
**Response to Comments on the
Draft Initial Study**

1440 Center

City of Scotts Valley, CA

Prepared by

Kimley»»Horn

October 2014

Responses to Comments on Draft Initial Study

Introduction

An Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the proposed project. The IS/MND was circulated for a 30-day public review period from July 21 to August 21 2014. A public notice was posted on the project site and the IS/MND was posted on the City's website. Notices about the proposed project was mailed to surrounding property owners within 300 feet, pursuant to State law. The City received eight written comment letters on the IS/MND:

1. State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit (August 20, 2014)
2. State of California, Department of Transportation (August 18, 2014)
3. Monterey Bay Unified Air Pollution Control District (August 18, 2014)
4. Santa Cruz County Regional Transportation Commission (August 18, 2014)
5. San Lorenzo Valley Water District (August 18, 2014)
6. Scotts Valley Water District (August 7, 2014)
7. Marc Sacoolas (August 19, 2014)
8. Marnye Sacoolas (August 20, 2014)

Comments on the IS/MND focused on the following issues:

- Establishment of a baseline for the project to include Bethany University as a functioning operation
- Traffic
- Water Use
- Site Drainage
- Potential Biological Impacts
- Emergency Access

All comments received on the IS/MND were reviewed and considered by the City. The City determined that in no instance did the comments result in the identification of a new or previously unidentified significant adverse impact to the environment.

Following is a response to comments received on the Draft IS/MND. Responses have been

organized by topic area and applicable comment letter numbers (identified above).

Agency Procedure (Comment Letters #s 1, 2, 3, 4, 5, and 6)

Comments pertaining to State, Regional, and Local agency project requirements were included in six comment letters received. These comments do not pertain to project environmental impacts or the content of the Initial Study itself, and therefore are not further discussed. The City acknowledges and notes the comments received and will continue its established relationship with these State, Regional, and Local agencies. Where appropriate, the City and/or applicant will be responsible for addressing specific agency requirements as the project progresses into construction and implementation phases.

CEQA Baseline (Comment Letters #s 2, 3, and 5)

Three comments were received regarding the Initial Study's consideration of baseline environmental conditions for the project site.

The commenters contend that the baseline should have considered the site as essentially vacant and undeveloped and, thus any new impacts, particularly as they relate to air quality, greenhouse gas emissions, water use, and traffic generation be considered as null because the project site is currently not operational.

A project baseline is typically determined at the initiation of 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. However, there is 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.

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.

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.

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 4: Bethany University Baseline Use Characteristics which shows a daily population of approximately 800 people were on site on any average weekday.

Table 4: 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.
Total	800	

Source: Kimley-Horn and Associates, 2014.

Water Use (Comment Letters #s 5 and 6)

Comments were received regarding the proposed project's estimated water use as considered by the Initial Study. The Initial Study used a water factor of 55 gallons per day (gpd) to estimate potential water demand of the proposed project. A comment was received which clarified that with a total of 725 (guests and employees) at full capacity for the Center, total water demand for the site using 55 gpd as a water factor results in a maximum demand of 39,875 gpd. However, the Initial Study was revised to reflect a 60% occupancy rate for the Center. This would result in maximum water demand of 23,925 gpd. This analysis has been clarified in the revisions to the Initial Study.

As also clarified in the revisions to the Initial Study, the SVWD is currently obligated to allocate 20,274 gpd to the site based on historic use and existing connections. Therefore, the increased demand in water supply by the project is 3,651 gpd, which represents 0.3% of the SVWD's existing service area water use. This revised analysis supports the Initial Study conclusion of the proposed project having a less-than-significant impact. Revisions have been made to the analysis in the Initial Study reflecting these clarifications. The revisions are provided as clarification to the Initial Study and do not represent a new and/or previously unidentified impact.

Comments were received which clarify Scotts Valley Water District conditions of approval, which are incorporated herein in the conditions of approval for the project listed in this staff report.

A comment was received clarifying the Scotts Valley Water District daily potable water demand. Revisions have been made to the Initial Study reflecting this clarification. Please see attached Revisions to the Initial Study.

Comments were received regarding the proposed project site's use of landscape irrigation and recommendations were provided for consideration. These recommendations are acknowledged and will be forwarded to the applicant and Scotts Valley Water District for consideration in final project design and construction plans for the proposed project. Water usage for landscaping proposed for the site is expected to be minimal based on site plan design and conditions of approval limiting use of water for landscaping activities and requiring the project applicant to prepare and implement a Water Conservation Plan in coordination with the Scotts Valley Water District, which will require the use of native drought tolerant plants and more water efficient irrigation methods.

Site Drainage (Comment Letter #5)

Construction of the proposed project 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 has been prepared for the project, which identifies opportunities for the usage of LID strategies to retain potential runoff from the 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. 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. 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. This mitigation measure requires a reduction of post-development runoff rate by the applicant demonstrated through the incorporation of Low Impact Development (LID) measures to be implemented on the project site.

With regards to comments received on the proposed project's use of LID measures, the details of LID are not considered as required to be identified at the time of the preparation of the project's Initial Study, as LID measures will be identified with the development of final design and construction plans for the proposed project. As the Initial Study states, the identification of these measures will be required prior to the issuance of a final grading permit by the City. Furthermore, this requirement will bring the project into compliance with City of Scotts Valley post development runoff code.

Comments were received regarding runoff and pollution control measures per Santa Cruz County code; however, while the City of Scotts Valley is cognizant of Santa Cruz County requirements, it is noted that the proposed project site is located entirely within the City of Scotts Valley and no entitlement approvals are required from Santa Cruz County for the

project's approval.

Biological Impacts (Comment Letters #s 5 and 8)

Comments were received concerning the proposed removal of trees from the project site. As identified in the project's Initial Study, a Tree Resources Analysis and Construction Impact Assessment (James P. Allen & Associates, June 2014) was prepared for the proposed project and was further reviewed by the Biological Report (Biotic Resources Group, July 2014) prepared for the project. The two reports were incorporated by reference in the Initial Study prepared for the project and were included as appendices to the Initial Study. The Initial Study determined potential on-site impacts to trees would be reduced to a less-than-significant level with the incorporation of Mitigation Measure BIO-4, which requires the applicant to implement all measures contained within the project's arborist report for avoidance and mitigation for proposed tree removal of the proposed project. Measures include implementing a tree protection plan, maintenance of trees to remain on-site, and implementing a tree replacement program. These measures are required to be incorporated into the final project design and construction documents for both phases of the project.

