

---

## **Gateway South Specific Plan**

**May 16, 2007**

*Updated per Resolutions 1549.1, 1549.2, 1549.3, 1780, 1549.7*

### **SECTION 1: INTRODUCTION**

#### **Background**

The need for the preparation of a Specific Plan for the Gateway South area was identified during the preparation of the 1994 revision to the City of Scotts Valley's General Plan. The General Plan emphasizes the need for commercial/office development to provide employment, housing opportunities for all income levels and preservation of the hillsides. The West side of the Gateway South area was identified in the General Plan as a "Special Treatment Area" with emphasis on minimizing access points on Mt. Hermon Road.

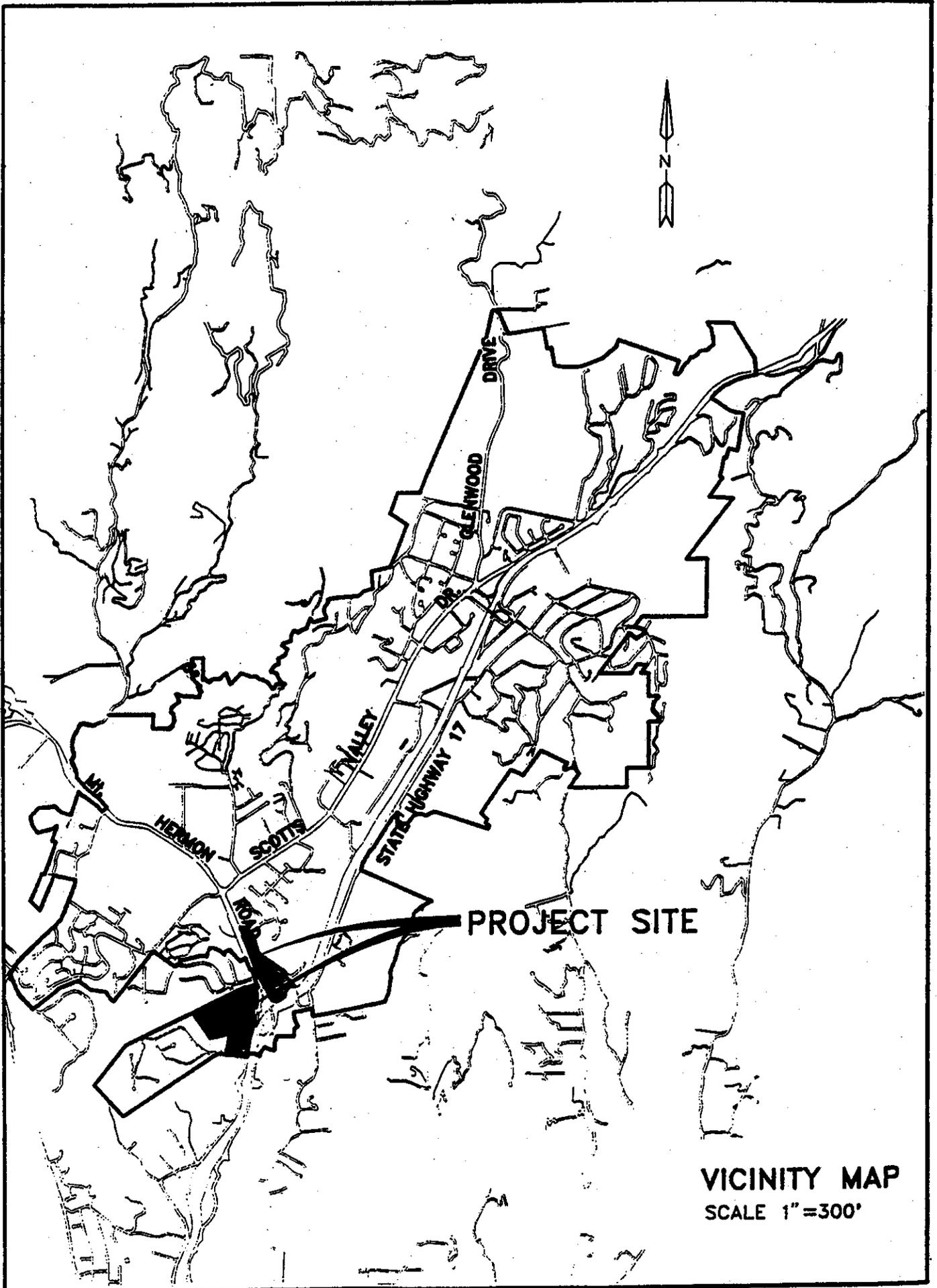
Special Treatment Areas are areas within the City where some form of special planning treatment is required prior to allowing development. The General Plan states that a specific plan or master plan must be prepared prior to new development in Special Treatment Areas.

