

City of Scotts Valley
Initial Study/Mitigated Negative Declaration

“Dunslee Way” Commercial & Residential Project

One commercial building (5,000 square feet) and 25 townhouses in 4 buildings

Located at: Corner of Scotts Valley Drive & Dunslee Way
Address is not assigned; property is a vacant lot
APN 022-451-01

Prepared by: City of Scotts Valley Planning and Public Works Departments
to meet the evaluation requirements of the California
Environmental Quality Act (CEQA)

Requested planning permits:	Mitigated Negative Declaration	MND15-002
	General Plan Amendment	GPA15-003
	Zone Change	ZC15-003
	Planned Development	PD15-002
	Land Division	LD15-002
	Lot Line Adjustment	LLA16-tbd
	Design Review	DR15-004

Property Owners: Marlyn Bergman and Scott Norton

Applicant: Corbett Wright

Public Review Period: October 11-31, 2016

TABLE OF CONTENTS

I.	Introduction	3
A.	Project Address and Title	3
B.	Lead Agency Name and Address	3
C.	City Contact Name and Information	3
D.	Applicant and Property Owner Names and Contact Information	3
E.	Existing General Plan Land Use Designations and Zoning Districts	3
F.	Existing Site Description	3
G.	Project Description	4
H.	Requested Planning Permits	5
I.	Public Hearings at City Hall	5
J.	Other Public Agencies whose Approval is Required	5
K.	Project Location Map	6
II.	Environmental Checklist	
	Environmental Factors Potentially Affected	7
	List of Mitigation Measures (consolidated for convenience)	7
	The checklist of questions is required by the California Environmental Quality Act (CEQA), and is organized by the discussion topics listed below:	
A.	Aesthetics	11
B.	Agricultural Resources	13
C.	Air Quality	14
D.	Biological Resources	16
E.	Cultural Resources	20
F.	Geology and Soils	22
G.	Greenhouse Gases	25
H.	Hazards and Hazardous Materials	26
I.	Hydrology and Water Quality	28
J.	Land Use and Planning	31
K.	Mineral Resources	33
L.	Noise	33
M.	Population and Housing	36
N.	Public Services	37
O.	Recreation	38
P.	Transportation and Traffic	40
Q.	Utilities and Service Systems	49
R.	Mandatory Findings	50
III.	Determination - Mitigated Negative Declaration	50
IV.	Data Sources	51
V.	Exhibits	52

I. INTRODUCTION

This Initial Study/Mitigated Negative Declaration evaluates the environmental impacts of the proposed project and identifies ways to reduce those impacts to less than significant levels (called "mitigation measures").

A. Project Address and Title: Project is called "Dunslee Way". There is no address; the property is a vacant lot located at northwest corner of Scotts Valley Drive and Dunslee Way / APN 022-451-01.

B. Lead Agency Name and Address:
 Planning Department
 City of Scotts Valley
 One Civic Center Drive
 Scotts Valley, California 95060

C. City Contact Name and Information:
 Michelle Edwards, Senior Planner, (831) 440-5632, medwards@scottsvalley.org

D. Applicant and Property Owner Names and Contact Information:
 Corbett Wright
 174 West Cliff Drive
 Santa Cruz, CA. 95060.
 (408) 205-7998, corb323@hotmail.com
 Marlyn Bergman & Scott Norton
 (831) 588-8760

E.

Existing General Plan Land Use Designations	Existing Zoning Districts
Service-Commercial (approx. ¼ of the site)	Service-Commercial (C-S)
Low-Density Residential (approx. ¼ of the site)	Low-density Residential (R-1-20)
Rural Residential (approx. ½ of the site)	Rural Residential (R-R-2.5)

F. Existing Site Description: The 10.4-acre property is currently undeveloped and extends westward from Scotts Valley Drive at the corner of Dunslee Way (see the Location Map on following page). The proposed project will develop the front one-third of the property, approximately 3.17 acres. Part of the driveway of a single-family residence is located on the subject property behind the area proposed to be developed. An intermittent drainage is located along the northern boundary of the development area.

The majority of the proposed development area supports ruderal weedy vegetation (pampas grass); however, mixed evergreen forest (including native

oak trees) are located at the western end of the development (within the proposed rear common open space behind the last row of townhouses) and coyote brush scrub (with some willow) dominates the intermittent creek. Adjacent uses to the project site include the Baymonte Preschool, townhouses, and single-family residences to the south on Dunslee Way, while the three Woodside commercial buildings and 50 single-family residences exist to the north.

- G. Project Description:** Of the 10.41-acre vacant property, the proposed project will develop approximately 3.17 acres.

Commercial Lot: The proposed project will include a street frontage commercial building (5,000 square feet) with surface parking, trash enclosure, and related property improvements. Commercial tenant(s) or use(s) are not known but will be subject to the City's C-S zoning regulations. Access is proposed off Scotts Valley Drive and Dunslee Way.

Residential Lots: In four separate buildings, twenty-five residential townhouses will be located behind the commercial building. Each townhouse will be located on a separate lot, with lot sizes ranging between 1,100 to 1,900 square feet. The majority of the townhouses will be 3-story (22 of 25 townhouses), while Buildings 2-4 will have one 2-story townhouse closest to Dunslee Way. Floor areas will range from 1,342 to 2,233 square feet. Each townhouse includes a front porch and 2-story deck. All garages are designed for two cars with interior dimensions of 21 feet x 21 feet.

Access is two driveways off Dunslee Way, which lead to a U-shaped 25-foot wide private street. Garages will front the private street while front yards will be oriented toward internal walkways. Residential improvements include two common outdoor recreation areas for project residents, surface guest parking, rock retaining walls, outdoor lighting, and landscaping.

Site and Street Improvements: A total of 19 uncovered guest parking spaces will be located on-site; three are next to Building 1, while 16 spaces are along the north side of the property. The project includes storm water detention areas which will empty into the City of Scotts Valley storm drain system. Large native oak trees in the common open space area behind Building 1 will be retained. Vegetation removal for the new buildings and parking will mostly be Coastal live oak trees and non-native shrubs. Proposed street improvements will build out the existing ½ street of Dunslee Way, cul-de-sac for emergency vehicle turn-around, and seven street parking spaces.

Open Space: The upper two-thirds of the site will not be disturbed and is proposed to be rezoned as open space. Parcel L (0.24-acre) will be transferred to the property owner's existing single-family residence. This new land area will be zoned Open Space (O-S) and will not be a future home site.

Submitted Plans: Full-scale “Tentative Map” and “Planned Development” sets of plans are on file at the City of Scotts Valley Planning Department, while a reduced-scale plans are available at this link:
http://www.scottsvally.org/planning/Dunslee_Way_Planned%20Development.html

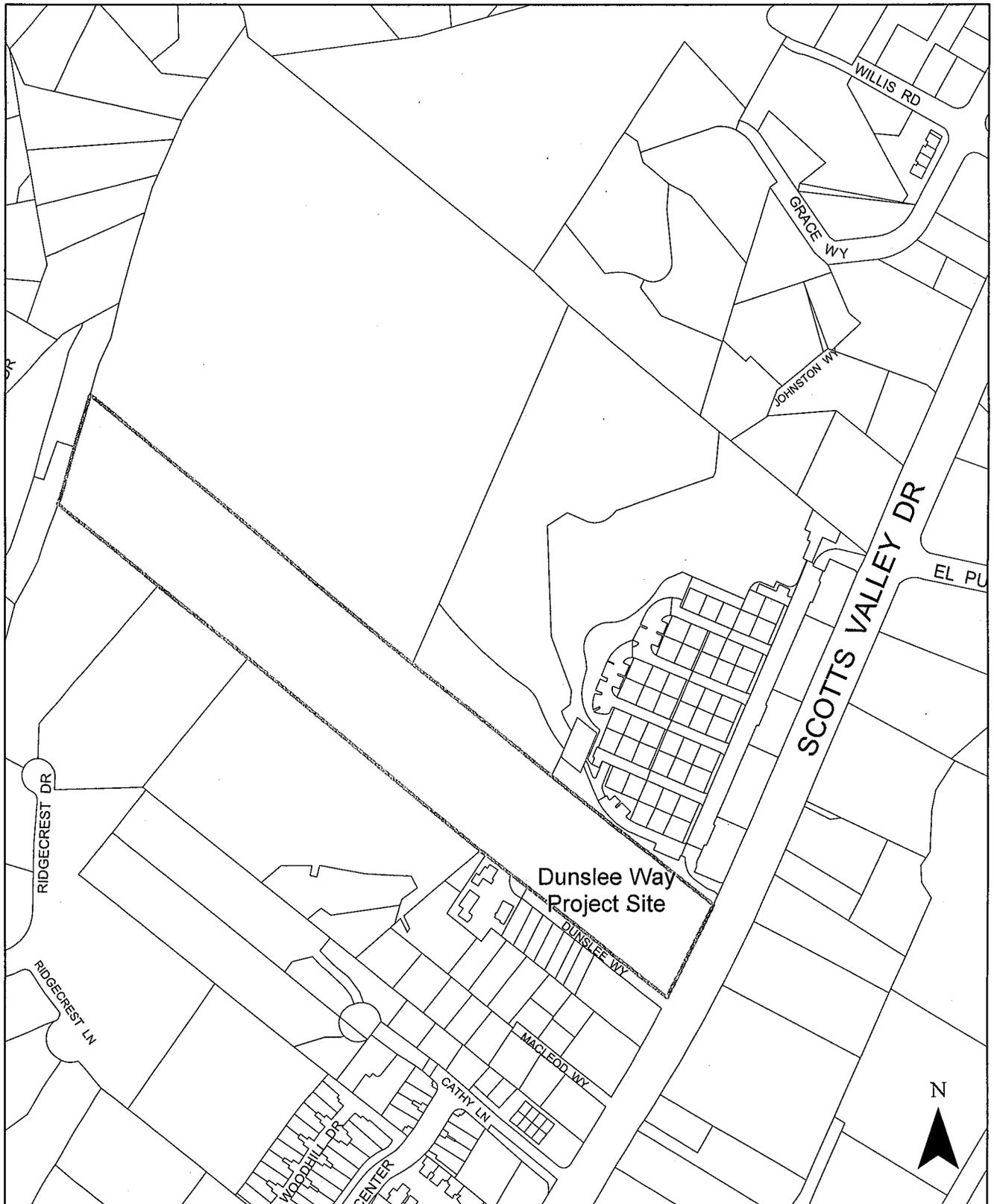
H. Requested Planning Permits: The proposed project requires Planning Commission review and recommendation to the City Council for final action on the following planing permit applications: Mitigated Negative Declaration, General Plan Amendment, Zone Change, Planned Development, Land Division, and Design Review. The project is subject to the California Environmental Quality Act (CEQA) and the CEQA Guidelines, which require this environmental review. The project applications and environmental review will be presented at public hearings by the Planning Commission and City Council, subsequently, to discuss and act upon this environmental review and requested applications.