An additional comment referred to the potential for geologic instability to occur on the site with implementation of the project's proposed removal of trees. However, a Geotechnical and Geologic Investigation (Pacific Crest Engineering, April 2014 – Attachment 6) was prepared for the project as identified in the project's Initial Study. This study was incorporated by reference and included as an appendix to the Initial Study. The geotechnical study included a review of the proposed project on the project site, including proposed tree removal associated with the project. The geotechnical study determined the proposed project to be feasible with the incorporation of recommendations from the report and for the preparation of a design-level geotechnical report to be prepared and incorporated into the final project design and construction documents. The design-level geotechnical report shall address, but not be limited to, site preparation and grading, building foundations, and CBC seismic design parameters. Per Mitigation Measure GEO-1 identified in the project's Initial Study, a design-level geotechnical report is required to be prepared and submitted in conjunction with Building Permit applicant(s) and reviewed and approved by the City for each phase (Phase 1 and Phase 2) of the project. For the reasons identified herein, in addition to analysis previously prepared for the proposed project, the potential for proposed tree removal to cause geologic hazards on the site has been/will be sufficiently considered and addressed for the proposed project.

With regards to comments received concerning the potential for hazards from wildfires on the project site, the proposed project has been reviewed by the Scotts Valley Fire District. The City will continue to collaborate with the Fire District as it considers approval of further stages of the project's construction and implementation.

The Biological Report (Biotic Resources Group, July 2014) prepared for the project included a review of all potential biological resources with potential to be found on the site and for potential significant impacts to occur to specific species, which included consideration of

potential significant impacts to owls or quail. Potential significant impacts to biological resources from the proposed project were determined to be less-than-significant or less-than-significant with the incorporation of mitigation measures, as identified in the project's Initial Study.

Traffic Increase (Comment Letters #s 2, 4, 7, and 8)

The City received two letters from agencies (Caltrans and the Santa Cruz County Regional Transportation Commission [RTC]) and two letters from individuals regarding transportation issues addressed in the Initial Study. Caltrans raised an issue concerning the baseline condition which is addressed above.

Caltrans also stated that any increase in traffic to an existing insufficient intersection (in this case Intersection #4: Granite Creek Road / Santa's Village Road / SR17) should be fully mitigated. Implementation of the proposed project would result an increased delay during the peak hour by 0.9 seconds and the intersection is already operating as level of service (LOS) E, which is below the minimum LOS delay criteria of C/D. The City maintains that the 0.9 second increase in the delay during the peak period is not a significant impact and to require mitigation by the propose project would be unreasonable, particularly given the fact that the proposed project would result in up to 308 fewer daily trips as compared to the baseline condition.

Caltrans also asks that the PM count data be included in the appendices. As described on page 122 of the Initial Study, PM conditions were not analyzed because the proposed project would only add 16 trips as compared to the baseline condition. This is below the criteria outlined in the *City of Scotts Valley Traffic Impact Studies Guide (2003)* which states that 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.

The RTC recommended the City consider a number of actions to inform project guests about transit options (Highway 17 Express) and safety initiatives (Safe on 17). They also suggested potential measures in improve safety conditions on residential street leading to the project site and considering transportation demand management options for employees. The City acknowledges these recommendations and will take them under consideration in coordination with the project applicant.

Two letters were received by individuals who reside on Bethany Way opposing the use of Bethany Way for project-related traffic and construction of the proposed garage in Phase 2. If approved by the City of Scotts Valley City Council, the proposed project would be entitled to construct a surface parking lot (Phase 1) and subsequently the garage (Phase 2) on the West Field. The roadway extension from Bethany Way to the West Field will service as an emergency vehicle access (EVA) road only with a bollard system installed that will prohibit non-emergency access. 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 following the construction of Phase 2, and depending on the number of guests and operational conditions, the project applicant has expressed an interest in leaving the option open to utilize the EVA road for guests during peak periods, namely Friday and Sunday mornings. If approved, the proposed project would not be entitled to allow non-emergency access to Bethany Way. Additionally, a mitigation measure was included in the Initial Study that would require the 1440 Center to work with the City and residents of Bethany Way concerning any effort to modify use of and alignment of Bethany Way. Additionally, a condition of approval has been applied to the project which will require the preparation and implementation of a Transportation Management Plan (TMP). The TMP is expected to thoroughly address potential traffic related issues related to the proposed project.

West Field Garage Parking (Comment Letters #s 7 and 8)

Comments were received regarding the proposed future establishment of a parking garage in the West Field parking area of the project site. The comments express concern over the proposed Phase II parking garage as being incompatible with the existing site setting and its surrounding vicinity. The comments are acknowledged and potential biological and aesthetic impacts of the proposed Phase II parking garage are addressed in the respective sections of the project's Initial Study. Furthermore, construction of the proposed parking garage during Phase II of the project will be subject to the City's design review process. Additionally, subsequent analysis has been conducted on this specific on-site feature proposed for Phase II of the project and additional information has been provided for City decision makers to review as the project is considered for approval.

Site Access (Comment Letters #s 7 and 8)

Several comments were received regarding access to the project site. As noted in the Initial Study, and thereafter addressed through Mitigation Measures HAZ-1 and HAZ-2, at no time during construction activities on the project site shall access to Bethany Drive be entirely closed to vehicular traffic and the applicant will be required to prepare a temporary construction plan, which will outline planned partial land closures and this will be required prior to the issuance of grading or building permits for the site by the City.

Concern was addressed through comments regarding the possible use of an access road to and from the project's proposed West Field parking area. Mitigation Measure T-1, as defined in the Initial Study, states that before project-related traffic to/from the West Field parking area is allowed, the project applicant will work with the City of Scotts Valley, the Scotts Valley Fire Protection District, and residents of Bethany Way to determine the final roadway width and configurations as well as installing the appropriate infrastructure including curbs, sidewalk(s), and storm drains. Therefore, the Initial Study recognizes future collaboration between the City, applicant, and area residents will occur before project-related traffic is allowed to access the West Field parking area via Bethany Way.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

August 20, 2014

Taylor Bateman
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

Subject: 1440 Center
SCH#: 2014072051

Dear Taylor Bateman:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on August 19, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Document Details Report
State Clearinghouse Data Base

SCH# 2014072051
Project Title 1440 Center
Lead Agency Scotts Valley, City of

Type MND Mitigated Negative Declaration

Description The proposed project, known as the 1440 Center, 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.