In 1986 the City of Scotts Valley prepared an Environmental Impact Report and approved an assessment district for the Gateway South Specific Plan area. The assessment district was formed to extend sewer and water service from the waste water treatment plant on Lundy Lane, along Mt. Hermon Road and serve all the parcels in the Gateway South Specific Plan area. The sewer and water service lines extend through the Gateway South Specific Plan area and terminate at the Heritage Park subdivision.

#### **Amended Specific Plan Organization**

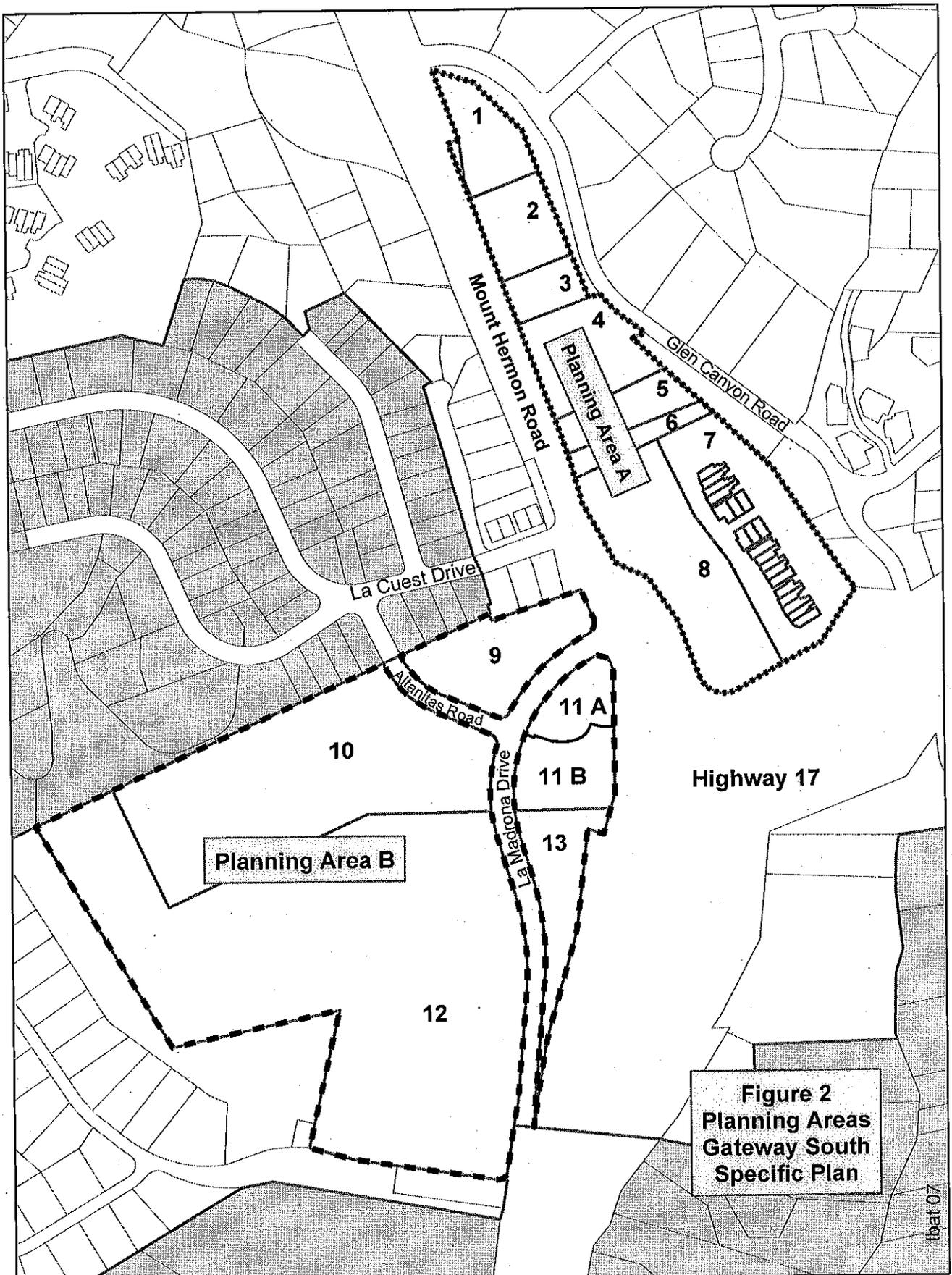
The Amended Specific Plan is organized into four sections. Section 1, Introduction, provides a description of the project site and an overview of the project. The project's relationship to the City General Plan is also discussed.

Section 2, Land Use, contains goals, objectives and policies which establish the intent of the land uses in the Specific Plan area. Combined, the policy statements and standards are intended to serve as a framework guiding day-to-day decisions associated with development within the Gateway South area.



**PROJECT SITE**

**VICINITY MAP**  
SCALE 1"=300'



**Planning Area B**

**Planning Area A**

**Figure 2  
Planning Areas  
Gateway South  
Specific Plan**

Section 3, Infrastructure, contains goals, objectives and policies associated with infrastructure development in the Specific Plan area. Included in this section are maps, diagrams and policy statements addressing circulation/transportation, water, sewer, storm drainage, solid waste disposal and energy.

