and 16 trips, respectively. Using the criteria outlined in the *City of Scotts Valley Traffic Impact Studies Guide (2003)*, a traffic impact analysis need only be conducted in cases where a project generates at least 50 peak hour trips assigned to a street facility. Thus, only the Friday and Sunday AM trips out were considered potentially significant and warranted further analysis.

Project build out intersection level of service is described in [Table 3.2.16-3: Existing Baseline Plus Project Build Out Conditions Intersection Delay & LOS](#) and illustrated in [Figure 3.2.16-4: Existing Baseline Plus Project Build Out Conditions Peak Hour Turning Volumes & Lane Geometry](#).

As shown, all intersections operate at an acceptable LOS with the exception of Intersection #4: Granite Creek Road / Santa's Village Road / SR-17 NB Ramps. This intersection already operates at LOS E, which is below the minimum LOS delay criteria of C/D. The proposed project will increase the delay by 0.9 seconds which is considered less than significant in the context of typical daily traffic operations at the study intersection.

**Table 3.2.16-3: Existing Baseline Plus Project Build Out Conditions Intersection Delay & LOS**

| # | Intersection  | Jurisdiction | Delay Criteria <sup>1</sup> | Intersection Control <sup>2</sup> | Existing Baseline |                    | Project Build Out |                   |
|---|---|--------------|-----------------------------|-----------------------------------|-------------------|--------------------|-------------------|-------------------|
|   |   |              |                             |                                   | LOS               | Delay <sup>3</sup> | LOS               | Delay             |
| 1 | Vine Hill School Road / Tabor Drive / Scotts Valley Drive | City         | C/D                         | AWSC                              | B                 | 12.4               | B                 | 13.8              |
| 2 | Glenwood Drive / SR17 SB Ramps / Scotts Valley Drive      | Caltrans     | C/D                         | Signal                            | B                 | 19.0               | C                 | 20.1              |
| 3 | Granite Creek Road / Scotts Valley Drive                  | Caltrans     | C/D                         | Signal                            | D                 | 46.3               | D                 | 39.6 <sup>4</sup> |
| 4 | Granite Creek Road / Santa's Village Road / SR17 NB Ramps | Caltrans     | C/D                         | Signal                            | <b>E</b>          | <b>55.8</b>        | <b>E</b>          | <b>56.7</b>       |
| 5 | Scotts Valley Drive / Bethany Drive                       | City         | C/D                         | SSSC                              | -                 | 1.0                | -                 | 1.0               |
|   | <i>Worst Approach</i>                                     |              |                             |                                   | <i>B</i>          | <i>12.3</i>        | <i>B</i>          | <i>12.5</i>       |
| 6 | Bethany Drive / Tabor Way                                 | City         | C/D                         | AWSC                              | A                 | 8.6                | A                 | 8.6               |

1 Delay criteria found for the City of Scott's Valley in the Traffic Impact Study Guidelines (June, 2003) and the City of Scott's Valley General Plan Circulation Element, CA-150 (April, 1993)

2 Each study intersection is controlled by a traffic signal, a side-street stop-controlled (SSSC), or an all-way stop-controlled (AWSC).

3 Delay refers to the average control delay for the entire intersection measured in seconds per vehicle. According to HCM methodology, overall LOS is not defined for side street stop controlled intersections, instead the worst approach control delay is used in seconds.

4 In cases where a specific movement has a delay less than the approach or intersection average, and the trips are increased for this movement, the overall intersection delay is decreased.

Intersections that are operating below acceptable levels are shown in **BOLD**.

Source: Kimley-Horn & Associates, Inc.

**Status**

Less than significant.

**Source(s)**

- Caltrans Traffic Impact Study Guide, 2003.
- Caltrans Traffic Data Branch, 2012.
- City of Scotts Valley Traffic Impact Studies Guide, 2003.
- Institute of Traffic Engineers 2010 Highway Capacity Manual (HCM).

***Potential Conflicts with Scotts Valley High School***

Given the proximity of the proposed project to Scotts Valley High School (SVHS), an afternoon peak which overlaps with the high school's dismissal times was also analyzed for Intersection #2: Glenwood Drive / SR-17 SB Ramps / Scotts Valley Drive.

Based on tube counts taken on Glenwood Drive from an existing traffic study, *Glenwood Drive and Casa Way / Kerry Court Intersection Study (Hexagon 2014)*, the high school dismissal peak for traffic occurs between 3:00 and 4:00 PM. During this time, a portion of project-related trips will be arriving to the project site, and during the PM Peak Hour, would result in only 16 net new trips as compared to the Existing Baseline Condition.

Furthermore, this arriving project traffic would be travelling north on Scotts Valley Drive while a significant portion of high-school traffic would be turning right from Glenwood Drive and traveling south on Scotts Valley Drive, in the opposite direction. Given the low net new trips during the PM Peak Hour and non-conflicting travel patterns, impacts to the roadway during the SVHS afternoon peak hour were considered less than significant.

#### Status

Less than significant.

#### Source(s)

- City of Scotts Valley Traffic Impact Studies Guide, 2003.
- Hexagon Transportation Consultants, Glenwood Drive and Casa Way / Kerry Court Intersection Study, 2014.
- Institute of Traffic Engineers 2010 Highway Capacity Manual (HCM).