1. Mitigated Negative Declaration: To identify potential environmental impacts and ways to reduce them to less than significant levels, subject to the California Environmental Quality Act (CEQA) and the CEQA Guidelines;
2. General Plan Amendment: To change some of the General Plan land use designation from Service-Commercial to High-Density Residential, from Low-density Residential to High-Density Residential, and from Rural Residential to Open Space;
3. Zone Change: To change some of the C-S zone to C-S/PD, R-1-20 zone to R-H/PD, and R-R-2.5 zone to OS/PD;
4. Planned Development: To create specific development standards to meet the needs of the project and to allow exceptions to the Scotts Valley Municipal Code.
5. Land Division: To create a total of 39 parcels (25 residential parcels, 1 commercial parcel, 1 parking parcels, 8 landscape and storm drainage parcels, 1 open space parcel, 1 residential parcel, and 2 right-of-way parcels);
6. Design Review: To evaluate the design of the commercial and residential buildings and structures.

I. Public Hearings at City Hall: A public hearing notice for Planning Commission will be sent at a date to be determined. After the Planning Commission public hearing, a separate public hearing notice will be sent for City Council review.

J. Other Public Agencies whose Approval is Required: In addition to City review and approval of construction plans, both the Scotts Valley Fire Protection District and Scotts Valley Water District must also review and approve plans regarding fire protection and water service requirements.

K. Location Map



II. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

This section discusses environmental topics of the proposed project and the prepared mitigations for the following environmental factors that may be potentially affected: air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, and noise.

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

List of Mitigation Measures (consolidated below for convenience)

1. Mitigation Measure AQ-1: To reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to Scotts Valley Drive shall be removed daily in a manner that does not create substantial airborne dust. The following BMPs shall be included in the construction contract for the project and be implemented during site grading:
 - a. Excavation of the site shall be done in phases by grading only those areas where immediate activity will take place, leaving the remaining areas in their original condition with ground cover;
 - b. A water truck, using recycled water, shall be available on a repeated basis each day throughout the grading phase of the project to spray exposed earth surfaces;
 - c. In addition to regular water spraying, a biodegradable chemical pallative shall be sprayed on any graded areas that will remain exposed without additional grading for three or more days in succession;
 - d. The site entrance shall be base rocked to avoid or minimize tracking mud on Scotts Valley Drive by construction vehicles;
 - e. The segment of Scotts Valley Drive along the project frontage shall be mechanically swept at the end of each work day when any dirt or mud has been tracked on the street;
 - f. No grading activities shall occur during days of high wind velocity;

- a. An archaeologist shall monitor the widening of the existing traveled gravel road, grading or excavation of soils at the development site in order to determine if important cultural remains are present. Such monitoring shall begin before and occur during subsurface earth moving activities;
 - b. The duration and period of archaeological monitoring of project development activities shall be at the discretion of the professional archaeologist. At a minimum, however, any activity that initially displaces or removes original soil from its present context shall be monitored by an archaeologist on a continuous basis;
 - c. Monitoring activities such as replacing soils in trenches, redistributing displaced soil elsewhere on the development site, or removing stockpiled excavated soil may not require monitoring;
 - d. Monitoring may include the periodic sampling and screening of soils in order to better determine if cultural remains are present; and,
 - e. If any cultural resources are discovered, the project contractor shall immediately stop all earth disturbing work within a 150 foot radius of the discovery to allow for inspection, evaluation, and potential recovery of resources by the supervising project archaeologist, before resuming any earth-disturbing construction activities. The developer shall also contact the Planning Department and Building Official as soon as work has been stopped. It may be necessary to resume grading or excavation activities under the direction of the supervising archaeologist in order to locate or expose cultural remains.
7. Mitigation Measure CUL-2: To ensure that paleontological resources are not destroyed during project grading, the project proponent will include the following measures:
- a. Provide the project paleontologist with a copy of the final grading plans for review prior to any project grading;
 - b. Provide for daily monitoring during grading activities by the project paleontologist to determine if paleontological resources are encountered in excavated areas;
 - c. Allow for the recovery of any discovered paleontological resources according to a recovery plan/methods specified by the project paleontologist, including the donation of the recovered resources to a suitable repository (museum, school, etc.);
 - d. If recovery occurs, ensure that the project paleontologist prepare a recovery report that details the type of resources recovered and the repository locations where they were taken; and,
 - e. Specify in the construction contract with the project grading contractor(s), that grading personnel are to cooperate with and assist the project paleontologist during monitoring and any recovery activities, including assisting with recovery efforts if necessary.
8. Mitigation Measure GEO-1: To reduce the effects of seismic shaking to acceptable levels, the project proponent shall have all dwellings and commercial building designed California Building Code standards for the design level earthquake for the area. The design details shall be provided on the building

plans submitted to the City for a Building Permit application for each dwelling.

9. Mitigation Measure HAZ-1: Implement Mitigation Measures AQ-1 and HYD-1.
10. Mitigation Measure HYD-1: To prevent sedimentation and discharge of contaminants off-site during project construction, the project developer shall have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall be approved by City Planning staff prior to commencement of land alteration and construction activities for the project. It shall contain the following elements:
 - a. Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus;
 - b. Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or in to Scotts Valley Drive; and,
 - c. Any petroleum, lubricants or other hazardous materials used during; and, construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.
11. Mitigation Measure HYD-2: To off-set the potential loss of groundwater infiltration, the project developer shall explore low impact development techniques (such as infiltration pits) within the project area for review and approval by the City and Scotts Valley Water District, before issuance of a grading permit or earthwork on site.
12. Mitigation Measure HYD-3: To prevent drainage problems related to the lack of proper maintenance of privately owned and operated drainage facilities on the site, the project CC&R's shall include regular maintenance and funding of the facilities, and shall be submitted to the City for review and approval prior to approval and recordation of the Final Map. The CC&RS shall include the following:
 - a. Adequate funding by each homeowner on an equal basis for the regular maintenance of the common-owned drainage facilities and any other drainage improvements not owned by the City;
 - b. Regular monitoring inspection, at least annually in the spring or summer, by qualified professionals with drainage engineering (such as civil engineer, erosion control specialist) shall assess the functional capability of the drainage improvements and to provide recommendations for repairs and maintenance; and,
 - c. Maintenance of the drainage facilities by a qualified professional in accordance with the recommendations of the monitoring inspections.
13. Mitigation Measure N-1: To reduce construction noise emanating beyond the site to acceptable levels, the project developer shall require all contractors to limit their work to 8:00AM to 5:00PM weekdays only, not on Saturdays. If gasoline generators are used, they shall be contained in an enclosure that prevents their noise from

being heard at properties south of the project site. This requirement will be included in all construction contracts for grading and building construction on the site.

This section includes the CEQA checklist and an expansion of responses made to questions on the CEQA checklist, mitigation measures where necessary to reduce impacts to less than significant levels, and a finding as to the significance of each potentially adverse impact after mitigation.

A. AESTHETICS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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"/>
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 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"/>

Data Sources: 1, 2, 4, 5

Discussion

Scenic Vista. The vacant site contains grassland and forest within a developed area of the City. The existing condition of the site does not include physical conditions that are extraordinary or representative of special aesthetic features. This project would not block any scenic vista nor substantially change an important view from a scenic vantage point.

Scenic Resources and Visual Character. The property is located within and below (east of) a mapped area designated as a Prominent Ridge and Feature, per General Plan Open Space and Conservation Element Map Figure OS-1. The prominent ridge reaches its apex east of Cadillac Drive above or to the west of the subject property. Relevant General Plan polices are Open Space and Conservation Element Actions: (1) OSA-375, which requires all structures be located below the prominent ridgelines to preserve prominent ridgelines; (2) OSA-388 which requires critical review of visual resource areas designated on Figure OS-1; and (3) OSA-389 requires that native plants be used in development to integrate the man-made environment into the natural backdrop and to screen or soften the visual impact.

The project development footprint will be aligned with existing development and will be located well below the ridge. The proposed Open Space zone behind the last row of townhouses will ensure no new future residential development, consistent with

preserving scenic resources. Although the proposed project will not block any designated scenic vista, landscape screening may be required to soften the appearance and integrate the walls into the natural setting of the site, which will be addressed with project-specific conditions.

Light and Glare. Per project plans prepared by Sixteen5hundred, dated January 6, 2016, outdoor lighting for the proposed townhouses include: seven (7) 16-foot tall free-standing light poles, 21 3-foot tall bollard light poles along pedestrian paths to front doors and the central outdoor area, 21 wall-mounted lights near garage doors, and 25 porch lights near front doors. Illumination of the front of the townhouse garages along the U-shaped street will range from 0.0 -2.2 footcandles, with an average of 0.71 footcandles. The common plaza will have an average of 2.01 footcandles.

This level of luminance should not adversely affect the project residents of the townhouses and existing neighbors across the street. To ensure lighting harmony with existing residences across Dunslee Way, project-specific conditions will require the developer to use shields on the light poles and reduce the pole height to 12 feet, consistent with the adjacent Woodside subdivision and City policies and design guidelines for lighting to be at the lowest level and carefully controlled for security, aesthetics, safety and identification without interfering with nearby land uses. Two bollard light poles will produce a small area "hotspot" of more light. Project conditions will require a lower wattage of lightbulb (lamp) for those two bollards.

Proposed lighting for the commercial lot consists of five (5) free-standing light poles and 18 wall-mounted lights that uplight and downlight the building. The project lighting plan will generate illumination ranging from 0.1 to 2.3 footcandles within the commercial parking lot and street with an average illumination of 0.94 footcandles. The average luminance at the commercial driveway entrances will be 1.25 to 1.43 footcandles. Project conditions will require exterior lighting to comply with regional dark sky policies.

Although the project will generate more nighttime lighting than currently exists on the vacant underused site, and will be visible to motorists and pedestrians on Scotts Valley Drive, it will not create glares that would interfere with normal vision for people passing by the project site.