Section 4, Plan Implementation, provides information on permitting procedures and discusses the capital improvements and the means by which planned improvements could be financed. The relationship of the project to the California Environmental Quality Act and to existing local and regional plans is also discussed.

Sections 1 through 3 contain a number of maps and diagrams. The maps and diagrams illustrate detailed information pertaining to the physical development of Gateway South, including acceptable land use locations and design specifications.

### **Site Location, Boundaries and Description**

The Specific Plan area is located on the north and south sides of Mt. Hermon Road at the intersection with Mt. Hermon Road and State Highway 17. Parcels 1 through 8 lie between Mt. Hermon Road, Glen Canyon Road, and State Highway 17. Parcels 9, 10, 11, 12, and 13a & 13b are bordered by State Highway 17 and Silverwood Drive (Figure 1).

For planning purposes, the Gateway South Specific Plan area has been divided into two planning areas. Planning Area A contains parcels one through eight located between Glen Canyon Road, Mt. Hermon Road and State Highway 17. Planning Area B contains parcels nine, ten, eleven, twelve and thirteen located adjacent to State Highway 17 and Silverwood Drive (Planning Areas A & B are shown on Figure 2).

Parcels one through eight in Planning Area A share similar topography and site constraints. The properties slope from Mt. Hermon Road toward Glen Canyon Road. The properties extend to Carbonero Creek which runs along Glen Canyon Road. Existing land uses in Planning Area A include single family dwellings, multifamily dwellings and structures used for commercial businesses. The vacant and developed parcels have steep slopes with dense vegetation.

Planning Area A land use and zoning plans provide medium high density residential land uses on parcel three ; very high density multiple residential land uses on parcels four, two and one; and residential high density on parcels five through eight.

Planning Area B consists of six separate parcels.

Planning Area B has four different zoning and general plan designations. Parcel 11 adjacent to State Highway 17 is developed as Commercial Service and has been subdivided into two parcels. . Parcel 9 is designed as residential -very high density. Parcel 12 (Gateway South Office Building) has two designations which are open space and service commercial. The Hilton Hotel site is designated planned development -

service commercial. Developed Parcel 13 is the proposed new fire station site. (NOTE: All parcels will have a PD designation once a project is approved for the site. This is because all development must be processed as a Planned Development.)

The land use designation and size of each parcel is contained in Table 1. Parcels are shown on Figure 4.

TABLE 1

<u>Parcel Number</u>		<u>Size (Acre)</u>
1	Very High Density	1.16
2	Very High Density	1.07
3	Medium High Density	0.58
4	Very High Density	1.72
5	High Density	0.82
6	High Density	0.52
7	High Density	1.42
8	High Density	5.55
9	Very High Density	2.04
10	PD/Service Commercial	7.60
11a & b	PD/Service Commercial	1.99
12	Service Commercial/Open Space	17.00
13	Public/Quasi Public	<u>1.49</u>
<b>TOTAL</b>		<b><u>42.96</u></b>

**Surrounding Land Uses**

The Gateway South Specific Plan Area is surrounded by predominantly residential land uses and State Highway 17. Planning Area A is bordered by three roadways. Beyond the roadways, to the north, across Glen Canyon Road, is the Scotts Valley Heights subdivision which contains single family residences with a rural character. The Scotts Valley Heights area consists of large lots with 3-4 bedroom homes. Scotts Valley Heights has access from Oak Creek Blvd.

The City of Scotts Valley owns a parcel to the north of Planning Area A adjacent to Carbonero Creek. There is a fishing deck, restrooms and parking off Glen Canyon Road which creates a unique recreational opportunity for the City.

Planning Area B shares a border with the Manana Woods subdivision to the west, Silverwood Drive to the east and is bounded by Highway 17 and La Madrona Drive to the north. Heritage Park subdivision is adjacent to Planning Area B on the southeast.

**Purpose of the Specific Plan**

Under California law, a jurisdiction may use a specific plan to develop specific regulations, programs and legislation to implement that jurisdiction's adopted General

Plan. The law requires that a Specific Plan include text and diagrams addressing: the distribution, location, and intensity of land uses, including open space, within the plan area; the distribution, location and capacity of major infrastructure improvements, including transportation, sewerage, storm water drainage, solid waste disposal and energy systems; standards and criterion for development and utilization of natural resources; and implementation measures, including capital improvements and financing mechanisms necessary to execute the Plan. A Specific Plan provides an opportunity to translate the broad community policies, goals and objectives, as set forth in the General Plan, into a mechanism for guiding actual development.