#### *Potential Impacts to Bethany Way*

Bethany Way is a short (~250 ft.) residential cul-de-sac located off Bethany Way. There are five (5) single-family residences that access this public roadway. Bethany Way is only 17 ½ feet wide, which is 6 ½ feet narrower than the 24 foot minimum width for a two-lane Local Street (as defined by the City of Scotts Valley) roadway with no parking.

Project plans include a new roadway extending from Bethany Way north uphill to the proposed parking lot (Phase 1) and garage (Phase 2). Initially, this roadway extension will service as an emergency vehicle access (EVA) road only with a bollard system installed (as approved by the Scotts Valley Fire Prevention Department) that will prohibit non-emergency access. Under these conditions, guests parking in the West Field area will utilize the proposed Connector Road and the sole means of ingress and egress.

At some future time as part of or following the construction of Phase 2, and depending on the number of guests and operational conditions, the project applicant may wish to utilize the EVA road for guests to exit the proposed parking garage downhill to Bethany Way and then south onto Bethany Drive. During peak periods, namely Friday and Sunday mornings, a portion of the vehicles parked in the garage would exit via Bethany Way.

Given the fact that Bethany Way is a substandard roadway, the increased traffic resulting from the proposed project could potentially result in conflicts for access to the adjacent five single-family residents. This is considered a potentially significant impact. Implementation of the Mitigation Measure T-1 would reduce this impact to less than significant.

#### Mitigation Measure

MM T-1: ***Bethany Way Widening***. Before project-related traffic to/from the West Field parking area is allowed, Bethany Way shall be widened to a width sufficient to allow safe access for two way traffic as well as emergency vehicles. The project applicant (or its successor) shall work in coordination with the City of Scotts Valley, the Scotts Valley Fire Protection District, and residents of Bethany Way to determine the final roadway width and configuration as well as installing the appropriate infrastructure including curbs, sidewalk(s), and storm drains.

#### Transit, Bicycling, & Pedestrian Facilities

Because proposed project will draw trips to/from regional locations largely outside the City of Scotts Valley, a large majority of trips are expected to be via private automobile or by carpool.

The closest transit service is Santa Cruz METRO bus route #30. The closest stop is located at the Scotts Valley Drive and Vine Hill School Road, nearly one mile away. There are no existing or proposed dedicated bicycle lanes or trails providing access to the project site, making bicycling an unlikely travel option. Given the fact that there is no transit, bicycling or pedestrian facilities that service the project site, there will be no impacts to existing facilities.

#### Status

No impact.

#### Source(s)

- Scotts Valley Bicycle Transportation Plan.

#### **(b) Congestion Management Program**

##### Environmental Analysis

There is no active Congestion Management Program within the City of Scotts Valley. However, congestion mitigation strategies are innate to the proposed project in that the peak travel periods associated with the proposed project are largely outside of the city-wide AM and PM Peak Hour periods.

Measures to reduce congestion and single-occupant vehicle use will be encouraged as part of the marketing materials produced for the project. For example, carpooling will be strongly encouraged, particularly given the anticipated types of guests (i.e., long distance) and uses associated with the 1440 Center.

Status

No impact.

Source(s)

- None.

**(c) Air Traffic Patterns**

The closest airport to the project site is the Watsonville Municipal Airport which is located more than 15 miles to the south. Given this distance, the proposed project will have no impact.

Status

No impact.

Source(s)

- City of Scotts Valley General Plan.

**(d) Hazards Due to a Design Feature**

The proposed project will not include any off-site roadway improvements. On-site, Bethany Drive, which is a public roadway, will be straightened and leveled to a more gradual gradient, resulting in improved safety conditions.

South of the project site, Bethany Drive is a narrow, winding, local street that extends through a single-family residential neighborhood. Similar to conditions when Bethany University was in operation, guests will be driving through this residential neighborhood to access to the project site. While no mitigation is required, the following condition of approval is recommended due to the relatively narrow geometric configuration of Bethany Road.

*Recommended Condition of Approval:* Prior to building occupancy, the project applicant shall work in coordination with the City of Scotts Valley Public Works and Police Departments to include install a traffic calming device (s) on Bethany Road. This could include the installation of a radar speed sign(s) (also called radar signs, driver feedback signs, speed display signs, and “Your Speed” signs) to alert motorists of their speed.

Status

No impact.

Source(s)

- None.