Finding: For the "Aesthetics" category discussed above, the project will not generate any significant visual impacts or impacts to aesthetic resources. Therefore, no mitigation is required.

B. AGRICULTURAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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"/>
2. 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"/>
2. 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"/>
3. 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 51105(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 2

Discussion

The property is not located on land that is classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the Farmland Mapping and Monitoring Program of the California Resource Agency. The site is zoned for commercial and residential uses. Therefore, no agricultural impacts would occur as a result of the project.

Finding: For the "Agricultural" category discussed above, the thresholds of significance have not been exceeded. There would be no impact on agricultural resources. Therefore, no mitigation is required.

C. AIR QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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"/>
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 3, 4, 13, 16

Potentially Significant Impact

Impact AQ-1: Project grading on approximately 3.6-acres of the total 10.41-acre site will generate substantial airborne dust that may affect surrounding properties, including Baymonte Preschool across the street and surrounding residents.

Discussion

Air Quality Plan and Air Quality Standards. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is responsible for limiting the amount of emissions that can be generated through the basin by various stationary sources. Specific rules and regulations have been adopted in the Air Quality Management Plan of 2000, which limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures which must be implemented in association with various uses and activities. Emission sources subject to these rules are regulated through the MBUAPCD’s permitting process. Any emissions sources that would be generated as part of the proposed project would be subject to the MBUAPCD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit air pollutants. Therefore, the proposed use does not have the potential for significant impacts that would conflict with the Air Quality Management Plan. For non-point source pollutants such as traffic, which is regulated by the State Air Resources Board (ARB), the project will generate emissions from automobiles associated with regular vehicular travel.

The MBUPCD categorizes potential impacts as either “construction-related impacts” or “operational impacts”. The category of construction impacts is discussed below. The preceding paragraph includes a discussion of traffic-generated operational impacts.

However, there are other sources of operational impacts beyond those generated by traffic. To address all potential operational impacts, the MBUAPCD's CEQA guidelines uses a screening table to determine if various land use projects' operational emissions from all sources are significant. According to the MBUAPCD staff, Table 5-4 in their Guidelines specify threshold levels to determine when a land use project may generate a significant level of long-term operational emissions that degrade air quality. Table 5-4 lists the threshold for townhouse projects as containing 1,195 units or more. The proposed 25-unit project plus 5,000 square feet commercial building are well below this threshold level and therefore will not generate a significant level operational emissions.

Cumulative Increase & Exposure of Sensitive Receptors to Pollutants. As proposed, project grading/construction requires excavation/earth disturbance of 30% of the site. Preliminary estimates for project grading are 5,900 cubic yards of cut, 2,000 cubic yards of fill, and 3,900 cubic yards of export. This grading will occur as close as 60 feet from the front yard of the nearest residence at Woodside to the north and street work would be about 35 feet from the Baymonte preschool building to the south. Grading activities could cause substantial dust accumulation in this area. Similarly, airborne dust could reduce visual abilities of motorists, bicyclists and pedestrians using the proximate segment of Scotts Valley Drive and create traffic safety problems. The amount of dust generation from project construction may cause air quality impacts to surrounding areas. This impact can be mitigated by implementing standard best management practices (BMPs) during grading to minimize dust generation from vehicular equipment and wind. The BMPs that should be used at this site are included in Mitigation Measure AQ-1. There is nothing unusual about the construction grading for this project that would necessitate extraordinary construction practices.

Mitigation Measure AQ-1: To reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to Scotts Valley Drive shall be removed daily in a manner that does not create substantial airborne dust. The following BMPs shall be included in the construction contract for the project and be implemented during site grading:

- a. Excavation of the site shall be done in phases by grading only those areas where immediate activity will take place, leaving the remaining areas in their original condition with ground cover;
- b. A water truck, using recycled water, shall be available on a repeated basis each day throughout the grading phase of the project to spray exposed earth surfaces;
- c. In addition to regular water spraying, a biodegradable chemical pallative shall be sprayed on any graded areas that will remain exposed without additional grading for three or more days in succession;
- d. The site entrance shall be base rocked to avoid or minimize tracking mud on Scotts Valley Drive by construction vehicles;

- e. The segment of Scotts Valley Drive along the project frontage shall be mechanically swept at the end of each work day when any dirt or mud has been tracked on the street;
- f. No grading activities shall occur during days of high wind velocity;
- g. Finished graded areas that are designated as open space and landscape areas of project, shall be covered with an accepted erosion control substance such as straw mulch or hydromulch with a tackifier; and
- h. Construction staff shall monitor daily all areas that have received a chemical pallative spray or application of mulch to determine if these areas remain in a dust-free condition and take corrective action as needed to maintain a dust-free environment.

Odor. As a commercial/retail/office building and residential townhouses, the proposed project does not have the potential to create objectionable odors.

Finding: A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. For this "Air Quality" category discussed above, the thresholds of significance will be exceeded by the substantial generation of dust during the construction phase of the project. This is a potentially significant construction impact. This impact can be mitigated by requiring best management dust control practices as part of the construction requirements for the project. This mitigation will reduce the impact to less than significant levels.

D. BIOLOGICAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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 regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations of by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, bu not limited to marsh, vernal pool, coastal lagoon, etc.) Through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

D. BIOLOGICAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
4. 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"/>
5. 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"/>
6. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Data Sources: 1, 2, 4, 5, 6, 7, 8

Potentially Significant Impacts

Impact BIO-1 Trees: The project will remove 29 trees or tree groups, six (6) of which meet the criteria as a “protected tree” per Section 17.44.080 of the Scotts Valley Municipal Code. Six (6) of the trees to be removed are Coast live oaks (*Quercus agrifolia*) with trunk diameters of 8 inches or greater.

Impact BIO-2 Sensitive Vegetative Resources: Project grading will occur and some site improvements will be located within the City’s 25 feet top-of-bank setback from the intermittent creek.

Impact BIO-3 Nesting Birds: The removal of trees for project construction has the potential to injure or kill bird eggs or chicks, if any birds are actively nesting at the time of vegetation removal.

Impact BIO-4 Roosting Bats: Although the large oak trees within the 2.5-acre residential project area are not proposed to be removed, project construction may cause impacts to roosting pallid bat (*antrozous pallidus*), if any are present, because they are very sensitive to disturbance. This bat is listed as a “species of special concern” by the California Department of Fish and Wildlife.

Discussion

Conflict with Local Policies Protecting Biological Resources. The majority of the property is dense mixed evergreen forest consisting of Coast live oak (*Quercus agrifolia*), Douglas fir (*Pseudostuga menziesii*), coast redwood (*Sequoia sempervirens*), California buckeye (*Aesculus californica*), blue elderberry (*Sambucus nigra*), and numerous non-native acacia (*Acacia spp.*) Section 17.44.080 of the Scotts Valley

Municipal Code (Tree Preservation Ordinance) restricts the removal of various mature trees, including coast live trees with trunk diameters of 8 inches or greater. While the primary purpose of the Ordinance is to preserve trees of a certain size, Subsection 17.44.080(4) of the Ordinance allows removal of Protected Trees with approval of permit and Subsection 17.44.080(5) provides for replacement of removed Protected Trees when a permit is approved. The project includes a request to remove Protected Trees.

James P. Allen and Associates has prepared a Tree Resource Evaluation/Construction Impact Assessment and Tree Protection Plan, dated March 13, 2015 (Exhibit C). This report states of the 42 inventoried trees, the project grading and construction will remove a total of 29 trees or tree groups. Six (6) of the trees to be removed qualify for protection meet the definition of "City Protected Trees" due to their trunk size. Several oak trees (13) behind the last row of townhouses will be preserved as a passive park for project residents. Figure 2 of 2 of the tree study shows the Grading Limit/Tree protection Zone and the critical root zone of the protected trees to remain. In addition to identifying tree loss, the report provides measures to compensate for the loss and protect trees to remain during construction.

Mitigation Measure BIO-1. The developer shall implement all measures contained within the arborist report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report. No landscaping is permitted under any oak trees.

Sensitive Vegetative Resources: The City's Municipal Code requires buildings to be located at least 25 feet from the top-of-bank, as measured from the top of bank / edge of the floodway (which is the channel of a watercourse and the adjacent land that must be reserved to discharge the base flood without cumulatively increasing the water surface elevation more than 1 foot). From the top-of-bank setback, all townhouses and the commercial building will be located more than 20-35 feet and 75 feet away, respectively. Project construction will involve grading and installation of guest parking and storm water retention/treatment basins within the top-of-bank setback. The project biologist has prepared the following mitigation:

Mitigation Measure BIO-2. Erosion control measures shall be in place prior to project grading to prevent inadvertent impacts to the intermittent creek. The project engineer shall stake the outer edge of the 25 feet top-of-bank setback with orange construction fencing and place silt fencing along the line prior to any site disturbance. Both fencings shall be retained in a functional condition until all construction is completed on site as determined by the City. After project construction is completed, fencing may need to be removed to install the stormwater retention basins within the 25 feet top-of-bank setback.

Adverse Effect on Special Status Species-birds: A biological report has been prepared for the project by Biotic Resources Group on May 11, 2015 (Exhibit B). The report states that there is a potential impact to breeding bird species and roosting pallid bat if they are

nesting on or near the site during construction. There are also several mature trees and tree groups on site west of the limits of grading. These trees are potential nesting sites for raptors (birds of prey) and migratory passerines (song birds), which are two groups of bird species that are protected by State and federal laws. Raptors are protected by the California Fish and Game Code. Passerines are protected by the federal Migratory Treaty Act. Adults and juveniles of these bird species could be injured or killed if nesting is occurring during tree removal. Similarly, nesting birds on adjoining properties could be impacted by construction noise and activity of such high levels that adults could respond by abandoning their nest. This potential impact can be avoided by implementing the following mitigation measure.

Mitigation Measure BIO-3: To avoid impacting nesting raptors or passerine species, the project developer shall schedule all construction outside of the nesting season between February 1 to July 31 of any given year. If this is not practical, then have a qualified biologist conduct a preconstruction survey for nesting birds no earlier than 30 days prior to commencement of construction. If any active bird nests are found within 50 feet of the work area for passerines, or 100 feet for raptors, either create a suitable buffer zone or postpone construction until the biologist has determined that all young have fledged.