Lead Agency Contact

Name Taylor Bateman
Agency City of Scotts Valley
Phone (831) 440-5630 **Fax**
email
Address 1 Civic Center Drive
City Scotts Valley **State** CA **Zip** 95066

Project Location

County Santa Cruz
City Scotts Valley
Region
Lat/Long 37° 4' 30.12" N / 121° 59' 40.39" W
Cross Streets 800 Bethany Drive, Adjacent to intersection of Bethany Drive/Tabor Way
Parcel No. Multiple
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 17
Airports
Railways
Waterways
Schools Childhood Learning Center
Land Use Public/Quasi Public

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 5; Air Resources Board; Regional Water Quality Control Board, Region 3; Native American Heritage Commission

Date Received 07/21/2014 **Start of Review** 07/21/2014 **End of Review** 08/19/2014

DEPARTMENT OF TRANSPORTATION

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<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

August 18, 2014

SCH#: 2014072051
PM: SCr 17-5.45

Mr. Taylor Bateman
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Dear Mr. Bateman:

COMMENTS ON THE 1440 CENTER PROJECT MITIGATED NEGATIVE DECLARATION (MND)

The California Department of Transportation (Caltrans), District 5, Development Review, has reviewed the above referenced project and offers the following comments.

1. Caltrans supports local development that is consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We accomplish this by working with local jurisdictions to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel and development.
2. Please be aware that the California Environmental Quality Act (CEQA) (Section 15125. Environmental Setting) provides that, *"(a) An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally **constitute the baseline physical conditions** by which a lead agency determines whether an impact is significant. The description of the environmental setting shall be no longer than is necessary to an understanding of the significant effects of the proposed project and its alternatives."*

The TIS completed for the 1440 Project MND did not consider the current physical environmental conditions as defined by CEQA therefore does not accurately reflect the impacts of the project. The TIS should include information on existing traffic volumes within the study area, including the State highway system and be based on recent traffic volumes less than two years old. Counts older than two years cannot be used.

3. Caltrans does not agree with the statement on Page 112 of the Traffic Study which states, *"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."*

Please be aware that Caltrans considers any additional trips to an already impacted facility a project specific impact that needs to be mitigated. Because the Department is responsible for the safety, operations, and maintenance of the State Highway System (SHS), our Level of Service (LOS) standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. In cases where a State facility is already operating at an unacceptable LOS, any additional trips added should be considered a significant cumulative traffic impact, and should be mitigated accordingly.

Additionally, the worksheets used to determine the LOS cited in the discussion section of the MND are not included in the appendix.

4. To ensure that future traffic impacts of any new development along Highway 17 are properly evaluated, we recommend that the TIS be prepared in accordance with the Caltrans "*Guide for the Preparation of Traffic Impact Studies*." A copy of the guide is available at: http://www.dot.ca.gov/hq/traffic_ops/developserv/operationalsystems/reports/tisguide.pdf. An alternative methodology that produces technically comparable results can also be used.
5. Please note that the appendices provided for our review contain only AM turning count data. To fully evaluate the project's impacts to the SHS, both AM and PM count data should be forwarded to Caltrans for a review. Please forward the necessary PM count data when it is available.
6. Also noteworthy, Table 3.2.16-2 does not indicate whether the determined LOS values are for AM or PM peak hours. Please provide this information for our review.
7. Please note that any work proposed to be completed within the State's right-of-way will require an encroachment permit from Caltrans, and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for obtaining the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements. We therefore recommend that you begin early consultation with our Permits Office and forward any applicable plans or project related documents to them for review and approval. For more information regarding the encroachment permit process, please visit the Department's Website at <http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Thank you for the opportunity to review the MND and provide comments. If you have any questions, or need further clarification on the items discussed above please call me at (805) 549-3099 or e-mail jennifer.calate@dot.ca.gov.

Sincerely,

JENNIFER CALAT 
Associate Transportation Planner
District 5 Development Review Coordinator



August 18, 2014

Mr. Taylor Bateman
Senior Planner
City of Scotts Valley
Community Development Department
One Civic Center Drive
Scotts Valley, CA 95066

Email: tbateman@scottsvalley.org

Re: 1440 Center Project – Notice of Intent to Adopt a Mitigated Negative Declaration

Dear Mr. Bateman:

Thank you for providing the Monterey Bay Unified Air Pollution Control District (Air District) with the opportunity to comment on the above-referenced document. The Air District has reviewed the document and has the following comments:

- Please note that the requirements of Air District Rule 439, Building Removals, must be met when demolishing buildings in order to limit particulate emissions. A sentence should be added stating that the proposed project is required to comply with Air District Rule 439.
- The Air District expects that dust control measures will be implemented during construction to prevent potential violations of Air District Rule 400, Visible Emissions, and Rule 402, Nuisances. Please add a sentence addressing dust control measures. Examples of dust control measures can be found in the Air District's 2008 CEQA Guidelines available to download here: <http://mbuapcd.org/programs-resources/planning/ceqa/>.
- The project description indicates that the parking structure exterior will be sandblasted concrete. Please note that portable abrasive blasting equipment is required to have an Air District Permit to Operate or California Air Resources Board portable equipment registration. If you have questions regarding abrasive blasting requirements, you can contact the Air District at (831) 647-9411.
- The operational GHG emissions for the baseline condition are overestimated which may underestimate the proposed project's impact. The Air District believes this is due to double counting the Bethany College land use metrics in CalEEMod and incorrect trip rates.
 - Two land use metrics were entered into CalEEMod for university/college: student and employee. For the university land use type, either the student or employee size metric should be used rather than both.
 - The text on page 81 states that "transportation emissions were estimated using trip generation rates based on the project's traffic analysis." However, the CalEEMod results show on page 22 of 30 that the average daily trip rate of 9,208 was used in the calculations. This is over six times

higher than the peak trip rates shown in Table 3.2.16-1. In addition, the CalEEMod trip rates have 0 as the trip rate for Sunday. This is inconsistent with the traffic analysis that reports Friday and Sunday as the peak volume conditions.