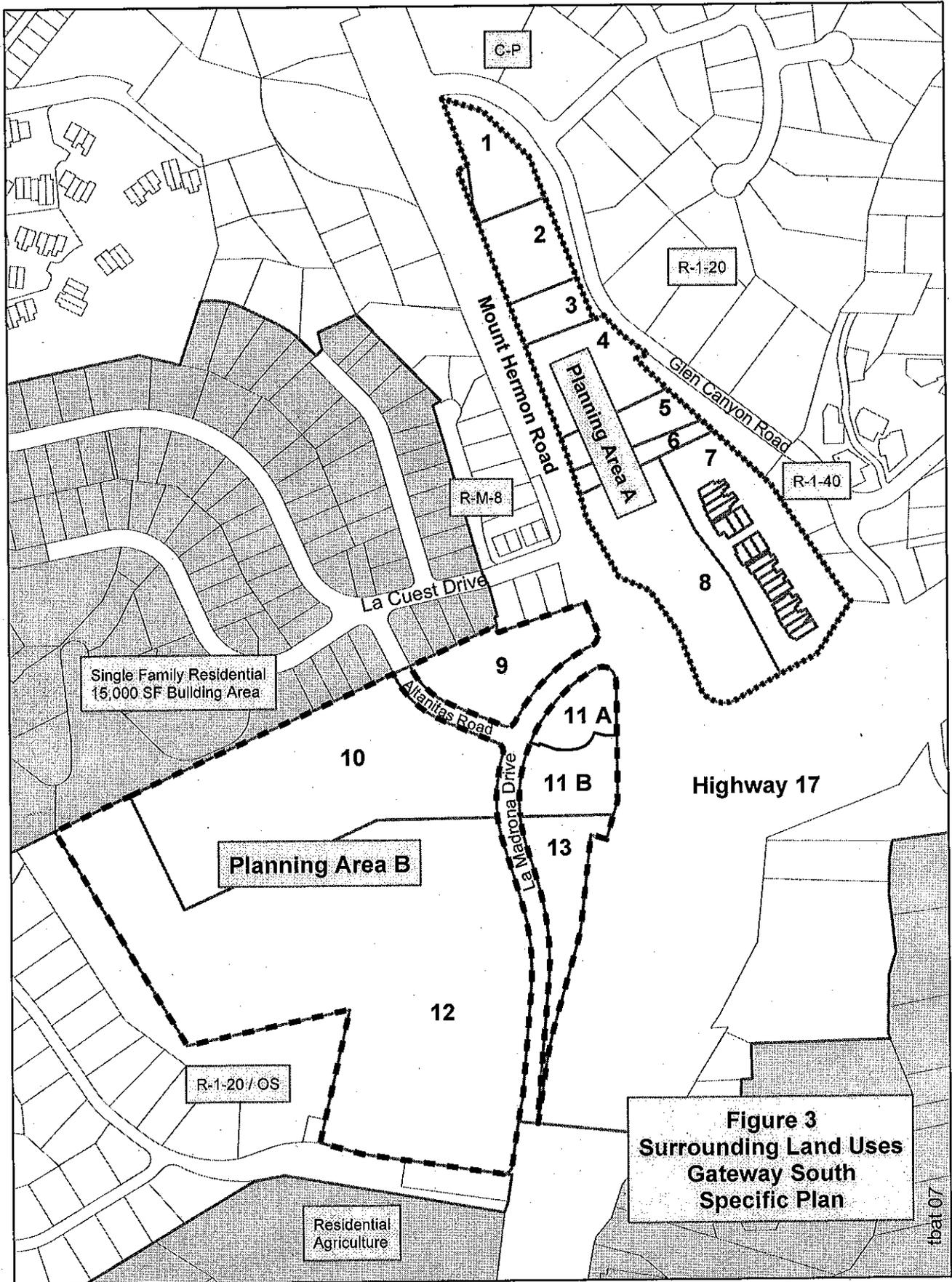
### **Relationship Between the General Plan and Specific Plan**

The project goals, objectives and policies which are set forth in the Gateway South Specific Plan are consistent with, and will help to implement, the City of Scotts Valley General Plan. The General Plan contains many city-wide goals and objectives which were formulated based on participation from citizens, professionals, other governmental agencies and a nine-member General Plan citizens advisory committee. General Plan policies cover a range of topics including natural resources, environmental constraints, human resources, community development and transportation planning.

The General Plan also contains policies that are specific to the Gateway South Specific Plan Area. As discussed above, the General Plan designates part of the Gateway South Area as a Special Treatment Area. The General Plan further specifies that the access points on Mt Hermon Road should be minimized. Mt. Hermon Road serves as a main artery from the San Lorenzo Valley to Hwy 17 and the City of Santa Cruz. The main objective of the City's designation of Gateway South as a Special Treatment Area was to coordinate comprehensive circulation planning and improvements with future development.