Adverse Effect on Special Status Species-mammals: The biological report prepared by Biotic Resources Group concludes the habitat characteristics on the site are conducive to providing habitat for roosting bats, including the pallid bat (*antrozous pallidus*). The bat is listed as "species of special concern" by the California Department of Fish and Wildlife (CDFW). The removal of 29 trees has the potential to kill or injure roosting bats if they are present. Tree removal and grading activities have the potential to harm bats that may be roosting on site. This potential impact can be avoided by implementing the mitigation measures below.

Mitigation Measure BIO-4: To avoid harm or loss of the pallid bat, a qualified wildlife biologist or bat ecologist, under contract to the project developer, shall conduct pre-construction surveys, no more than 30 days before any vegetation removal, to determine if any roosting bats are present on the site. If any are present, the biologist/ecologist shall recommend measures to prevent disturbance to sensitive bat species, such as pallid bats, during vegetation removal and construction.

Adverse Effect on Special Status Species-insects: Some areas of the City contain habitat that supports a federally-endangered insect species called the Mt. Hermon June beetle (*Polyphylla barbata*). An entomological habitat assessment was conducted on this property by Dr. Richard Arnold, dated June 27, 2015 (Exhibit D). The assessment concluded that the beetle does not occur on the property based on a three-night survey, per USFWS standards. Previous removal of top soil and importing non-native soil have substantially changed the native soil profile. Also, Zayante soils and beetle habitat were not observed. Dr. Arnold recommended that the developer confirm with USFWS that an incidental take permit should not be required. Therefore, project conditions require the developer to provide written documentation of consultation with USFWS, pursuant to Dr. Arnold's recommendation before issuance of grading or any earth disturbance on site.

Finding: For the "Biological Resources" category discussed above, the thresholds of significance may be potentially exceeded regarding impacts to City-protected trees, the intermittent creek, and various sensitive wildlife species and. Implementation of the four mitigation measures specified above will ensure all impacts can be reduced or otherwise mitigated to levels of less than significance.

E. CULTURAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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"/>
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 2, 4, 9, 23

Potentially Significant Impacts

Impact CUL-1: Although not expected, it is possible that archaeological resources could be accidentally encountered and destroyed during project grading.

Impact CUL-2: The geologic stratigraphy at the development area of the property indicates a high-sensitivity for buried paleontological resources at the site. These resources could be destroyed during project grading.

Discussion

Historical Resources. The site does not contain any historical resources.

Cultural Resources. A portion of the west area of the site is located in an area mapped as "Low sensitivity" while most of the site is within the "Moderate Sensitivity" for prehistoric cultural resources, per General Plan Figure OS-2, where archaeological resources may potentially occur. Archaeological artifacts have been recorded near the property, and a total eight archaeological sites have been recorded within a half mile radius of the property. General Plan policy OSA-400 requires avoiding or substantially reducing adverse effects to archaeological resources from development. A mitigation measure which is consistent with this policy is provided below. Implementation of the following mitigation measure will reduce potential impacts to cultural resources to less than significant levels:

Mitigation Measure CUL-1: To ensure that archaeological resources are not destroyed if accidentally discovered during project grading or other subsurface work, the developer shall submit a copy of a contract with a qualified/registered archaeologist to conduct monitoring of all earth disturbing activities for review and approval by the Community Development Director, before grading permit issuance. The developer shall include this requirement in the contract for all contractors involved with grading and subsurface work. The qualified/registered archaeologist shall monitor all earthwork activity as described below.

- a. An archaeologist shall monitor the widening of the existing traveled gravel road, grading or excavation of soils at the development site in order to determine if important cultural remains are present. Such monitoring shall begin before and occur during subsurface earth moving activities;
- b. The duration and period of archaeological monitoring of project development activities shall be at the discretion of the professional archaeologist. At a minimum, however, any activity that initially displaces or removes original soil from its present context shall be monitored by an archaeologist on a continuous basis;
- c. Monitoring activities such as replacing soils in trenches, redistributing displaced soil elsewhere on the development site, or removing stockpiled excavated soil may not require monitoring;
- d. Monitoring may include the periodic sampling and screening of soils in order to better determine if cultural remains are present; and,
- e. If any cultural resources are discovered, the project contractor shall immediately stop all earth disturbing work within a 150 foot radius of the discovery to allow for inspection, evaluation, and potential recovery of resources by the supervising project archaeologist, before resuming any earth-disturbing construction activities. The developer shall also contact the Planning Department and Building Official as soon as work has been stopped. It may be necessary to resume grading or excavation activities under the direction of the supervising archaeologist in order to locate or expose cultural remains.

Paleontological Resources. The geotechnical report prepared by Haro, Kasunich and Associates in March 2015 indicates the project contains sandy soil of the Santa Margarita Sandstone which is an indicator for paleontological sensitivity. A paleontological resource assessment has not been conducted for the property. To mitigate the potential impact of accidentally destroying paleontological resources, the grading plans should be reviewed a qualified paleontologist and site monitoring conducted during all grading to determine if resources are encountered. Implementation of this type of mitigation measure with performance standards, as specified below, will effectively mitigate the potential impact to paleontological resources.

Mitigation Measure CUL-2: To ensure that paleontological resources are not destroyed during project grading, the project proponent will include the following measures:

- a. Provide the project paleontologist with a copy of the final grading plans for review prior to any project grading;

- b. Provide for daily monitoring during grading activities by the project paleontologist to determine if paleontological resources are encountered in excavated areas;
- c. Allow for the recovery of any discovered paleontological resources according to a recovery plan/methods specified by the project paleontologist, including the donation of the recovered resources to a suitable repository (museum, school, etc.);
- d. If recovery occurs, ensure that the project paleontologist prepare a recovery report that details the type of resources recovered and the repository locations where they were taken; and,
- e. Specify in the construction contract with the project grading contractor(s), that grading personnel are to cooperate with and assist the project paleontologist during monitoring and any recovery activities, including assisting with recovery efforts if necessary.

Human remains. A cemetery or known burial site does not exist on the property. If human remains are unexpectedly encountered during project grading, the actions required to mitigate for impacts to cultural resources will be followed. This will effectively preserve any human remains for proper burial.

Finding: For the "Cultural Resources" category discussed above, the thresholds of significance have been potentially exceeded regarding impacts to archaeological and paleontological resources. The two mitigation measures will reduce potential impacts to these resources to less than significant levels.

F. GEOLOGY AND SOILS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. 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 Mine and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Strong seismic ground shaking?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

F. GEOLOGY AND SOILS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
3. 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"/>
4. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. 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"/>

Data Sources: 1, 2, 4, 9

Potentially Significant Impact

Impact GEO-1: The development and use of 25 dwellings and a commercial building within a seismically active area will subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area.

Discussion

Geotechnics, Liquefaction, and Seismic Shaking. A geotechnical report was prepared for the project by Haro, Kasunich and Associates, dated March 2015 (Exhibit E) . From a geotechnical standpoint, project construction is feasible so long as report recommendations are followed. The report includes a general discussion on seismic issues. Specific recommendations were made for strong seismic shaking, adequate foundation support of buildings, and predominantly clay soils within the wetting zone with a moderate degree of expansion potential.

Liquefaction occurs during seismic events due to groundwater mixing with fine grained soils resulting in soils becoming saturated with water up to the surface. Such instability causes structures to sink. Due to the density of the subsoil and lack of encountering a groundwater table during field exploration, the report concludes there is a low potential for liquefaction. Also, the site is located in a mapped area "D" for low liquefaction potential on the Map of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County (Dupre' 1975).

The report states the property is located 1.25 miles southwest of the Zayante fault zone and 2.75 miles southwest of the San Andreas Fault. It is also located 9 miles southwest of the Sargent Fault. While the San Andreas Fault is the largest and most active of these faults, each fault zone is considered capable of generating moderate to sever ground shaking that could affect the site. According to the HKA report, soil properties on site are classified as

Site Class "D" based on definitions in the California Building Code (2013 CBC). The report includes a peak ground acceleration formula for designing project improvements, which should be designed in conformance with the most current CBC.

Mitigation Measure GEO-1: To reduce the effects of seismic shaking to acceptable levels, the project proponent shall have all dwellings and commercial building designed California Building Code standards for the design level earthquake for the area. The design details shall be provided on the building plans submitted to the City for a Building Permit application for each dwelling.

Erosion. The existing terrain of the site has a gentle ascending slope from Scotts Valley Drive to a moderately steeped slope gradients to the west, beyond the limits of proposed grading. The existing creek tributary to the north has some incised banks of 30-40% slopes. The project will require grading most of the 3.17-acre part of the 10.41-acre property. Estimated grading includes 5,900 cubic yards of cut and 2,000 cubic yards of fill for development of the commercial pad and parking lot, townhouse buildings, internal residential street, the guest parking area. Grading will include removal of 29 trees and understory vegetation.

Grading is subject to the regulations of the National Pollution Discharge Elimination System (NPDES) which requires a Storm Water Pollution Prevention Plan (SWPPP) for all projects that disturb one (1) acre or more. In addition, Section 15.06.070 of the City's Municipal Code requires a Grading Permit for all land division projects of four (4) lots or more and erosion control plans to be included with grading plans. Therefore, project conditions will require a plan showing temporary (during construction) and permanent erosion control measures will need to be submitted to the Regional Water Quality Control Board (RWQCB), the agency that administers NPDES, and the City Building Department for review and approval. Winter grading shall require prior review and approval by the City.

Slope Instability. The geotechnical report evaluated seven (7) soil borings and analysis of soil samples located within the footprint of each building and within the parking area of the commercial lot. The upper 1.5-6 feet below ground surface consisted of loose to medium dense silty sand and occasionally clayey sand. At depths of 14 feet, the soil material is interpreted as the Santa Margarita sandstone formation (bedrock). There are no mapped landslides on the property. While the site does not contain unusually unstable soils, the slope of the site and the volume of grading needed to prepare the site for proposed site improvements could result in soil instability problems if grading, foundation design and drainage improvements are not done adequately. The geotechnical report provides recommendations for grading and foundations. At the grading permit stage, project conditions will require a plan review letter confirming that the construction documents conform with the geotechnical report recommendations.

Expansive Soils. The HKA geotechnical report identified some predominantly expansive clay (sandy clay) soil on the site (pages 5-6 of Exhibit E), which could result in heaving pressures between 500-1000 pounds/square foot and movement of one inch or more and static settlement of one or less. The report recommended removal of the predominantly expansive clay soils encountered during the excavation below foundations and slab-on-

ground and replaced with non-expansive fill. Project conditions of approval require the developer to follow HKA report recommendations.