**(f) Transportation Policies**Environmental Analysis

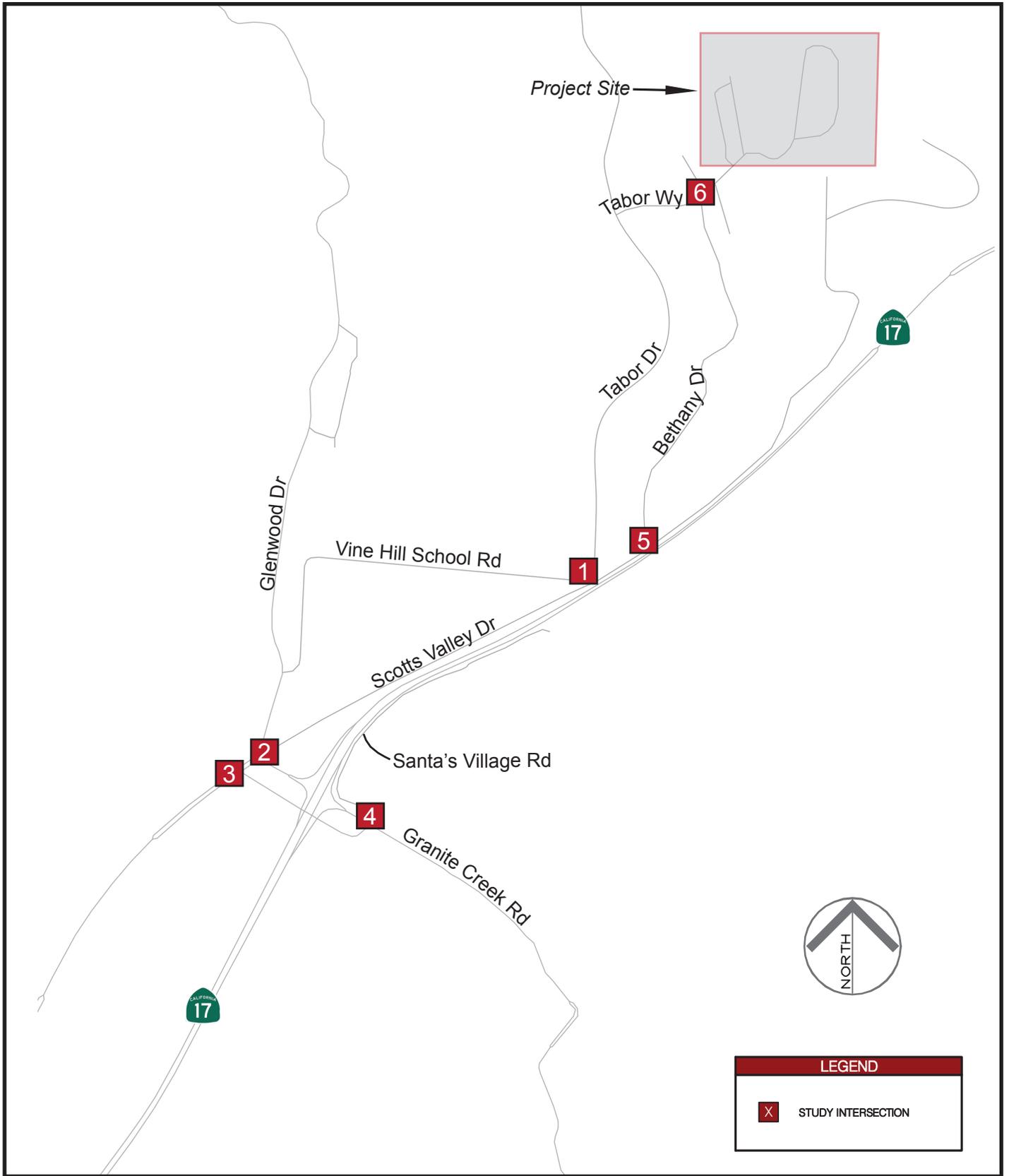
Relevant plans, policies, and programs regarding public transit, bicycle or pedestrian facilities include the *Scotts Valley General Plan (1993)* and the *Scotts Valley Bicycle Transportation Plan (2012)*. As described in the analysis above, the proposed project would not conflict with or otherwise decrease the performance or safety of any facilities identified in these two plans and therefore there would be no impact.

Status

No Impact.

Source(s)