### **Project Overview**

The Gateway South Land Use Plan, described in detail in Section 2.2 and illustrated in Figure 4, includes the planned future development of open space, residential and commercial land uses. These land uses are described below, and summarized in Table 2. All acreage figures provided are approximate and may be subject to modest revisions.



**Figure 3**  
**Surrounding Land Uses**  
**Gateway South**  
**Specific Plan**

tbat 07

## SECTION 2: LAND USES

All of the property in the Gateway South Planning Area A is designed for multifamily residential use. Three parcels are designated on the Specific Plan as residential - very high density, four parcels are designated residential - high density residential, and one parcel is designated as residential - medium high density.

Planning Area B is comprised of properties designated C-S between La Madona Drive and State Highway 17, 2.04 acres is Residential -Very High Density (15.5 - 20 units/acre) 7.6 acres is designated PD-Commercial Service, 1.49 acres is Public/Quasi Public and 17.6 acres designed C-S on the lower part of the property and Open Space on the back part of the property.

The service commercial designation allows retail stores and shops, food and motel/hotel establishments and commercial services. Commercial areas require a detailed review to encourage creative approaches to site and building design so they take full advantage of the fact they are located along the gateway to the City.

TABLE 2: LAND USES AND ACREAGE (Refer to Figure 4)

	Planning Area A	Planning Area B	Total
R-VHD	3.95	2.04	
R-HD	8.89		
C-S		15.59	
P		1.49	
OP		11.0	
TOTAL	12.84	30.12	42.96

This section contains goals, objectives and policies which establish the intent of land uses set forth in this Specific Plan, and describes the functional, locational, and qualitative requirements of each proposed land use. Many of the goals, objectives and policies are also intended to guide future individual development plans. The policy statements are meant to serve as a framework to guide day-to-day decisions associated with future development of the Gateway South area.

### 2.1: LAND USE GOALS, OBJECTIVES AND POLICIES

Described below are the goals, objectives and policies for future development in the Gateway South Area. The goals and objectives address open space and natural

resources, residential uses, and commercial uses. The policies expand on the goals and objectives.

All policy statements contained in this Plan are based on, and are consistent with, the City's General Plan. The Specific Plan policies are also responsive to the specific development opportunities and site constraints identified during the preparation of this Plan.

**Goal: Establish and maintain efficient and harmonious use of the land within the Gateway South area, while accommodating the open space, residential and commercial needs of the community.**

Objective 1: Promote a range of land uses to ensure a balanced community.

Policy 1.1: All land uses within the project area should be sited and designed to be compatible with each other and with surrounding land uses.

Policy 1.2 To insure future development is properly designed and compatible, all development proposals in the Specific Plan area will be processed through the "Planned Development (P-D)" regulations contained in the Zoning Ordinance which requires the review and approval of the Planning Commission and the City Council.

**Goal: Preserve open space areas, areas of scenic value and the city's natural resources.**

Objective 2: Preserve and protect the community's natural resources.

Policy 2.1: Conserve the area's native vegetation and plant communities where possible for their aesthetic and habitat value.

a) Encourage use of native vegetation in residential landscape areas.

Policy 2.2: Maintain and enhance the habitat value of riparian corridors.

a) The riparian corridor adjacent to Glen Canyon Road shall be protected based upon an analysis and the preparation of a revegetation and protection plan by a qualified biologist. The revegetation and protection plan shall establish setbacks from the creek for all improvements.

- b) Loss of riparian habitat shall be minimized and subject to approval of the California Department of Fish and Game (CDFG) and the City Council . Any riparian woodland lost due to construction shall be mitigated through a restoration and revegetation plan.
- c) Erect temporary fences around riparian areas during periods of construction.
- d) Store machinery, earthen, or stockpiled materials associated with construction activities away from the drip lines of trees, vegetated areas and drainage areas.

Policy 2.3: Limit development on steeply sloped lands.

- a) Except where identified as a required circulation improvement in the Gateway South Specific Plan and for a central pathway for lots 6,7, and 8 within Planning Area A, areas where natural topography is sloped at 40 percent or more should be designated as open space and dedicated or restricted as conservation easements and/or public recreation areas.

Policy 2.4: Protect natural drainage and water recharge areas.

- a) Minimize the use of impervious paving materials.
- b) On-site storm drainage retention areas, or other water recharge improvements, shall be integrated into the site designs for individual development proposals to mitigate loss of recharge unless hydrogeologic studies show that on-site aquifer recharge is not feasible, as determined by the City. If on-site recharge is deemed to be not feasible, the development shall contribute to the water conversion fund according to the fee schedule of the Scotts Valley Water District, when such fund and fee schedule is established.

Policy 2.5: Roadways should be designed to take advantage of the natural features of the land and minimize grading and excavation to the extent possible. Roadways that are less than the City standard could be considered in order to reduce grading and paving while still maintaining safety.

Objective 3: Preserve and enhance important scenic areas and corridors.