Sewage Disposal. All proposed buildings will be served by the City domestic sewer system. Therefore, soil capability for on-site sewage disposal is not an issue for this project.

Finding: There are one impact in the "Geology & Soils" category, discussed above, which are potentially significant. However, the mitigation measures specified above will reduce all impacts to levels of less than significant.

G. GREENHOUSE GAS EMISSIONS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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"/>
2. 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 13,

15

Discussion

Significant changes to global climate have been attributed to the accumulation of greenhouse gases (GHG) in the atmosphere. The most common GHG is carbon dioxide (CO2). The primary contributor to CO2 emissions in the state is transportation (vehicle exhaust). California's Global Warming Solutions Act of 2006 (AB 32) and the Governor's Executive Order S-3-05 both require reductions in GHGs. Their statutory goals are to achieve 1990 GHG emission levels by 2020 and reduce emission levels to 80% of the 1990 levels by 2050. The California Air Resources Board (CARB) is the lead agency implementing AB 32. CARB has completed a statewide inventory of GHGs which shows transportation contributes 38% of all CO2 emissions. Industry is the second greatest source, contributing 21%. Other contributors are electric power generation, agriculture and various commercial and residential uses.

Generation of Greenhouse Gases. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). The proposed project is for a 25-unit residential townhouse use. Locally, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), the County of Santa Cruz, or the City have not yet adopted a significance threshold for GHGs. MBUAPCD is currently in the process of developing threshold standards for evaluating projects under CEQA. Currently, MBUAPCD recommends using a threshold of 2,000 metric tons of CO2/year for determining if a project GHGs are cumulatively considerable. The traffic analysis concludes this project will

generate 145 average daily trips for residential and 781 trips for a restaurant on the commercial site. Because the current project description is for an office building, the anticipated commercial daily trips will be much lower. The GHGs generated from this level of traffic in combination with other potential GHG emissions are below 2,000 metric tons. In addition, construction machinery shall comply with the MBUAPCD's air quality construction standards which are discussed in Section "C. Air Quality" of this document. Energy use of the completed townhouses and commercial building will be less than similar units constructed in previous years because their construction is required to comply with the energy efficiency standards of the 2013 edition of the California Building Code. All these factors result in a project that will not significantly contribute to a cumulative GHG impact.

Conflict with Plans. AMBAG has established a GHG reduction target of 0% by 2020 (i.e. no GHG increase) and 5% reduction by 2035. The proposed project would not conflict with this target. The project would not conflict with the State's Global Warming Solution Act or Executive Order S-3-05. CARB's Scoping Plan includes several strategies for reduced GHGs, but it is related to uses that will not occur at the property.

Finding: While some GHGs will be generated by the project, its contribution to GHGs will not be cumulatively considerable and there will not be any significant impacts associated with GHGs.

H. HAZARDS AND HAZARDOUS MATERIALS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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"/>
2. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 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"/>
4. 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"/>
5. 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"/>

H. HAZARDS AND HAZARDOUS MATERIALS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
6. 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"/>
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 4, 5, 11, 14

Potentially Significant Impact

Impact HAZ-1: During the construction phase of the project, use of construction vehicles and machinery will bring oils, lubricants, fuels and similar hazardous substances to the site during the construction phase of the project. The regular use of these materials could include accidental release of these substances into proximate drainages, the roadway or other areas off the site.

Discussion

Routine Use or Transport of Hazardous Substances. The proposed project is for a residential townhouse and commercial building uses. These uses do not involve the use or storage of hazardous/combustible materials. Therefore, the risk of accidental explosion and/or release of a hazardous substance is remote.

Release of Hazardous Substances. Residential and commercial/retail/office uses are not generators of hazardous emissions. During the construction phase of this project dust will be generated and vehicle exhaust will be emitted. But the release of these pollutants will be reduced to minimal levels by implementation of Mitigation Measure AQ-1 to protect air quality during construction.

It is likely that oils, lubricants and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Implementation of Mitigation Measure HYD-1 will protect against the accidental release of such substances. This issue is discussed in more detail in the Section "I. Hydrology and Water Quality" of this document.

Mitigation Measure HAZ-1: Implement Mitigation Measures AQ-1 and HYD-1.

Release of Substances Near Schools. Baymonte Preschool is located across the street from the property on Dunslee Way. Releases of hazardous substances will not be problematic if Mitigation Measure HAZ-1 is implemented. Therefore, no further mitigation on this item is required.

Located on a Hazardous Materials Site. The project property is not included on a list of sites where hazardous materials were previous used or stored.

Public Airport or Private Airstrip. There is no public airport or private airstrip in Scotts Valley or the nearby unincorporated portion of the County.

Emergency Response Plan. The project does not propose any changes to the Emergency Response Plan; nor will it generate significant traffic volumes to Scotts Valley Drive. Section "P. Transportation and Traffic " of this document discusses traffic volumes.

Wildland Fires. The site is located in the central area of the City and is not adjacent or proximate to wildlands or areas designated as a critical fire hazard area by General Plan Map S-1.

Existing Health Hazards. According to information provided by the developer, the State and the County, the subject property is not identified as a hazardous materials site where hazardous materials were previously used or stored.

Finding: For this "Hazards and Hazardous Substances" category discussed above, the project would have one potentially significant impact. However, this potential impact is effectively mitigated by mitigation measures addressing impacts to air quality and water quality.

I. HYDROLOGY AND WATER QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 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"/>

I. HYDROLOGY AND WATER QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
5. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. 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"/>
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. 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"/>
10. Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 4, 11, 17, 18, 19

Potentially Significant Impacts

Impact HYD-1: The use of heavy construction vehicles to grade approximately 5,900 cubic yards of cut and 2,000 cubic yards of fill and export 3,900 cubic yards of soil over most the project footprint (3.17 acres) near Scotts Valley Drive creates the potential for accelerated erosion that could add sediment to the arterial roadway and includes a potential to discharge vehicle lubricants into the street or an existing storm sewer inlet located at the base of the property's slope.

Impact HYD-2: The site coverage of at least 75,000 square feet (1.72 acres) with structures and surfaced areas for access, parking, and related improvements will reduce the area available for potential groundwater infiltration on the property and the Santa Margarita aquifer.

Impact HYD-3: The project will alter natural drainage flows on the site. While project improvements include engineered drainage facilities to control project drainage, these facilities can only function adequately with proper routine maintenance as they will not be maintained by the City.

Discussion

Water Quality And Waste Discharge Standards. Project grading and construction activities have the potential to place sediment, motor vehicle lubricants and motorized

equipment fuel into site storm runoff from soil erosion and accidents. A mitigation measure addressing water quality and waste discharges is provided below.

Mitigation Measure HYD-1: To prevent sedimentation and discharge of contaminants off-site during project construction, the project developer shall have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall be approved by City Planning staff prior to commencement of land alteration and construction activities for the project. It shall contain the following elements:

- a. Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus;
- b. Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or in to Scotts Valley Drive; and
- c. Any petroleum, lubricants or other hazardous materials used during; and, construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

Groundwater Supply. Scotts Valley overlies the Santa Margarita aquifer which is experiencing groundwater overdraft. General Plan Figures OS-5 and OS-5.1 map most of the property as "potential groundwater recharge". General Plan Policy OSA-343 requires developer to mitigate for the loss of aquifer recharge areas. Policy OSA-344 requires a recharge plan to be evaluated by a qualified hydrological engineer to mitigate the loss of recharge.

The project will add approximately 75,000 square feet (1.72 acres) of new building footprints and paved surfaces (street and parking areas) to the site. The conversion of this area from open ground to hardscape surfaces may reduce the potential groundwater infiltration at the site and contribute to the cumulative impact on the City's water supply. Although the project includes pervious materials for the 16 guest parking spaces along the north property line, the following mitigation has been prepared:

Mitigation Measure HYD-2: To off-set the potential loss of groundwater infiltration, the project developer shall explore low impact development techniques (such as infiltration pits) within the project area for review and approval by the City and Scotts Valley Water District, before issuance of a grading permit or earthwork on site.

Alteration of Drainage and Erosion. Site grading and construction will alter the existing drainage pattern of the site. Pursuant to the City's storm water regulations, a development shall not increase the rate (cubic feet per second) or velocity (feet per second) of storm runoff to any off-site areas in excess of the pre-project rate and velocity of runoff. The project has been designed to meet this requirement by designing a drainage plan that is shown on the project plans. The long-term functioning of the drainage system will require periodic maintenance and cooperation among the residents and commercial owners. The following mitigation measure is recommended to achieve this objective.

Mitigation Measure HYD-3: To prevent drainage problems related to the lack of proper maintenance of privately owned and operated drainage facilities on the site, the project CC&R's shall include regular maintenance and funding of the facilities; and shall be submitted to the City for review and approval prior to approval and recordation of the Final Map. The CC&Rs shall include the following:

- a. Adequate funding by each homeowner on an equal basis for the regular maintenance of the common-owned drainage facilities and any other drainage improvements not owned by the City;
- b. Regular monitoring inspection, at least annually in the spring or summer, by qualified professionals with drainage engineering (such as civil engineer, erosion control specialist) shall assess the functional capability of the drainage improvements and to provide recommendations for repairs and maintenance; and,
- c. Maintenance of the drainage facilities by a qualified professional in accordance with the recommendations of the monitoring inspections.

Runoff Exceeding Storm Drain Capacity. The project drainage system will be connected to the City storm drain system to allow discharge into the system during very high rainfall events. Project conditions will require that project storm drain facilities conform with the City's Drain Master Plan in effect.

Otherwise Degrade Water Quality. This issue is discussed under "Water Quality And Waste Discharge Standards" subsection above.

Floodplain and Housing. The property is not located within a floodplain.

Flow Impedance in a Floodplain. The property is not located within a floodplain.

Dam or Levee Failure. There is no dam or levee in the vicinity of the site.

Sieche, Tsunami and Mudflow Related Hazards. There is no possibility of a sieche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline.

Finding: For this "Hydrology and Water Resources" category discussed above, there are three significant impacts; however the mitigation measures discussed above can mitigate all three impacts to levels of less than significant.