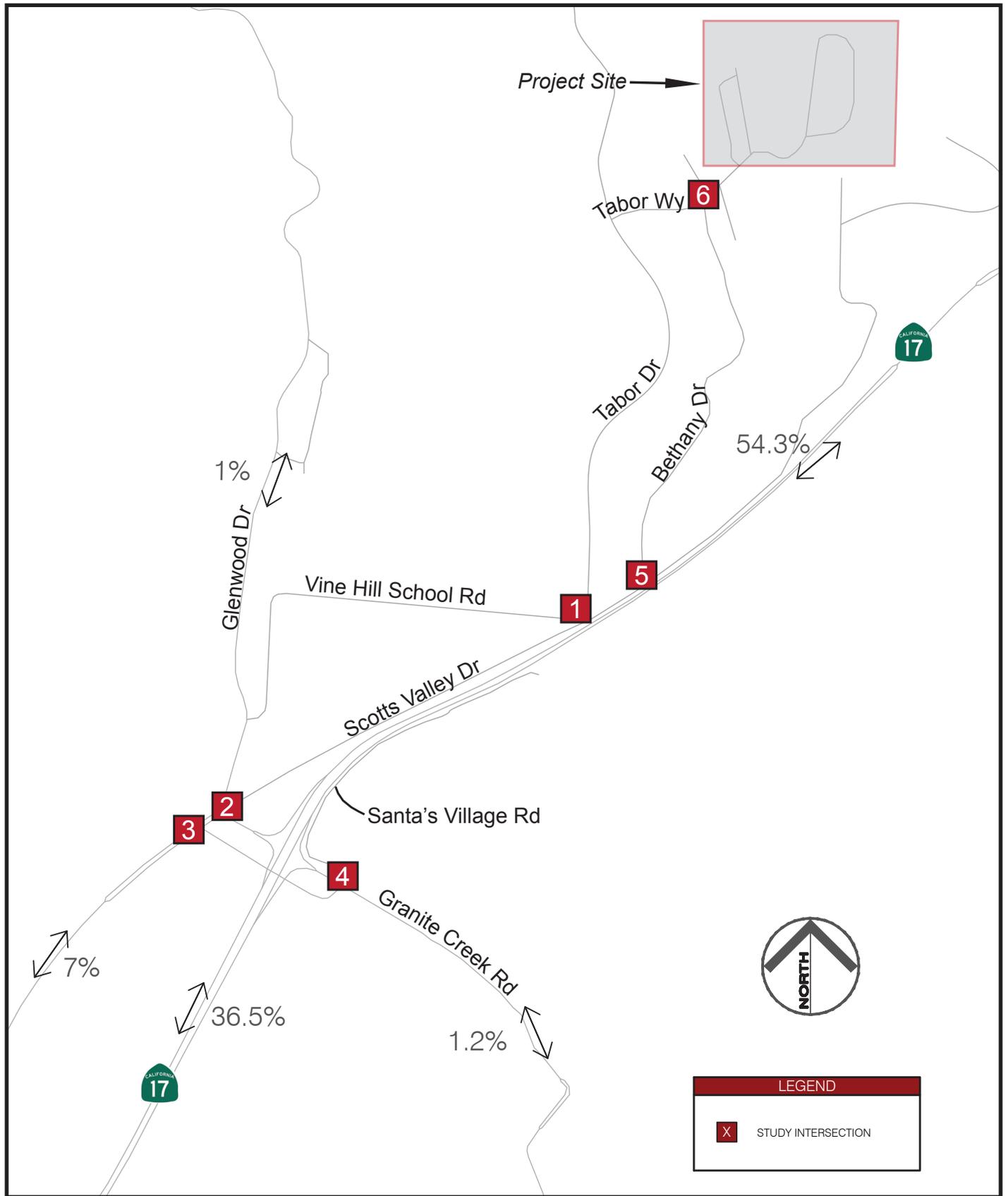
- City of Scotts Valley General Plan.
- Scotts Valley Bicycle Transportation Plan.