- The Air District recommends the following revisions to the CalEEMod analysis:
 - Revise the CalEEMod trip rates for Bethany College to be consistent with the traffic analysis as stated on page 81.
 - Remove the CalEEMod land use metric of 250 employees.
 - Conduct a separate CalEEMod analysis for the proposed project as a hotel land use. This land use type, as described in the CalEEMod User's Guide version 2013.2, is more consistent with the proposed project.
- The greenhouse gas analysis indicates that operational emissions will be less than the baseline operational emissions. However, it is difficult to understand this conclusion based on the GHG emissions reported in Table 3.2.7-2 and 3.2.7-3. Please include a net change in operational GHG emissions from the baseline condition to the Build Out condition in a format similar to Table 3.2.16-1. This makes it clearer to the reader that the proposed project would result in a net decrease in GHG operational emissions compared to the baseline condition.
- Identify any new stationary sources, such as a boiler or generator, which will be part of the proposed project. These types of stationary sources may be required to have a Permit to Operate from the Air District. The Air District's Engineering Division may be contacted at (831) 647-9411 if you have questions about permitting.

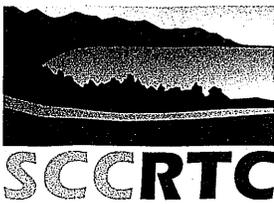
Please let me know if you have any questions. I can be reached at (831) 647-9418 ext. 227.

Best Regards,



Amy Clymo
Supervising Air Quality Planner

cc: David Frisbey/MBUAPCD



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

August 18, 2014

RECEIVED
AUG 19 2014

CITY OF SCOTTS VALLEY

Taylor Bateman
City of Scotts Valley/Planning Department
One Civic Center Drive
Scotts Valley, CA 95066

RE: Mitigated Negative Declaration for the
1440 Center project in the City of Scotts Valley

Dear Mr. Bateman:

Santa Cruz County Regional Transportation Commission (RTC) staff has reviewed the Mitigated Negative Declaration for the 1440 Center project. RTC staff offers the following comments for consideration.

- Highway 17 is impacted by visitor and commute traffic, particularly on weekends and during commute periods. The proposed 1440 Center project is expected to add over 1,000 new trips per day. To reduce the impacts of visitor and employee trips to the proposed project, RTC staff recommends that the staff of 1440 Center encourage visitors and employees to use the Highway 17 Express Bus to travel between San Jose and Scotts Valley. RTC staff also recommends that the Highway 17 bus route and schedule information be made available to visitors and staff. The 1440 Center should also consider establishing a shuttle from bus stops on Scotts Valley Drive or the Scotts Valley Transit Center to the proposed project location.
- Highway 17 was identified as a high collision corridor in 1998. Therefore, the CHP, Caltrans and the RTC established the Safe on 17 Program which employs enforcement, public information and safety improvements to reduce collisions on Highway 17 between Los Gatos and Scotts Valley. Visitors traveling to the 1440 Center will benefit from knowing more about safety on Highway 17. Enclosed is the Safe on 17 Fact Sheet. RTC recommends that the proposed 1440 Center provide visitors and employees with copies of the Highway 17 Safety Brochure, which can be obtained at the RTC Offices or online at www.sccrtc.org/meetings/tos-safe-on-17/.
- The proposed 1440 Center is located in a residential setting where neighbors may be sensitive to traffic speeds and volumes. In addition to the speed feedback signs identified in the Mitigated Negative Declaration, RTC suggests that the 1440 Center consider working with the City of Scotts Valley to install hazard warning signs for bends in the roadway, and pavement treatments to communicate to drivers that they are entering a neighborhood setting. RTC also recommends that the 1440 Center work with the City of Scotts Valley to install wayfinding signs at intersections on Scotts Valley Drive and Bethany Drive to prevent visitors from entering adjacent roadways.

www.sccrtc.org



SAN LORENZO VALLEY WATER DISTRICT

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August 18, 2014

Taylor Bateman
Senior Planner
City of Scotts Valley
Community Development Department
One Civic Center Drive
Scotts Valley, CA 95066

RECEIVED

AUG 18 2014

CITY OF SCOTTS VALLEY

**RE: 1440 Center Project
San Lorenzo Valley Water District Review Comments**

Dear Mr. Bateman:

The San Lorenzo Valley Water District has reviewed the 1440 Center Project Initial Study and associated documents. This letter addresses the San Lorenzo Valley Water District's concerns for potential significant environmental impacts that could result from the redevelopment of the Bethany University Campus.

The following comments are provided as part of our interest and participation, as a public agency utilizing a shared aquifer with Scotts Valley Water District serving the redevelopment project. Specific comments and recommendations are proposed within this letter for the purpose of minimizing or avoiding impacts.

SPECIFIC COMMENTS AND RECOMMENDATIONS:

Occupancy and Water Usage Estimates:

The proposed project, known as 1440 Center 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.

Initial Study, 2.7.2 Bethany University Enrollment Baseline

The occupancy during the years Bethany University was open fluctuated from 281 on-campus residents to an average of 468 on-campus residents. According to Section 3.2.17 Utilities and Service Systems,

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.

Comment #1: The District expects that the influx of transient occupancy will require significantly more water usage than estimated. The Initial Study indicated the water use will be 55 gal per capita per day, totaling up to 19,250 gal/day (page 131). However, 500 guests x 55 gpcpd = 27,500 gpd, and adding 225 employees x 55 gpcpd makes nearly 40,000 gpd, or about 28 gpm. This does not include estimates of irrigation water which will be required for turf and other new plantings in the landscape described in the Initial Study. Additionally, the plan does not analyze the amount of water which will be required for daily laundry services for guests. It is recommended that the Plan include a more thorough analysis of post development water usage.

Initial Study: Utilities & Service Systems

U-1 through U-7 indicate that the landscaping improvements shall be permanently maintained and irrigated. Purple pipe shall be used to facilitate conversion to recycled water in the future. To the maximum extent feasible, landscape installation shall provide for low water consumption plantings, drip irrigation technology, programmable irrigation control, and permeable hard surfaces. Water-conserving plumbing fixtures shall be used exclusively, including high efficiency toilets (1.28 gallons per flush), waterless urinals, and low-use kitchen fixtures.