J. LAND USE AND PLANNING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

J. LAND USE AND PLANNING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
3. 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"/>

Data Sources: 1, 2, 4, 13, 22

Discussion

Divide a Community. The area proposed for development (3.17 acres of the 10.4-acre property) is located on a vacant corner lot on the west side of Scotts Valley Drive at Dunslee Way. The surrounding properties are developed along the City’s 2nd major commercial corridor. A preschool, townhouses, and detached houses exist to the south and the Woodside commercial and residential project exist to the north. The proposed commercial frontage with residential behind follows the development pattern on that side of Scotts Valley Drive. No community or neighborhood will be physically divided by the project.

Conflict with Plans. The property has three General Plan Land Use Designations: “Service-Commercial”, “Low-Density Residential”, and “Rural Residential”. The proposed project will keep part of a C-S frontage. The proposed “High-density” General Plan Land Use Designation allows 9-15 dwelling units/acre. The proposed 25 units on the 2.35-acre residential site will have a density of 10.64 dwelling units/acre, which is within the allowable range. The proposed zoning “R-H” requires at least 3,000 square feet of land area per dwelling unit. The project will provide approximately 4,095 square feet of land area per dwelling unit (2.35-acre or 102,366 square feet / 25 units = 4,095 square feet per unit), which exceeds the minimum 3,000 square feet standard.

The project requests exceptions to zoning requirements. Page 6 of the General Plan specifies that a Planned Development approval can alter zoning regulations to address site characteristics and to promote City objectives if consistent with General Plan policies, which will be discussed in upcoming staff reports to the Planning Commission and City Council.

Conflict with Conservation Plans. The property does not have the presence of the Mt. Hermon June beetle and therefore does not conflict with any prepared Habitat Conservation Plan (HCP) in the area.

Finding: The proposed project for a residential subdivision, including common open space, is consistent with surrounding land uses and the land use designation of the City’s General Plan. Approval of a Planned Development for the project will allow the General Plan density

policy to be used rather than that of the Zoning Ordinance. For this "Land Use" category discussed above, the project would have no impacts and therefore no mitigation is required.

K. MINERAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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"/>

Data Sources: 1, 4, 14

Discussion

Loss of Mineral Resources. The Scotts Valley General Plan does not designate the site for mineral resource extraction. The front ¼ of the site is located in a mapped area of “No Significant Mineral Deposits”, while the remaining ¾ of the site are within “Mineral Deposits Present – Significance Unknown”, per General Plan Open Space & Conservation Element Figure OS-4. The site has not been used for mining in the past, and the proposed project will not involve any mining.

Finding. For this “Mineral Resources” category discussed above, the project would have no impact; therefore, no mitigation is required.

L. NOISE				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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"/>
3. 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"/>
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

L. NOISE				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
5. 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"/>
6. 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"/>

Data Sources: 1, 2, 4, 10

Potentially Significant Impact

Impact N-1: Project grading and construction activities will increase ambient noise levels, which will be heard by surrounding residents and businesses.

Discussion

Exposure to Noise Levels Exceeding Standards. The Noise Element of the Scotts Valley General Plan utilizes the 24 hour average day-night noise level (DNL) for defining community noise impacts. Policies NP-451 and NP-454 state the maximum standard is 60 decibels DNL of exterior noise and 45 dBA DNL for interior noise (dBA = A-weighted measurement of decibels). A traffic noise assessment was conducted for this project by Edward Pack Associates in May 2015. The acoustical measurement taken near the future location of the townhouse building closest to Scotts Valley Drive (226 feet from the street centerline) showed an existing noise level of 57 dB DNL. At the planned building location, the noise will be expected to be 58 dB DNL, while under future conditions the noise exposure is estimated to increase to 59 dB DNL. The report concludes that noise from the street will not exceed General Plan standards of 60 dB DNL for residential uses.

Exposure to Groundborne Vibrations and Noise. Future project residents may experience occasional groundborne vibrations from nearby traffic on Scotts Valley Drive when large trucks use the roadway. But this vibration is not expected to be frequent nor at high levels. This impact is less than significant.

Generate a Permanent Increase in Ambient Noise. The placement of 25 dwellings and a commercial building on the vacant property will generate substantially greater human activity than occurs on the site presently. However, the residential and commercial activities that are expected to occur will be the same as those occurring within the existing neighborhood. Per the General Plan Noise Element, project conditions will require the developer to provide an analysis prepared by a qualified acoustical consultant that the project itself and any exterior equipment will not increase ambient noise levels more than 5

dba measured at the property lines, subject to review and approval by the Community Development Director before issuance of a building permit for vertical construction.

Generate a Temporary Increase in Ambient Noise. The grading and construction activities to build project improvements and dwellings will include large vehicles, heavy machinery and power tools; all of which will generate substantial noise that will travel beyond the boundaries of the property. Existing Dunslee Way residents will be potentially affected by this new source of noise. This is a significant temporary impact that will be limited to the construction phase of the project. This impact cannot be avoided but it can be minimized to reduce its affect to neighboring inhabitants by restricting construction to weekdays only and not on Saturdays (9AM-5PM, which the Code currently allows).

Mitigation Measure N-1: To reduce construction noise emanating beyond the site to acceptable levels, the project developer shall require all contractors to limit their work to 8:00 A.M. to 5:00 P.M. weekdays only, not on Saturdays. If gasoline generators are used, they shall be contained in an enclosure that prevents their noise from being heard at properties south of the property. This requirement will be included in all construction contracts for grading and building construction on the site.

Located near an Airport or Private Airstrip. The property is not located near an airport nor a private airstrip.

Finding: As discussed above, the proposed project would not exceed noise thresholds during the long-term but could generate a temporary high noise levels noise and during the construction phase. One mitigation measure has been provided to reduce construction-related noise impacts to a level of insignificance. Therefore, for this "Noise" section above, implementation of this mitigation measure can reduce construction noise impacts to a level of less than significant.

M. POPULATION AND HOUSING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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"/>
3. 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"/>

Data Sources: 1, 4, 11, 22

Discussion

Population Growth. The project will provide 25 new townhouse dwellings and a commercial building. Each dwelling will have 3 bedrooms, while 12 of the 25 units may have an additional (4th) bedroom or den. Given the proposed bedroom mix, the project could result in 87 or more persons if each bedroom and den is occupied with one person. The average household size for Santa Cruz County is 2.72 persons which estimates 68 persons for the project.

The proposed General Plan Land Use Designation of High-Density Residential anticipates a range of 17.5-29.2 persons/acre. At the top of this range, the 2.35-acre residential site could yield may 68.62 persons, which is in line with U.S. Federal Census data. Although the project may generate more than 68.62 persons, the potential range of 68-87 or more persons is not a significant increase in the existing City population of 11,685 persons, given the anticipated build-out population of 15,000 persons.

Displace Existing Housing. Currently there is no housing on the site. Therefore, the project will not displace any housing.

Displace People. No persons will be displaced by this project.

Finding: The amount of growth potentially generated by this project is anticipated to be approximately 68-87 or more persons. The increase is within the anticipated build out of the City at a population of 15,000 persons. There is no potential for displacing housing or people either directly or indirectly. For this "Population and Housing" category discussed above, the project will have either a less than significant impact or no impact; and, therefore, no mitigation is required.

N. PUBLIC SERVICES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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:				
1. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Data Sources: 1, 4, 5, 11, 15

Discussion

Fire Services. The Scotts Valley Fire Protection District has reviewed the project and has stated this project will have an incremental (less than significant) impact to existing fire protection services.

Police Services. The project will add new residents to the City who will occasionally need police services; this type of additional service will not generate a demand beyond what the police department can accommodate. However, there are concerns about providing adequate guest parking in existing developments that have garage-fronted designs, no typical 2-car driveways, and narrow streets without street parking. The project will provide 19 guest parking spaces, which meet the requirements of the Municipal Code (5 spaces). There has been an increase in parking complaints from existing developments and a drain on Police Department services. Staff reports for the application will discuss this issue.

Schools. The project will add new residents to the City, some of which may have children that will be students at schools within the Scotts Valley Unified School District. While the project has the potential to add approximately 68-87 or more people to the City's population, the additional students will not generate a significant demand on the area school system.

Parks. The project will add new residents to the City who will occasionally utilize City parks and recreational programs, but this additional use will not generate a demand beyond what the City Parks Department can accommodate. The project will provide two common recreational areas for project residents; for details, refer to Section "O. Recreation".

Other Public Facilities. The project does not have the potential to affect other public facilities, in excess of that previously considered by the General Plan.

Finding: For this "Public Service" category discussed above, the new project residents would generate a minor level of new public service needs.

O. RECREATION				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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 checked="" type="checkbox"/>	<input type="checkbox"/>
2. 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Data Sources: 1, 2, 4, 5, 10, 11

Discussion

Increased Use of Parks. The City has approximately 38+ acres of developed park facilities, ranging in size from 0.5 acre to 7.5 acres. The City's Parks Master Plan (Adopted March 1996) calls for 5.0 acres of developed parks per 1,000 persons. With a population of approximately 11,680 persons, the current park system provides 4.12 acres of park land per 1,000 persons. This ratio includes the Community Center and the approved (but not built) 7.32-acre Glenwood park site. The additional population generated by this project (approximately 68-87 or more persons) will add new users to these parks and facilities, but the increased use will be minimal compared to the existing user population. This increased demand is less than significant. Standard conditions will require the developer to either dedicate park land or pay an in-lieu fee or a combination of both.

The City's Parks Master Plan calls for access and passive use of the redwood grove and meadow on the property, located west of the proposed development footprint, to be developed into trail systems or set aside as natural habitats or scenic view sheds. Project conditions will require the developer to place a floating easement on the proposed Open Space area for future development of trail systems.

On-site Recreational Facilities. General Plan Parks and Recreation Element Action PRA-612 requires new development to provide open space/recreation facilities within the project. The project will provide two private recreational areas for future residents: (1) approx. 31,000 square feet for a picnic table, walking path, and yoga meditation area located behind the last row of townhouses under existing tree canopies; and (2) a 2,850 square feet area in the center of the development with seating, bocce ball court, fire pit, and pergola. The project could result in 68-87 or more additional residents using the City's existing park

facilities (based on the average 2.72 persons per U.S. Census data for Santa Cruz County). The proposed private recreational areas and required park land dedication and/or park in-lieu fees or a combination of both will offset the increased demand for using existing parks.

Finding: The project will provide two on-site outdoor recreational areas. The increase of approximately 68-87 or more residents will be less than a 1% increase in the City's population, and will not be a significant increase on demand for park systems. No mitigation is required.