Source: SJC\_PLAN\097683001\_1440 Center IS-MND\Graphics\Illustrator

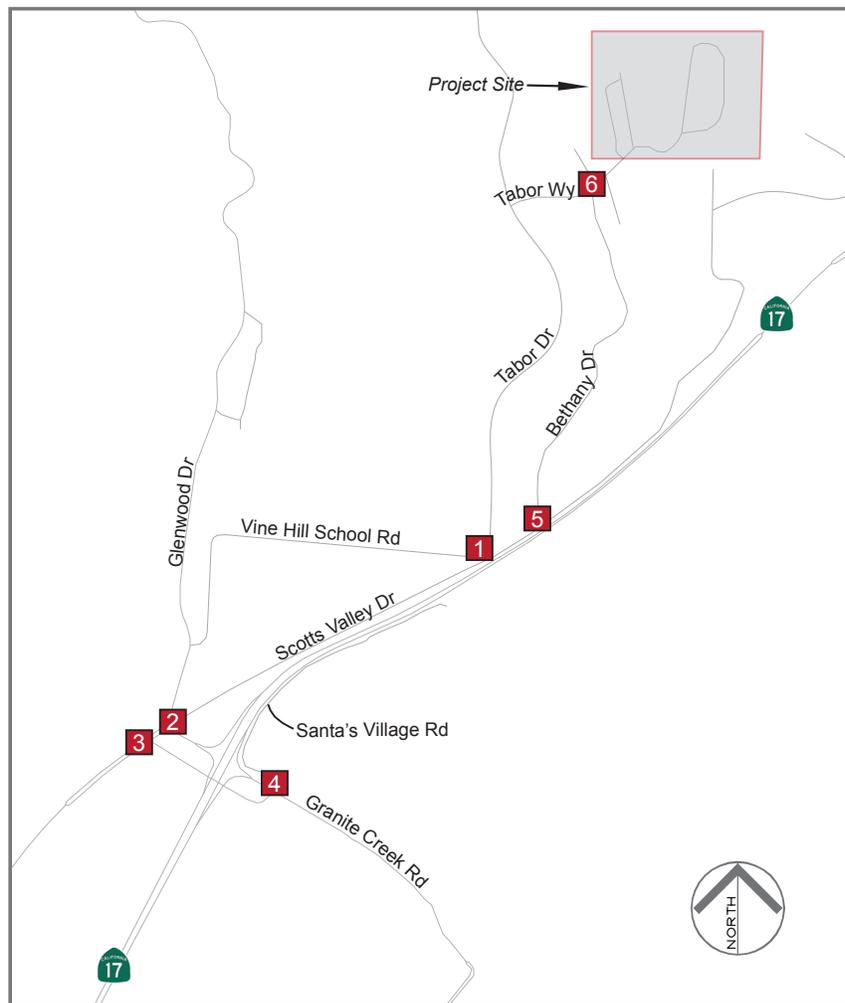
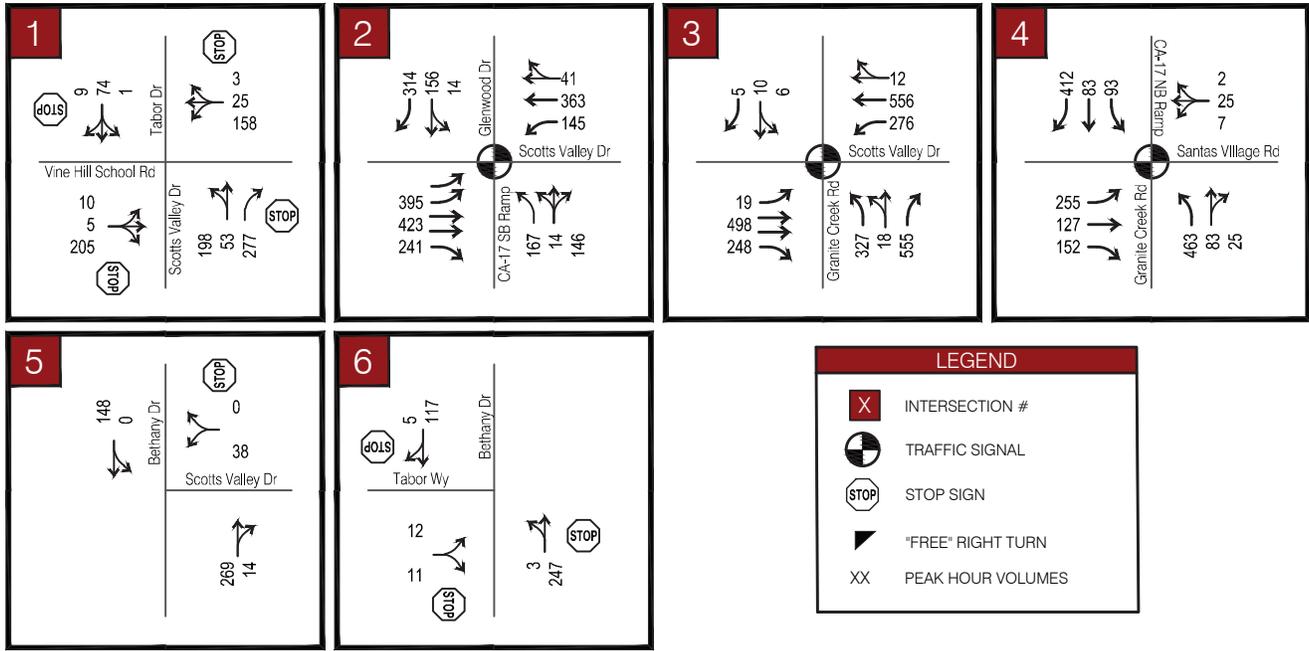
1440 Center Initial Study