- Policy 3.1: Maintain and enhance the visual quality of roadway corridors that are of scenic value to the community.
- a) Improve the aesthetic qualities of Mount Hermon Road through the removal of areas that are currently visually blighted. This area serves as a major City entrance, and is an important part of the City's visual image.
  - b) All utilities associated with new construction shall be placed underground.

Policy 3.2: Provide "Landmark Architecture" at the entrance to the City. Structures proposed in Planning Area B shall only be considered for approval if they are of exceptional quality and maintain high visual and aesthetic standards. The architectural design of the structures should compliment each other and blend with the surrounding environment. The residential and commercial development should also be complimentary and the project as a whole should maintain a landmark design quality.

Policy 3.3: It will be necessary to use noise attenuating devices to reduce the noise impacts in the Planning Areas. Noise attenuating methods must be carefully considered to create a pleasing appearance, compliment the architecture of the development, be compatible with the "Entrance to the City" concept and avoid a massive or overbearing appearance.

Objective 4: Protect potential archaeological resources located in the project area for their cultural and educational value.

Policy 4.1: Protect potentially significant archaeological resources through subsurface excavation and testing within any archaeologically sensitive areas prior to commencement of construction activities.

Policy 4.2: Develop appropriate mitigation measures to avoid or substantially reduce significant adverse effects associated with construction activities in archaeologically sensitive areas.

**Goal: Provide a range of housing opportunities.**

Objective 5: Achieve a balanced housing market by providing a range of housing opportunities which may include single and multiple-family homes.

Policy 5.1: Encourage a range of housing types which may include smaller, more affordable units.

- Policy 5.2: Encourage residential development that utilizes concepts such as cluster development, lot consolidation or zero lot lines to make efficient use of the land.
- Policy 5.3: Maximize energy conservation through proper site and architectural design of residential units.
- Policy 5.4: Residential structures shall be integrated into the natural setting to minimize visual impact and to preserve existing native vegetation.
- Policy 5.5: Implement noise attenuation measures to reduce the effects of existing noise at residential property boundaries to an acceptable level of 60 dba or less

**Goal: Provide opportunities for commercial development that will enhance the City's tax base and provide employment opportunities.**

- Objective 6: Encourage commercial activities that meet the retail and commercial/service needs of residents and visitors and are compatible with surrounding land uses.
  - Policy 6.1: New commercial uses shall be located and designed to compliment and strengthen the city's commercial area.
  - Policy 6.2: Encourage community serving retail uses in commercially designated areas adjacent to Mount Hermon Road.
  - Policy 6.3 The maximum total building coverage for uses allowed in the Commercial Service area in Planning Area B shall be 151,000 square feet. Any proposal to exceed the 151,000 square foot building coverage limitation shall require an amendment to the Specific Plan.
- Objective 7: Provide adequate, attractively designed and functional off-street parking facilities along with suitable facilities for public transit, bicycles, and pedestrians, as an integral part of all proposed commercial land uses.
  - Policy 7.1: Parking areas shall be landscaped or otherwise visually screened in a manner which contributes to the overall visual character of the area.
  - Policy 7.2 Transit facilities, bikeways, and pedestrian paths shall be integrated into the design of all projects.

**Goal: Maintain a high standard of building and landscape design.**

Objective 8: Develop and maintain a high standard of building and landscape design throughout all development.

Policy 8.1: Materials, textures, colors and details of all new construction should be an appropriate expression of the development's design concept and function, and should be compatible with adjacent structures and functions.

Policy 8.2: Commercial development fronting on Mount Hermon Road should compliment adjacent uses and help to organize and unify the visual character of the area.

Policy 8.3: Landscaping should be compatible with and compliment site and building design.

a) Street trees should be provided which will serve as a unifying element. Street trees will also help to visually define the area.