End of Section O. Recreation

P. TRANSPORTATION & TRAFFIC				
Would the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Data Sources: 1, 2, 4, 11, 12, 20, 21

Dissucssion

Potential traffic impacts that would be associated with the project were analyzed in the Traffic Impact Analysis (TIA)¹ conducted by TJKM Transportation Consultants on April 8, 2015 (Exhibit F). The TIS was completed in accordance with the criteria established by the City of Scotts Valley and is consistent with standard traffic engineering techniques. The City's peer reviewer, Hatch Mott MacDonald, performed a peer review of the report. Traffic impacts were quantified through the determination of level of service (LOS), a qualitative measure describing optimal conditions within a traffic stream. The TIA analyzed the worst-case scenario for the project, 25 residential townhomes and a 5,000 sq-ft restaurant.

The following intersections were evaluated:

1. Scotts Valley Drive/Carbonero Way (Signal)
2. Scotts Valley Drive/Dunslee Way (Two-Way Stop)
3. Scotts Valley Drive/El Pueblo Road (Signal)
4. Scotts Valley Drive/Victor Square (Two-Way Stop)

¹ TJKM Transportation Consultants. April 8, 2015. *Traffic Impact Analysis for Proposed Development at Dunslee Way and Scotts Valley Drive. City of Scotts Valley Dunslee Way Initial Study / Mitigated Negative Declaration October 11-31, 2016*

Project impacts to the study intersections were determined by measuring the net effect that the additional traffic generated by the project would have on intersection operations during the weekday morning (7:00 to 9:00 a.m.) and weekday evening (4:00 to 6:00 p.m.) peak periods.

The following six scenarios were evaluated for the project:

1. Existing Conditions - This scenario evaluates the study intersections based on existing traffic counts, lane geometry and traffic controls.
2. Existing plus Project-This scenario is identical to Existing Conditions, but with the addition of traffic generated by the proposed development.
3. Existing plus Approved/Pending Project (Background) Conditions-This scenario is similar to the Existing Conditions, but with the addition of traffic from the approved and pending developments near the project site.
4. Background plus Project Conditions - This scenario is identical to Background Conditions, but with the addition of traffic from the proposed development.
5. Cumulative 2035 Conditions - This scenario is similar to Existing Conditions, but with the projected growth rate of 1% per year over 20 years for the Cumulative Year 2035.
6. Cumulative 2035 plus Project Conditions-This scenario is identical to Cumulative 2035 Conditions, but with the addition of traffic generated by the proposed development.

Study Area Roadway Segment

Scotts Valley Drive is a four-lane, north-south minor arterial that provides direct access to the project site. Scotts Valley Drive has an intermittent raised median in the project vicinity, but generally has a two-way center left-turn lane. Scotts Valley Drive extends from Mt. Hermon Road in the south to its terminus in the north just beyond its intersection with Sawyer Circle. South of Mt. Hermon Road, Scotts Valley Drive becomes Whispering Pines Drive.

Alternative Modes

Continuous sidewalk is provided on both sides of Scotts Valley Drive from north of the project site to the Mt. Hermon Road intersection. Curb ramps and crosswalks exist at side street approaches. Site improvements include the construction of sidewalk on the north side of Dunslee Way directly adjacent to the project site (continuous to Scotts Valley Drive) and accessible paths of travel to both the commercial and residential areas. Scotts Valley Drive includes a Class 2 bike lane in both directions. Bus transit stops exist along both sides of Scotts Valley Drive with the nearest stop at the Scotts Valley Drive/Dunslee Way intersection. This proposed improvement meets City policy for alternative transportation. No other alternative transportation measures are needed at the project site.

Impact Criteria

Traffic impacts on the study intersection were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. There are six levels of service defined for each type of facility (i.e., roadway or intersections). LOS has letter designations ranging from A to F, with LOS A representing free flow traffic with little or no delay and LOS F representing jammed conditions with excessive delay and long back-ups. The City maintains a target LOS at the transition between LOS C and LOS D on street facilities. LOS D is the threshold for all study intersections for this project.

The City of Scotts Valley Guidelines for Traffic Impact Studies considers a project-generated increase in traffic to have a significant impact if it meets either of the following criteria and meets the peak hour signal warrant:

- Intersection operations degrade from acceptable conditions (LOS C or better) under Existing Conditions to unacceptable conditions (i.e., LOS D, E, or F) under Cumulative Conditions; or
- An increase of one percent in the critical volume-to-capacity ratio between Existing and Cumulative Conditions for intersections already operating at unacceptable conditions (i.e., LOS D, E, or F) under Existing Conditions.

Existing Conditions

Turning movement counts were collected at the study intersections in February of 2015. Under existing conditions, the study intersections operate acceptably at LOS C or better during the AM and PM peak hours, except the intersection of Scotts Valley Drive and Victor Square, which operates at LOS E and F during the AM and PM peak hours, respectively. A summary of the LOS calculations is contained in Table 1.

Table 1: Peak Hours Intersection LOS – Existing Conditions

ID	Intersection	Control	Existing Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	5.8	A	7.3	A
2	Scotts Valley Drive/Dunslee Way	TWSC	12.9	B	15.1	C
3	Scotts Valley Drive/El Pueblo Road	Signal	10.9	B	13.9	B
4	Scotts Valley Drive/Victor Square	TWSC	41.2	E	140.5	F

Notes: LOS= Level of Service

Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.

Bold indicates intersections that currently operate at an unacceptable LOS.

Checklist Discussion

Would the project:

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, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less Than Significant Impact. City of Scotts Valley maintains a target LOS at the transition between LOS C and LOS D on street facilities.

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in Trip Generation Manual, 9th Edition, 2012, for a Residential Condominium (Land Use #230) and High-Turnover Restaurant (Land Use #932). The proposed project is expected to generate an average of 781 new trips on a daily basis, including 65 during the AM peak hour and 62 during the PM peak hour. The applied trip generation rates and estimates are shown in Table 2.

Table 2: Summary of Proposed Project Trip Generation

Land Use (ITE Code)	Size	Units	Daily		A.M. Peak Hour		P.M. Peak Hour	
			Rate	Trips	Rate	Trips	Rate	Trips
Residential Condo/ Townhouse (ITE code 230)	25	d.u.	5.81	145	0.44	11	0.52	13
High-Turnover Restaurant (ITE code 932)	5.0	ksf	127.2	636	10.81	54	9.85	49
Net New Trips				781		65		62

Notes: d.u. = Dwelling Units
ksf = Thousand Square Feet
Source: ITE Trip Generation Manual, 9th Edition, 2012

The analysis below evaluates the project’s impacts on study intersections.

Existing Plus Approved/Pending Project (Background) Traffic Conditions

The “Background” operating conditions were assessed to reflect the addition of traffic associated with approved and pending developments near the project site. The projected traffic associated with these projects was added to the volumes analyzed in the “Existing Conditions” scenario in order to determine existing plus approved projects volumes. The resulting operating conditions are summarized in Table 3.

Table 3: Peak Hours Intersection LOS –Background Conditions

ID	Intersection	Control	Approved/Pending Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	5.8	A	7.3	A
2	Scotts Valley Drive/Dunslee Way	TWSC	13.2	B	15.6	C
3	Scotts Valley Drive/El Pueblo Road	Signal	10.9	B	14.0	B
4	Scotts Valley Drive/Victor Square	TWSC	48.8	E	186.3	F

Notes: LOS= Level of Service
Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.
Bold indicates intersections that would operate at an unacceptable LOS.

Under these conditions, the study intersections operate acceptably at LOS C or better except the intersection of Scotts Valley Drive and Victor Square, which operates at LOS E and F during the AM and PM peak hours respectively.

Cumulative 2035 Traffic Conditions

The “Cumulative 2035” operating conditions were assessed to reflect the addition of traffic associated with the projected growth rate of 1% per year over 20 years for the Cumulative Year 2035. The projected traffic associated with growth was added to the volumes analyzed in the “Existing Conditions” scenario in order to determine existing plus approved projects volumes. The resulting operating conditions are summarized in Table 4.

Table 4: Peak Hours Intersection LOS – Cumulative 2035 Conditions

ID	Intersection	Control	Cumulative 2035 Conditions			
			A.M. Peak Hour		P.M. Peak Hour	
			Delay	LOS	Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	6.5	A	6.9	A
2	Scotts Valley Drive/Dunslee Way	TWSC	14.1	B	16.7	C
3	Scotts Valley Drive/El Pueblo Road	Signal	10.9	B	14.3	B
4	Scotts Valley Drive/Victor Square	TWSC	63.4	F	300.4	F

Notes: LOS= Level of Service
 Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.
Bold indicates intersections that would operate at an unacceptable LOS.

Under these conditions, the study intersections operate acceptably at LOS C or better, except the intersection of Scotts Valley Drive and Victor Square, which operates at LOS F during both peak hours.

Existing plus Project Intersection Levels of Service

The “Existing plus Project” scenario evaluates the addition of project traffic to the study area intersections. A summary of the level of service calculations under this scenario is provided in Table 5 on the following page.

Table 5: Peak Hours Intersection LOS – Existing plus Project Conditions

ID	Intersection	Control	Peak Hour	Existing Conditions		Existing plus Project Conditions	
				Average Delay	LOS	Average Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	A.M.	5.8	A	5.9	A
			P.M.	7.3	A	7.3	A
2	Scotts Valley Drive/Dunslee Way	TWSC	A.M.	12.9	B	15.6	C
			P.M.	15.1	C	18.7	C
3	Scotts Valley Drive/El Pueblo Road	Signal	A.M.	10.9	B	11.0	B
			P.M.	13.9	B	13.9	B
4	Scotts Valley Drive/Victor Square	TWSC	A.M.	42.1	E	48.5	E
			P.M.	140.5	F	166.7	F

Notes: LOS= Level of Service

Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.

Bold indicates intersections that currently operate and would operate at an unacceptable LOS.

Under these conditions, the study intersections are projected to continue operating acceptably at LOS C or better except the intersection of Scotts Valley Drive and Victor Square, which continue operating at LOS E and F during the AM and PM peak hours respectively. A peak hour signal warrant analysis was performed at the intersection of Scotts Valley Drive and Victor Square. The warrant is not met based on the major and minor street volumes. The project-generated increase in traffic for the “Existing plus Project” scenario does not meet the criteria for significant impact.