Figure 3.2.16-1



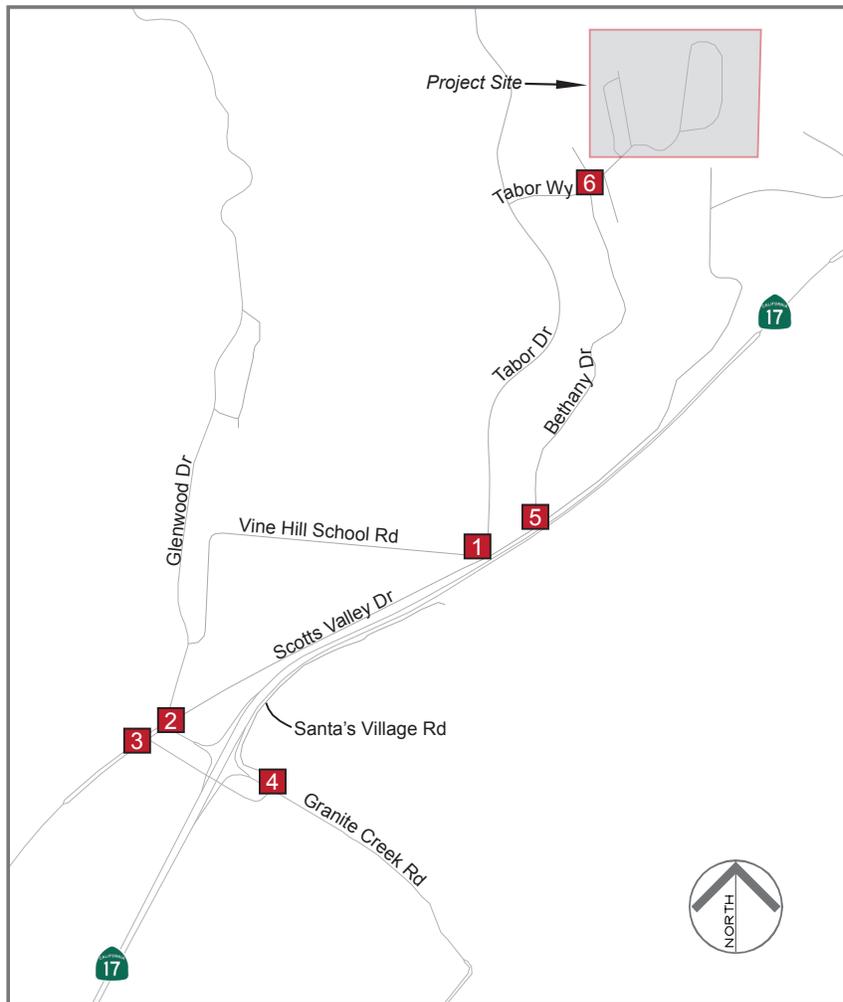
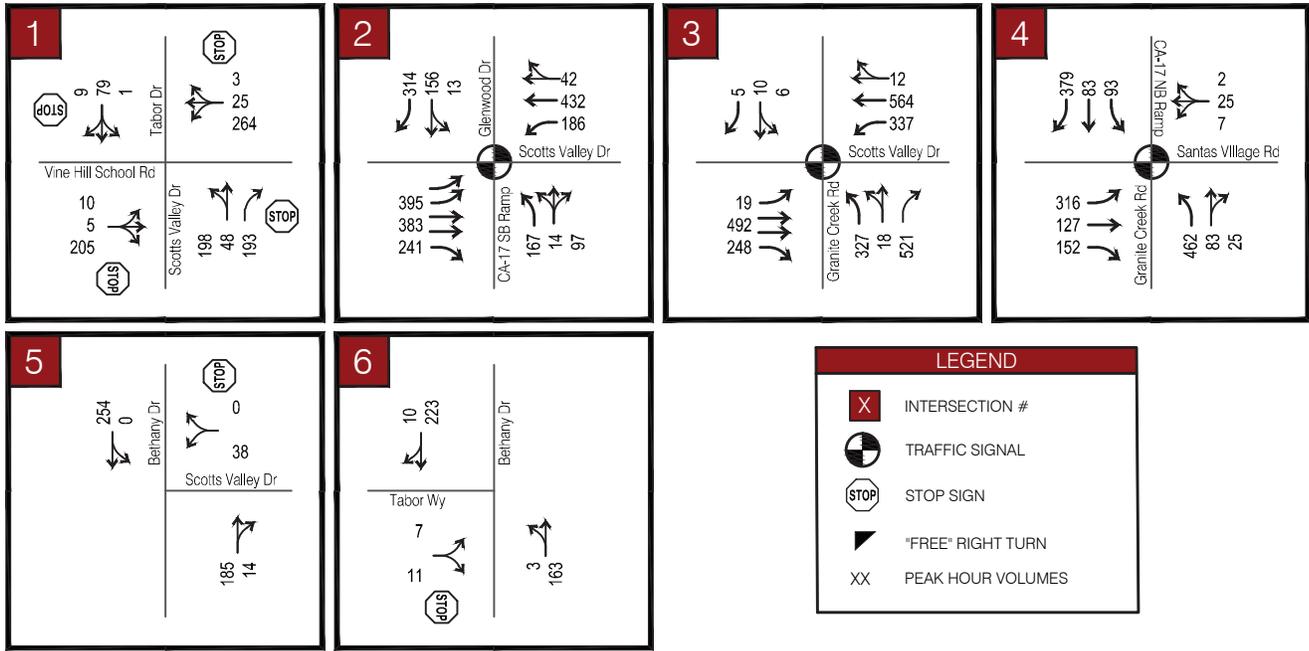
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1440 Center Initial Study



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1440 Center Initial Study



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1440 Center Initial Study



### 3.2.17. Utilities and Service Systems

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board;
- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects;
- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed;
- e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments;
- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs; or
- g) Comply with federal, state, and local statutes and regulations related to solid waste.

#### **(a-b, e) Wastewater Collection and Treatment**

The City of Scotts Valley provides wastewater collection and treatment for City residents, including for the project site. City wastewater is conveyed to and treated at the Scotts Valley Water Reclamation Facility. This facility is owned and operated by the City and provides residents with wastewater treatment services as well as recycled water for landscape irrigation and other uses. The plant's current capacity is 1.5 million gallons per day (mgd) for wastewater treatment and 1 mgd for recycled water processing. These capacities are considered adequate by the City for expected future growth in the City of Scotts Valley.

An existing sanitary sewer line currently extends along Bethany Drive and Gaston Circle. This segment of pipeline will be largely abandoned and replaced with new upgraded lines located under the realigned roadways and will tie into Bethany Drive and flow southwesterly, ultimately to the Scotts Valley Water Reclamation Facility.

An additional existing sewer pipeline extends along the northern boundary of the project site along Carbonera Creek westerly to a connection in Bethany Drive. Previous studies conducted for the project site have identified this segment of sewer line,

estimated at a length of approximately 60 feet, to be at risk based on settlement and slide conditions. This segment of pipeline will remain in use with implementation of the project. Considering the pipeline's proximity to Carbonera Creek and the possibility that portions of the pipeline may be exposed from erosion, a recommended condition of approval has been included requiring the applicant to provide further investigation into the stability of the sanitary sewer pipeline and provide evidence of such investigation to the City prior to final project approval. Should the investigation indicate improvements are required, the improvements will be recorded on final site plans prior to the issuance of grading or building permits for the project site.