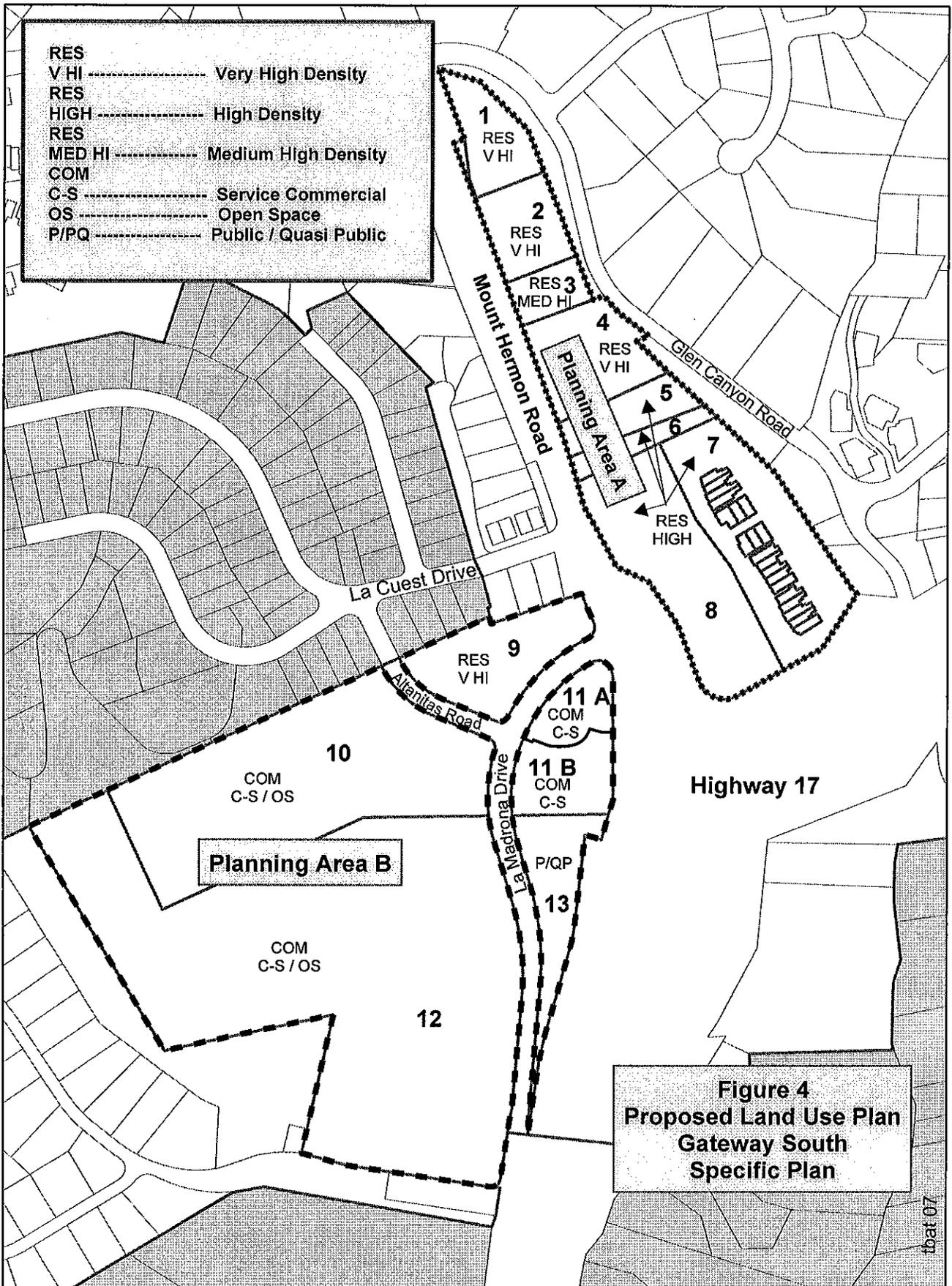
Policy 8.4: Special landscape treatments should be located along Mount Hermon Road which will help to visually link uses and clearly define the entrance to the City.

Policy 8.5: In order to maintain the highest standards of visual and aesthetic control, all proposals for development in the Specific Plan Area will be processed through the "Planned Development" regulations contained in the Zoning Ordinance with review and approval by the Planning Commission and the City Council.

Policy 8.6 All Commercial developments shall incorporate "public art" as a design feature of the project. Public art may take many forms but it should be made part of the architectural features and design characteristics of the project.