Existing Plus Approved/Pending Project (Background) plus Project Intersection Levels of Service

The “Background plus Project” scenario evaluates the addition of traffic associated with approved and pending developments near the project site and project traffic to the study area intersections. A summary of the level of service calculations under this scenario is provided in Table 6.

Table 6: Peak Hours Intersection LOS –Background plus Project Conditions

ID	Intersection	Control	Peak Hour	Approved/Pending Conditions		Approved/Pending plus Project Conditions	
				Average Delay	LOS	Average Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	A.M.	5.8	A	5.9	A
			P.M.	7.3	A	7.3	A
2	Scotts Valley Drive/Dunslee Way	TWSC	A.M.	13.2	B	16.1	C
			P.M.	15.6	C	19.6	C
3	Scotts Valley Drive/El Pueblo Road	Signal	A.M.	10.9	B	11.0	B
			P.M.	14.0	B	14.1	B
4	Scotts Valley Drive/Victor Square	TWSC	A.M.	48.8	E	54.9	F
			P.M.	186.3	F	224.7	F

Notes: LOS= Level of Service

Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.

Bold indicates intersections that would operate at an unacceptable LOS.

Under these conditions, the study intersections are projected to continue operating acceptably at LOS C or better except the intersection of Scotts Valley Drive and Victor Square. The LOS at this intersection drops to LOS F from LOS E during the AM peak hour and continues to operate at LOS F during the PM peak hour. A peak hour signal warrant analysis was performed at the intersection of Scotts Valley Drive and Victor Square. The warrant is not met based on the major and minor street volumes. The project-generated increase in traffic for the “Background plus Project” scenario does not meet the criteria for significant impact.

Cumulative 2035 plus Project Intersection Levels of Service

The “Cumulative 2035 plus Project” operating conditions were assessed to reflect the addition of traffic associated with the projected growth rate of 1% per year over 20 years for the Cumulative Year 2035 and the proposed project. The resulting operating conditions are summarized in Table 5.

Table 7: Peak Hours Intersection LOS – Cumulative 2035 plus Project Conditions

ID	Intersection	Control	Peak Hour	Cumulative 2035 Conditions		Cumulative 2035 plus Project Conditions	
				Average Delay	LOS	Average Delay	LOS
1	Scotts Valley Drive/Carbonero Way	Signal	A.M.	6.5	A	6.7	A
			P.M.	6.9	A	7.0	A
2	Scotts Valley Drive/Dunslee Way	TWSC	A.M.	14.1	B	16.4	C
			P.M.	16.7	C	20.1	C
3	Scotts Valley Drive/El Pueblo Road	Signal	A.M.	10.6	B	10.7	B
			P.M.	14.3	B	14.4	B

ID	Intersection	Control	Peak Hour	Cumulative 2035 Conditions		Cumulative 2035 plus Project Conditions	
				Average Delay	LOS	Average Delay	LOS
4	Scotts Valley Drive/Victor Square	TWSC	A.M.	63.4	F	71.5	F
			P.M.	300.4	F	341.6	F

Notes: LOS= Level of Service

Average intersection delay expressed in seconds per vehicle for signalized intersections. Total control delay for the worst approach is presented for Two-Way Stop Controlled (TWSC) intersections.

Bold indicates intersections that would operate at an unacceptable LOS.

Under these conditions, the study intersections are projected to continue operating acceptably at LOS C or better except the intersection of Scotts Valley Drive and Victor Square, which continue operating at F during both peak hours. A peak hour signal warrant analysis was performed at the intersection of Scotts Valley Drive and Victor Square. The warrant is not met based on the major and minor street volumes.

The project-generated increase in traffic for the "Cumulative 2035 plus Project" scenario does not meet the criteria for significant impact.

The sidewalks shown on the site plan connect to the surrounding network, providing complete amenities for pedestrians. Bicyclists can access the existing Class 2 bike trail along Scotts Valley Drive. Additionally, continuous sidewalks connect the project site with the transit stop on Scotts Valley Drive at Dunslee Way. As such, the project would be consistent with General Plan policies regarding multi-modal transportation. In summary, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness of the circulation system. Impacts would be less than significant.

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?

Less Than Significant Impact. Based upon the Traffic Impact Analysis and summarized in Tables 1 through 7 above, the project would not increase vehicle delay at any study intersection greater than the City's established significance criteria levels. Therefore, impacts due to a conflict with an established Level of Service standard would be a less than significant.

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?

No Impact. The nearest airport to the project site is Watsonville Municipal Airport, located approximately

20.5 miles south east of the project site. The project site is not within the vicinity of a private airship, nor is it within a designated Airport Land Use Plan. The project does not include features that could change air traffic patterns such as tall buildings, smoke emissions, or wildlife attractants. No impacts would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The on-site circulation is adequate. Four full-access driveways are proposed for the site, with two (on Dunslee Way) accessing the residential section and two (one on Dunslee Way and one on Scotts Valley Drive) accessing the commercial section. There is no connection between the commercial and residential areas. To minimize disruption to traffic flow on adjacent streets, Stop Control at the project driveways with appropriate pavement delineation and signing will be required. Hazard impacts would be less than significant.

e) Result in inadequate emergency access?

Less Than Significant Impact. Four full-access driveways are proposed for the site, with two (on Dunslee Way) accessing the residential section and two (one on Dunslee Way and one on Scotts Valley Drive) accessing the commercial section. There is no connection between the commercial and residential areas. The on-site circulation is adequate, thus sufficient emergency access would be provided and impacts would be less than significant.

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?

No Impact. The project does not propose any changes to the existing transit service in the study area, and the existing bus stop located adjacent to the project site on Scotts Valley Drive would remain. The proposed project would not result in the alteration of any existing bicycle or pedestrian facilities. No impacts would occur.

Q. UTILITIES AND SERVICE SYSTEMS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
3. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
5. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
6. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
7. 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"/>

Data Sources: 1, 4, 11, 13, 15

Discussion

The proposed project does not have the potential to affect utility services, in excess of that previously considered by the General Plan. The Scotts Valley Water District has reviewed the application and has determined that existing water resources will support the proposed development. The City Wastewater Department has reviewed the proposed development and has determined that the existing wastewater treatment facilities will handle the anticipated volume of wastewater generated by the proposed development. The project will not generate solid waste in excess of that typically generated by 25 single-family homes and a 5,000 square foot commercial building.

Finding: For this "Utility and Service Systems" category discussed above, the project would have no impacts; therefore, no mitigation is required.

R. MANDATORY FINDINGS OF SIGNIFICANCE				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The project will generate significant impacts and potentially significant impacts in the areas of air quality, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, and noise. The potential to significantly degrade the quality of the environment, including effects on animals or plants; the cumulative significant impact on the overdraft of the Santa Margarita aquifer and the City's water supply and temporary construction impacts involving noise and air quality effects can all be reduced or otherwise mitigated to levels of less than significant with the mitigation measures provided in this Initial Study.

III. DETERMINATION

On the basis of this initial evaluation:

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 as:

- a. All significant effects and potentially significant effects have been mitigated, including revisions or mitigation measures that are imposed upon the proposed project; and
- b. This determination reflects the independent judgement of the City of Scotts Valley.

Michelle Edwards
 Michelle Edwards, Senior Planner
 City of Scotts Valley, Planning Department

10/11/16
 Date

IV. DATA SOURCES

1. City of Scotts Valley, General Plan 1994
2. City of Scotts Valley, Municipal Code
3. Monterey Bay Unified Air Pollution Control Dist., CEQA Air Quality Guidelines, 2000
4. *Project plans by RJA Engineers Planners Surveyors, dated revised 9/12/16, and Studio Current Architecture, dated 7/23/15
5. Site inspections conducted by Planning Department
6. *Entomological Habitat Report by Dr. Richard Arnold, dated 6/27/15
7. *Arborist Report (Tree Resource Evaluation/Construction Impact Assessment/Tree Protection Plan) by Report James P. Allen & Associates, dated 5/13/15
8. *Biological Report by Biotic Resources Group, dated 5/11/15
9. *Geotechnical Investigation by Haro, Kasunich and Associates, dated 03/15
10. *Traffic Noise Assessment Study by Edward Pack Associates, dated 5/20/15
11. Comments from public agency representatives at the City's Project Review Committee meetings in 2015-16
12. *Traffic Impact Analysis (TIA) by TJKM Transportation Consultants, dated 4/8/15 and revised stamped dated 12/10/15, and Comment Responses Letter dated 11/4/15
13. Initial Study for the "The Terrace at Scotts Valley" by Cypress Environmental and Land Use Planning, dated 9/10/15
14. Initial Study for the "Woodside - Quarry Site" by the Scotts Valley Planning Department, dated 10/22/10
15. Initial Study for the "1440 Foundation" by Kimley-Horn, 07/14
16. Dust Control Best Management Practices, U.S. Environmental Protection Agency
17. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Santa Cruz County, Panel 217 of 470, Map #06087C0217E, Map Revised 5/16/12
18. *Initial Infiltration Testing by WHA Hydrology Environmental Engineers, dated 3/19/15
19. *Preliminary Hydrology Report by RJA Engineers Planners Surveyors, dated 7/23/15
20. *HatchMott MacDonald Peer Review of TJKM TIA, dated 09/03/15
21. *HatchMott MacDonald Secondary Peer Review of TJKM TIA, dated 12/17/15
22. U.S. Census Bureau website
<https://www.census.gov/quickfacts/table/PST045215/00>
23. Geologic Map of Santa Cruz County, compiled by Earl Brabb, dated 1989

* Technical reports are all available for review on the at the City of Scotts Valley Planning Department, One Civic Center Drive, Scotts Valley, CA, Monday-Thursday 8am-12noon and on the City's website at <http://www.scottsvally.org/planning/DunsleeWayPlannedDevelopment.html>

V. EXHIBITS

- A Project plans by RJA Engineers Planners Surveyors, dated revised 12/10/15 and 9/12/16, and Studio Current Architecture, dated 17/23/15
- B Biotic Report prepared by Biotic Resources Group, dated 5/11/15
- C Arborist Report (Tree Resource Evaluation/Construction Impact Assessment/Tree Protection Plan) by Report James P. Allen & Associates, dated 5/13/15
- D Entomological Habitat Report by Dr. Richard Arnold, dated 6/27/15
- E Geotechnical Investigation by Haro, Kasunich and Associates, dated 03/15
- F Traffic Impact Analysis by TJKM Transportation Consultants, dated 4/8/15