*Recommended Condition of Approval.* Prior to submittal of final site plans to the City, the applicant shall conduct an investigation into the stability of the sanitary sewer pipeline running parallel to Carbonera Creek. The applicant shall be responsible for providing evidence to the City of having conducted this investigation into the stability of the pipeline. Should the investigation determine improvements are required, the improvements will be recorded on final site plans as the applicant's responsibility to address prior to final site plan approval and the issuance of grading or building permits for the project site.

To accommodate future development on the site, new 8-inch wastewater pipelines will be extended throughout the site. The total approximate project site wastewater generation rate is approximately 62,500 gallons per day (gpd)/0.0625 million gallons per day (mgd) at full guest capacity and full site buildout (using a conservative estimated 125 gpd multiplier for a total approximate site wastewater generation rate with 500 rooms). This represents 0.04% of the approximate 1.5 mgd capacity at the City's Wastewater Reclamation Facility, and therefore represents a non-substantial portion of total wastewater able to be processed at the facility on a daily basis.

Implementation of the proposed project would, therefore, not exceed wastewater treatment requirements, require or result in the construction of new wastewater treatment facilities, and would be served by a wastewater treatment provider with adequate capacity to accommodate project site demand. Potential impacts will, therefore, be less than significant.

#### Status

Less than significant.

#### Source(s)

- Project Application/Project Site Plans.
- City of Scotts Valley, Website homepage, Website, Available: [http://www.scottsvalley.org/wastewater\\_recycling/wastewater\\_recycling.html](http://www.scottsvalley.org/wastewater_recycling/wastewater_recycling.html)

**(b, d) Water Supply and Infrastructure**Environmental Analysis

The project site is currently served by, and will continue to be served, potable water supply by the Scotts Valley Water District (the District). The District maintains 55 miles of potable water mains, seven potable water storage tanks, nine booster pump stations, six production wells and four potable water treatment plants/facilities. Additionally, the District operates a 625,000-gallon recycled water storage tank, a recycled water booster pump station, and six miles of recycled water distribution mains.

The District relies solely on groundwater to serve its customers. Groundwater sources are stored in the Santa Margarita Groundwater Basin and rainfall is the source of the basin's recharge. The District shares water supply in the basin with other users, including neighboring water districts.

The District's current six wells have a combined capacity of 1,664 gallons per minute (gpm), or 2.4 million gallons per day (mgd). Average daily water demand for the District is estimated to be approximately 1.8 mgd, for an approximate 0.6 mgd available capacity.

An existing booster pump station located on Bethany Drive just south of the project site pumps water via an 8-inch water line north through the site to a 400,000 gallon storage tank located on top of a hill at the northern extent of the project site at elevation 1,100 feet.

To accommodate future development on the site, new 8-inch and 10-inch potable water pipeline will be extended throughout the site. Based on a conservative water demand rate of 55 gallons per day (gpd) per individual, total water demand for the site is estimated to be approximately 13,750 – 19,250 gpd, compared to 19,250 gpd for Bethany College. The maximum potential demand of 19,250 gpd represents .007% of the 2.9 million gallons per day (mgd) overall District daily demand. Considering that this estimate does not account for proposed water-conservation effort associated with the proposed project, the actual demand from the site will be lower.

As the District has available capacity to serve the project site and there would be no significant increase in demand for water supply resulting from the proposed project, the potential impact is less than significant. However, to further reduce potential water supply demand on the project site, the following recommended condition of approval to prepare a water conservation plan for the project site has been included.

*Recommended Condition of Approval.* To minimize the use of water and encourage conservation efforts and conservation awareness, the project applicant shall coordinate with the Scotts Valley Water District to prepare and implement a Water Conservation Plan (WCP) for the project site. The WCP shall be prepared

as a part of the (Water) Main Extension Agreement. Conservation measures could include but are not limited to the following to following:

- Rain harvesting from roofs for storage and later use for irrigation
- Use of shower and laundry water as recycled water for irrigation
- Waterless urinals and dual-use toilets
- Low-flow shower heads
- Instant water heaters

As discussed in [Section 3.2.8 Hazards and Hazardous Materials](#), the project site is in an area susceptible to wildland fire hazards and will require upgrades in water storage capacity to adequately provide fire suppression (e.g. sprinklers) in the event of an emergency. Conditions of approval will require this improvement to be implemented for the project's approval, thereby reducing potential effects to a less than significant level. However, increased water storage capacity does not represent an increase in water demand for the project site, as the increased storage would be for emergency purposes only.

#### Status

Less than significant.

#### Source(s)

- Project Application/Project Site Plans
- Scotts Valley Water District, Website homepage, Available: <http://www.svwd.org/index/mn32416/Welcome>

### **(c) Storm Drainage Facilities**

#### Environmental Analysis

As previously identified in [Section 3.2.9 Hydrology and Water Quality](#), the applicant has prepared a Stormwater Control Plan for the project site. As the proposed project would disturb more than one acre of land, the applicant will be required to submit a Notice of Intent to the State Board and apply for coverage under the State NPDES General Permit for Construction Activities, prepare a Stormwater Pollution Prevention Plan (SWPPP), and submit it for review and approval prior to commencing construction. In addition to disturbing more than one acre, the proposed project would create or replace 22,500 sf or more of impervious surface area. Development on the project site would, therefore, be subject to state Tier 4 PCRs, as previously identified, requiring the implementation of LID measures in conjunction with construction and operational phases of the project. It is anticipated that the project's SWPP will incorporate LID design elements as discussed in the project's Stormwater Control Plan, thereby limiting the project site's ultimate stormwater control plan to one plan.