Comment #2: While the proposed plan cites the intention to include water efficiency measures such as those noted above, the landscape irrigation should be limited to only rainwater, grey water and recycled water, resulting in no net system water use for this purpose. As part of this effort the recycled water main should be extended for use on the irrigated landscape features. Furthermore the District recommends that buildings (new and retrofitted) be plumbed with dual piping so that toilets can be flushed with recycled water, grey water or rain water as plumbing code changes come into effect. The plan should include analysis of how many gallons per day of recycled water, greywater and rainwater will be utilized as well.

Comment #3: The proposed plan indicates an intention to install and maintain several areas of turf or lawn. The project proponent should eliminate turf or lawn landscape features in light of the high long-term water resource demands of lawn, the potential for stormwater pollution due to fertilizers and long-term maintenance needs relative to other, less water-intensive plantings.

Comment #4: Although the plan notes several examples of 'built-in' water efficiency, such as utilizing grey water, capturing rain water and using low-flow fixtures, the end result of the proposed development will still be an additional demand for water, in the context of a water system that does not have a sustainable source of supply at current demand rates. It is recommended that the plan mitigate the increased water usage through water demand offset program.

Overdraft of the Santa Margarita Aquifer:

Appendix A. III.B. Dispersal of Runoff to Pervious Areas

To the extent feasible given the sloping topography of the campus, runoff from impervious surfaces will be directed to pervious areas. However, even landscaped areas will be sloping enough that limited infiltration will take place. Instead, these areas will have area drains to collect runoff that doesn't percolate into the ground and transport it to an LID facility for treatment and/or infiltration.

Comment #5: LID facilities are not detailed in the Initial Study nor the Appendices, please detail LID facility for treatment and/or infiltration.

Comment #6: The proposed project's water use must be considered as a cumulative impact in the context of existing groundwater production in the Scotts Valley area. As shown in the attached figure, static groundwater levels in the Santa Margarita and Lompico sandstone aquifers have declined up to 300 feet since 1980. Current conditions appear to be unsustainable and/or having significant long-term impact on regional stream baseflows. Although water use declined during the recession, and the use of recycled water has increased, groundwater levels remain significantly drawn down, with some pumping levels below sea level. Furthermore, although the proposed project replaces a roughly similar use at the same site that ended in 2011, each new or renewed service should be evaluated in the context of a sustainable groundwater management plan. Additional analysis is needed to define the region's sustainable groundwater yield and acceptable impact to the local hydrology.

Comment #7: Balancing surface & groundwater sources through "conjunctive use" in the past provides limited assurance of adequate supplies facing a changing climate, potentially requiring additional measures such as "managed recharge". The San Lorenzo Valley Water District recognizes and are concerned about the overdraft situation that both Scotts Valley and the San Lorenzo Valley Water District contribute to. We encourage Scotts Valley to consider carefully the impacts to future water demand on this shared and limited resource.

Stormwater Runoff and Lack of Recharge to the Santa Margarita Aquifer

According to the Initial Study (page 24) 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. 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.

Mitigated Negative Declaration, Hydrology and Water Quality Section: MM HYD-1:

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.

Santa Cruz County Code 7.79.110 Runoff and Pollutant Control

New Development and Redevelopment. All responsible parties shall mitigate impacts due to development and implement BMPs per the County Design Criteria adopted by the County of Santa Cruz and Chapters 16.20 and 16.22 SCCC to control the volume, runoff rate, and potential pollutant load of stormwater runoff from new development and redevelopment projects to minimize the generation, transport, and discharge of pollutants, prevent runoff in excess of predevelopment conditions, and maintain predevelopment groundwater recharge. When such requirements are incorporated into the terms of land use entitlements or building permits, a violation of the conditions or construction specifications of such entitlement or permit is also a violation of this chapter.

Comment #8: The plan states a net increase in runoff flows to Carbonera Creek when the Mitigated Negative Declaration as well as Santa Cruz County Runoff and Pollution Control Code (though the County does not have jurisdiction), both require a net reduction in the Project site's post development runoff rate. The 1440 Center Plan is in violation of the City of Scott's Valley Post development runoff code. The 3000 sf bioretention area planned, is inadequate to reduce stormwater runoff from the expanded impermeable areas. Please detail how the plan will achieve the runoff requirements. The plan alludes to additional LID measures to be constructed. What additional LID measures will be taken to reduce the runoff rate?

Comment #9: What is the size (cubic feet or gallons) of rainwater capture capacity envisioned for the site (preferable listed by catchment and in total) and would that rainwater storage capacity offset increased stormwater flows to Carbonera creek?

Appendix A. Section III.A.5.

Use of drainage as a design element Phase 1 development will include the design of a large stormwater infiltration/landscape feature located at the junction of Bethany Drive and Gaston Circle. Originally conceived as a recirculating water feature, during development of the drainage design it was recognized as one of the few areas where infiltration of stormwater could take place. Thus, the design of that water feature was altered to suit dual purposes. In the winter/spring the pond will provide storage, treatment and infiltration of stormwater runoff. In the summer/fall it will be a dry riverbed/pond with suitable plantings.

Comment #10: What is the Cubic footage of stormwater retention pond?

Appendix B. Biological Report

California Department of Fish and Wildlife jurisdictional limits typically extend to the top of bank or to the edge of riparian habitat if such habitat extends beyond top of bank (outer drip line), whichever is greater. The 1440 Center project area is located up slope (north) of Carbonera Creek and all renovation activities will occur outside the active channel and outside of the creek's riparian zone.

The Regional Water Quality Control Board interprets waste to include fill placed into water bodies. The 1440 Center project area facilities are not located within the RWQCB's jurisdiction as per the Section 401 water quality certification program, because no work will occur within the creek channel.

The 1440 Center project area facilities are not located within the US Army Corps of Engineers' jurisdiction along Carbonera Creek and no other waterways or wetland features were observed within the campus property that would be subject to USACE jurisdiction.

Comment #11: The Biological Report indicates that there is no agency having jurisdiction over stormwater discharge to Carbonera Creek. However, CDFW, RWQCB and USACE all have jurisdiction over the long term effects of runoff to anadromous waters. This analysis only refers to the construction period but does not address long term issues of increased runoff to Carbonera Creek. With baseflows continuing to decrease due to low rainfall patterns of the changing climate in the central coast region. It is imperative that local agencies and development projects take into consideration the impact of baseflows on anadromous species. Prior to approval of large development projects, the connection of baseflow, stormwater runoff/polution impacts to threatened and endangered anadromous species must be analyzed. This analysis should be provided in the Biological Report.

Tree Removal

Appendix C. Tree Resource Analysis

Plans for this project have been reviewed and the known impacts to five hundred eighteen trees/tree groups within twenty feet of proposed Phase I grading limits have been assessed. In order to construct this project, extensive grading, slope retention systems and site stabilization procedures are necessary. Impacts from the required improvements will be dramatic, resulting in a high level of impacts to tree resources. To construct the improvements as currently defined the removal of 273 trees, 184 of which meet protected criteria is necessary. Of the total number proposed for removal, 152 trees are required to be removed due to construction impacts. The remaining 121 trees that comprise this removal total are dead, diseased, have fallen or are structurally unsound and should be removed to eliminate the risk to the redefined use of the site

Mitigated Negative Declaration

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.

Comment #12:

1. The Arborist's tree protection plan is referenced, but not summarized in the proposal. A description of the plan would be useful.
2. The removal of 273 trees will likely result in further geologic instability on the steep slopes.
3. A geologic assessment regarding the potential for the removal of 273 trees to result in further geologic instability on the steep slopes would be informative.
4. The plan proposes the removal of 184 trees which meet protected criteria. This plan should be reviewed by Cal Fire and other appropriate agencies concerned with the protection of said trees.
5. The removal of 273 trees may result in increased sedimentation to Carbonera Creek and impact endangered anadromous species. Therefore, this plan should be evaluated by the Department of Fish and Wildlife as well as Regional Water Quality Control Board.

Initial Study (page 27)

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).

Comment #13: The success rate of redwood seedlings is much lower than the 2:1 ratio required by the City of Scott's Valley Municipal Code. The plan should include the long term irrigation and monitoring plan to ensure the success rate of redwood plantings?

Appendix C: Tree Resource Analysis

City approved tree removal may require additional California Department of Forestry (CalFIRE) permits. 1440 Center Construction Project (Page 2 of 15).

Tree Resource Analysis/Construction Impact Assessment/Protection Plan June 11, 2014

Trees/Tree Groups with excellent preservation suitability include significant California coast redwoods (*Sequoia sempervirens*), Trees #29, 31, 32, 33, 189 and 193. Grading; cut and fill treatments, retaining walls and hardscape elements are proposed adjacent to these trees. My initial review of concluded that Trees #29 and 189 would need to be removed to meet project objectives. Since these are large scale, significant trees, the Project Engineer and Architect are in process of revising plans to decrease known impacts in order to preserve and protect these trees. Once the design has been modified, Special Treatments will be defined and implemented to ensure the preservation of these trees.

Comment #14: If the trees removed are to be sold commercially, this tree removal plan will require a Timber Harvest Plan (THP) to be reviewed by a multi-agency review team lead by Cal Fire. Additionally, in order to preserve and protect trees # 29 and 189, screen trees will also need to be preserved to ensure the roots, are intact and the trees will not impacted by storm events. Furthermore, it is common that construction projects disturb roots of remaining trees causing long term damage and eventual collateral die-off. This is a threat to soil stability and public safety. Additionally, the removal of large trees will impact climate change because the net carbon sequestration will be negatively impacted, adding a significant amount of carbon to the atmosphere. This can be estimated from the San Lorenzo Valley Water District's own carbon inventory work. The seedlings will take 100 years or more to offset this loss, so some other carbon offset mitigations need to be proposed to balance the deficit. Perhaps something like requiring an all-electric campus fleet or energy efficient heating/air conditioning, or LEED certified green buildings, participating in the Community Service Aggregation District or some combination of these.

Overall Environmental Impact

"Negative Declaration: "Less Than Significant With Mitigation Incorporated"

Applies to 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.

Comment #15: It is the opinion of the San Lorenzo Valley Water District that the lack of detail of the mitigation measures planned to reduce potentially significant impacts to the aquifer, stormwater runoff and the environment, are indicative of significant environmental impacts that will be incurred and as such, this plan should be required to go through a full and complete CEQA Environmental Impact Report process instead of a Mitigated Negative Declaration.

The redevelopment of Bethany University offers the opportunity to improve the environmental integrity of the site while supporting the economic growth of the region. It is recommended that the City of Scott's Valley require that this redevelopment project become a leader in environmental stewardship and take measures to recharge the Santa Margarita Aquifer. The 1440 Center Project should incorporate Low Impact Development measures, become LEED certified and require other mitigation measures to result in no net increase of water use on the system.