The applicant will be required to prepare and submit the project SWPP for review and approval prior to construction activities occurring on the site. It is anticipated that Tier 4 PCR requirements will be incorporated into the project's SWPP; however, conceivably two separate reporting plans could be pursued. Regardless of the option pursued, the requirements for both processes are conditions of project approval which would reduce potential on- and off-site impacts. However, as the project's Stormwater Control Plan identifies a total increase of 2.26 cfs of impervious surface area from post-project conditions on the site, Mitigation Measure HYD-1 is required to ensure potential impacts will be less than significant. With these project conditions and Mitigation Measure HYD-1, impacts would be less than significant.

#### Status

Less than significant.

#### Source(s)

- Project Application/Project Site Plans.
- Ifland Engineers, Stormwater Control Plan for the 1440 Centre, June 2014.
- City of Scotts Valley Public Works, Compliance with Stormwater Post-Construction Requirements in the City of Scotts Valley, February 2014.

#### **(f) Solid Waste Disposal and Regulations**

##### Environmental Analysis

GreenWaste Recovery, a private contractor, provides weekly collection of garbage, recyclable materials, and yard trimmings for residents and business in the City of Scotts Valley. Solid waste is transported to either the Buena Vista Sanitary Landfill or the Ben Lomond Transfer Station, where it is then delivered to the Monterey Peninsula Landfill.

The Buena Vista Sanitary Landfill, located in Watsonville, is permitted until 2031 and has a max capacity of 7,537,700 cubic yards of solid waste, with approximately 3,303,649 cubic yards of remaining capacity. The Buena Vista Sanitary Landfill is permitted to receive 838 tons of solid waste per day. The Monterey Peninsula Landfill, located in Marina, is permitted until 2107 and has a max capacity of 49,700,000 cubic yards of solid waste, with approximately 48,560,000 cubic yards of remaining capacity. The Monterey Peninsula Landfill is permitted to receive 3,500 tons of solid waste per day.

Implementation of the proposed project is estimated to generate approximately 0.25 tons of solid waste daily at full buildout and at full capacity. This is based on an estimated 500 guests and faculty at full build-out, and at full capacity, with a solid waste service generation rate of 2 pounds (lbs.) per room. With an estimate of approximately 250 rooms to accommodate the 500 guests and faculty, a total daily sold waste generation is 500 lbs. per day; 500 lbs. converts to 0.25 tons per day.

With an estimated solid waste generation rate of 0.25 tons per day, the project site would generate 0.02% of solid waste daily capacity at the Buena Vista Sanitary Landfill or 0.07% of solid waste daily capacity at the Monterey Peninsula Landfill. Whether solid waste from the project site is ultimately transferred to the Buena Vista or Monterey Peninsula landfills, the percentage contributed from the project site would be a non-substantial amount of daily solid waste intake. Furthermore, the proposed project would be in compliance with regulations related to solid waste.

#### Status

Less than significant.

#### Source(s)

- Project Application/Project Site Plans.
- California Department of Resources Recycling and Recovery, Website homepage, Available: <http://www.calrecycle.ca.gov/>

### 3.2.18. Mandatory Findings of Significance

In accordance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, City of Scotts Valley plans and policies, and agency and professional standards, a project impact would be considered significant if the project would:

- a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory;
- b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.); or
- c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

#### (a) Quality of the Environment

##### Environmental Analysis

Construction and implementation of the proposed project does not have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important cultural resources. Project design and mitigation measures identified in this Initial Study would reduce potential significant impacts to less than significant levels.

##### Status

Less than significant.

##### Source(s)

- Initial Study Sections: 3.2.4, 3.2.5, 3.2.6, 3.2.8, and 3.2.9.

#### (b) Cumulative Impacts

##### Environmental Analysis

Construction and implementation of the proposed project would not result in impacts that are individually limited, but cumulatively considerable, as identified in specific sections of this Initial Study. Project design and mitigation measures identified in this Initial Study would reduce potential significant impacts to less than significant levels.

Status

Less than significant.

Source(s)

- Initial Study Sections: 3.2.3, 3.2.4, 3.2.7, 3.2.9, 3.2.10, 3.2.14, 3.2.17.

**(c) Substantial Adverse Effects on Human Beings**

Environmental Analysis

Construction and implementation of the proposed project would not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Project design and mitigation measures identified in this Initial Study would reduce potential significant impacts to less than significant levels

Status

Less than significant.

Source(s)

- Initial Study Sections: 3.2.1, 3.2.3, 3.2.6, 3.2.7, 3.2.8, 3.2.9, 3.2.12, 3.2.14, 3.2.16, 3.2.17.

### 3.4. Determination

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

- ✓ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature 

Date July 16, 2014



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