Sincerely,

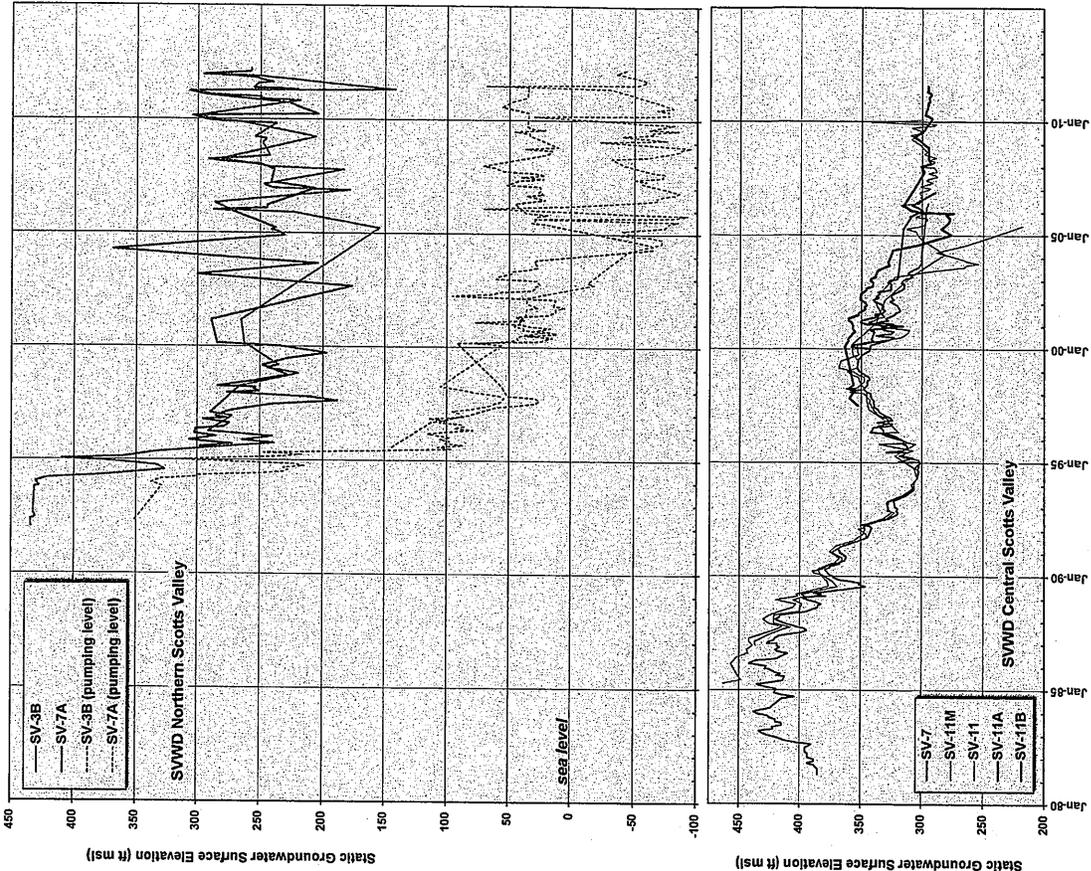


Margaret Bruce, Board President
San Lorenzo Valley Water District, Board of Directors

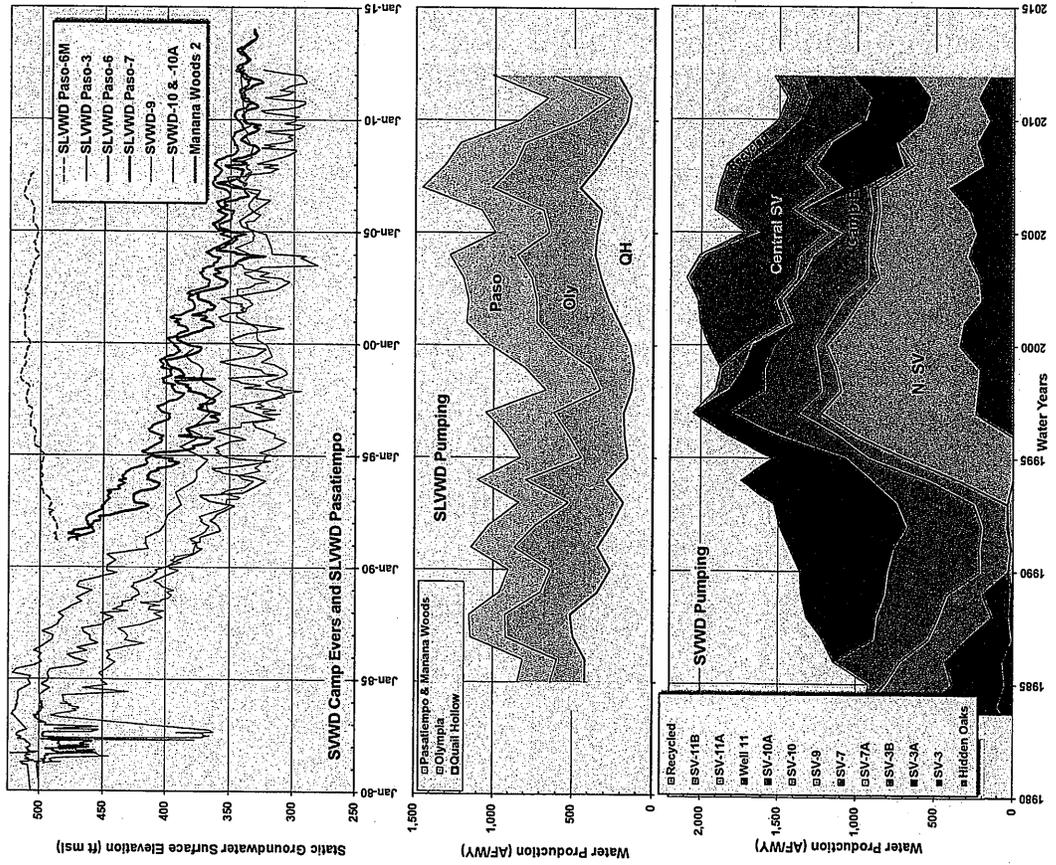
See Attachments:

Figure #1; SVWD & SLVWD Groundwater Levels - Production

cc. Rick Rogers, Interem District Manager SLVWD
Piret Harmon, General Manager SVWD
Melissa A Farinha, CDFW
John Ambrose, NOAA Fisheries
Michael Thomas, RWQCB
Bruce McPherson, 5th District County Supervisor
John Ricker, Director of Water Resources, County of Santa Cruz
Kristen Kittleson, County Fisheries Planning



SWWD & SLWWD Groundwater Production and Static Groundwater Levels
Water Years 1980-2012



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From: Piret Harmon
To: Taylor Bateman
Cc: David McNair
Subject: 1440 Initial Study - Comments
Date: Thursday, August 07, 2014 2:32:34 PM

Taylor,

Below are the comments from the SVWD:

1) Page 34-35, Utility & Service Systems

U-1: The landscaping improvement shall be permanently maintained and irrigated
I am not sure if this is a correct statement. We encourage and promote using native landscaping that typically needs irrigation only in the initial period.

U-2: All landscape irrigation shall be installed to recycled water plumbing standards as prescribed by the Scotts Valley Water District

This is something SVWD considered as a potential condition – depending on the final Main Extension Agreement terms, it might or might not be required.

U-3: Purple pipe shall be used for landscape lines to facilitate constructed use and/or potential future conversion to recycled water use

Same as U-2

U-6: Scotts Valley Water District approved backflow devices shall be installed at all new service connections.

SVWD does not require backflow devices on all connections, it is determined based on the designated use of the facility.

U-7: Water-conserving plumbing fixtures shall be used exclusively, including high efficiency toilets (1.28 gallons per flush), water less urinals, and low-use kitchen fixtures.

Modify the language to: including but not limited to high efficiency toilets (1.28 or less gallons per flush), waterless urinals, low-flow showerheads, and pre rinse spray faucets.

U-17: Any new building, as well as any existing building which requires an upgrade in meter size, will require payment of a Water Replenishment Impact Fee to the SVWD which will be used to offset any additional consumptive water demand associated with the proposed project.

Any new connection, as well as any existing connection that will be upgraded to a larger meter size, will require payment of the Connection Charge and Water Replenishment Impact Fee.

2) Page 131, Water Supply and Infrastructure

Paragraph 3 – 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.

Well capacity is really not a parameter that should be used in the context of available supply. Often the water systems are designed with built-in redundancy. There are several other elements to the system capacity: the treatment capability, the supply availability etc. Because the recycled water is limited in its use and distribution system reach, the study should use figures for the potable water. Based on 2007-2013 time period, the average daily potable water demand is 1.3 mgd (but that does not determine any available capacity). Max day potable demand (based on last 10 year high flow) is 2.02 mgd

Paragraph 5 – ...The maximum potential demand of 19,250 gdp represents 0.007% of the 2.9 million gallons per day (mgd) overall District daily demand
The maximum potential demand of 19,250 gdp represents 1.48% of the 1.3 million gallons per day (mgd) average daily potable water daily demand.

3) Page 132, Water Supply and Infrastructure

Paragraph 2 – As discussed in Section 3.2.8 Hazards and Hazardous Materials, the project site is in an area susceptible to wild land fire hazards and will require upgrades in water storage capacity to adequately provide fire suppression in the event of an emergency. According to Chief Grebil, water storage capacity upgrade not required.

Feel free to call if you have any questions.

Thanks,

Piret Harmon

General Manager
Scotts Valley Water District
Main 831-438-2363 ext 202
Direct 831-600-1902
pharmon@svwd.org

Concern about Proposed Development of Project "1440 Center"

800 Bethany Drive, Scotts Valley, CA 95066

Marc Sacoolas

August-25-2014

135 Bethany Way, Scotts Valley, CA 95066

(408)334-1924

Attn: City of Scotts Valley Planning Commission:

This project will transform our quiet neighborhood into a parking lot fairway 4 times a week with week and weekend session beginnings and endings. This is unfortunate, but not the concern I am writing you about. I have two concerns.

The "1440 Initial Study July 2014" document specifies the parking accommodations for the project. These make sense given the large number of cars, and the planned high-volume parking and exiting times around sessions: weekly and weekend.

Under the "Parking and Circulation" section of the document, it describes:

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.

Concern 1: This plan is good. There should be no deviation from this plan to simply use "Bethany Way" as the thorough fair for parking if the "connector" road is deemed cost-prohibitive. If 1440 cannot be done right, it should not be done at all.

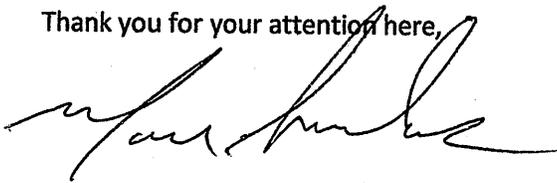
Further, under the "Parking and Circulation" section of the document, it describes:

Depending on occupancy rates and the potential for traffic congestions at Phase 2 build out, 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.

Concern 2: There are planned, large, and frequent mass-exoduses from the facility. Having this fudge-factor option lacks foresight and planning. Either the high volume of cars entering and exiting this area is planned for and accommodated correctly from the start, or "1440" should not be done.

Traffic to this small area of Scotts Valley and how it is handled properly is the main concern.

Thank you for your attention here,


Marc Sacoolas

8-15-2014

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AUG 19 2014

CITY OF SCOTTS VALLEY

Marnye M. Sacoolas
135 Bethany Way
Scotts Valley, CA 95066
(831)419-7410
Marns3@yahoo.com

August 16, 2014

City of Scotts Valley
Community Development Department
One Civic Center Drive
Scotts Valley, CA 95066

Attn: Scotts Valley Planning Commission

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AUG 20 2014

CITY OF SCOTTS VALLEY

I am writing to express some concerns regarding the proposed 1440 Center at 800 Bethany Way. Our home is at the end of a small cul-de-sac on Bethany Way, a small, quiet neighborhood that is home to our children, our pets, and the numerous wildlife that inhabit it. We bought our home because of the beautiful, rural like setting it sits in. If this project is approved as outlined in the proposal, it would negatively impact our serene wooded neighborhood and day to day life.

- **"Transportation and Traffic: 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 with and configuration as well as installing the appropriate infrastructure including curbs, sidewalk(s), and storm drains":** We, the residents of Bethany Way risk losing our property and completely altering our small community. What is considered **"sufficient"** in terms of widening? One foot? Twenty feet? From the daily construction efforts and noise impact to our cul-de-sac becoming a high traffic roadway, I am vehemently opposed to this plan.
- **"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."** I am not opposed to having the proposed emergency vehicle access road that connects the West Field parking area to Bethany Way. What I am opposed to is the consideration of this access road becoming an exit. This would create a mass exodus of cars leaving the retreat center straight through our small neighborhood. The traffic congestion this would create would be unacceptable. This neighborhood is too small to support this proposal. I can't imagine the back up of vehicles trailing down Bethany Drive.
- **"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."** This parking garage is proposed to be built in a beautiful, open field that is home to deer and numerous other species of plants and animals. In referring to the

Biological Report, there is no mention of the owls that roost in this field or the California Quail. I am opposed to the building of a massive parking garage in my back yard. I do not want to live where huge trucks will be driving up and down my road for an unspecified length of time, hauling away dirt and the dust and noise that will be created in the process.

This is a massive project proposed, which at phase two in the development phase will accommodate up to five hundred guests and over two hundred employees. It cannot work if the parking situation and traffic flow is not well planned. The high volume of traffic flow that would be created is not conducive to our small, quiet neighborhood and community. Therefore, until the parking and traffic management can be better planned, I am opposed to The 1440 Center.

Sincerely,

Marnye M. Sacoolas



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AUG 20 2014
CITY OF SCOTTS VALLEY