**2.2: LAND USE PLAN PROPOSALS**

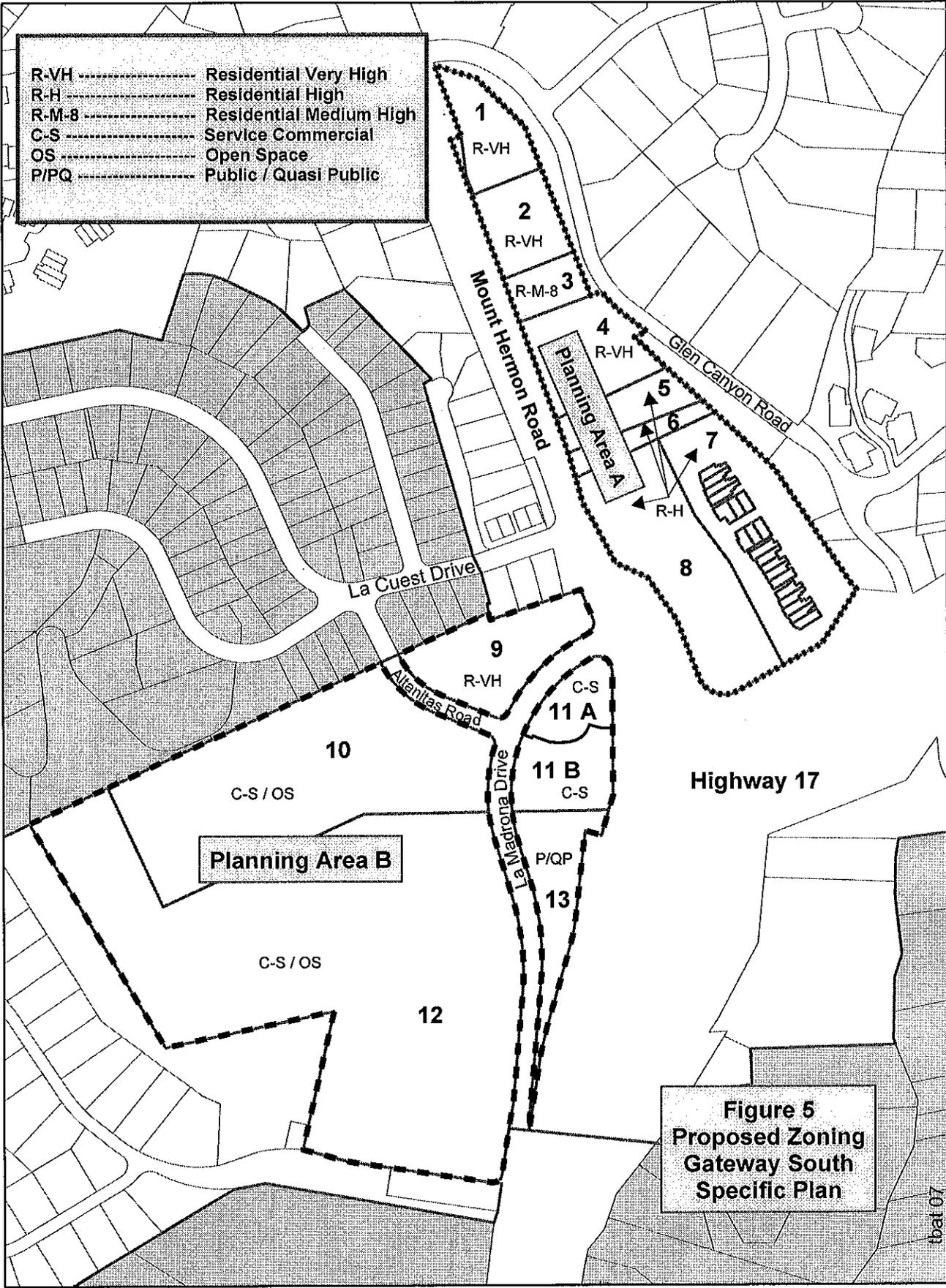
A discussion of the Gateway South land use plan, with supporting illustrations, is provided below. The land use goals, objectives and policies established above serve as the conceptual basis for the land use plan. Land use boundaries shown in Figure 4 are approximate and may be subject to minor modifications.



**Figure 4  
Proposed Land Use Plan  
Gateway South  
Specific Plan**



R-VH	Residential Very High
R-H	Residential High
R-M-8	Residential Medium High
C-S	Service Commercial
OS	Open Space
P/PQ	Public / Quasi Public



**Figure 5**  
**Proposed Zoning**  
**Gateway South**  
**Specific Plan**



## **Open Space**

Approximately 11 acres are designated as open space. Much of the open space area is so designated to preserve steeper slopes which contain habitat for wildlife or plants. These areas are to be set aside for the purposes of wildlife preservation, open space conservation and recreation (See Land Use Policies 2.1, 2.3 & 2.4)

## **Residential**

The majority of Planning Area A and one parcel in Planning Area B is designated residential. Occupants of these residences will have ready access to nearby urban services and park facilities. Policies set forth in the Specific Plan encourage all residences to be situated to make efficient use of the land and avoid disturbance of the hillsides as much as practical. The residential units should also be designed to be compatible with adjoining land uses and maintain a pleasing visual character.

As illustrated in the "Planning Areas" Plan, Figure 2, Planning Area A is located between Mt. Hermon Road and Glen Canyon Road. Planning Area A will have vehicular access from both Mt. Hermon Road and Glen Canyon Road. Parcels four through eight will have a "right turn in only" and a "right turn out only" opening on Mt. Hermon Road. The single right turn in and right out entrance/exit on Mt. Hermon road should provide a deceleration and an acceleration lane to allow vehicles entering and exiting the site to safely merge with traffic. Restricting access from Mt. Hermon Road was one of the primary considerations of the circulation plan for Planning Area A. Parcels four through eight also have access to Glen Canyon Road where both right and left turns could be made. Parcels one, two and three have only one access point and that access is located on Glen Canyon Road (Figure 6). There is no roadway connection proposed between parcels one, two and three and parcels four through eight although the roadway could be extended at some time in the future. Figure 6 (Circulation Plan) is not intended to be the final circulation design for Planning Area A. The interior circulation should be developed based on the construction proposed and the existing topography. There may be a number of roadway designs that take advantage of existing cuts and fills and minimize grading and excavation.

The commercial areas are important since they serve as the entrance to Scotts Valley and future development could help to provide an identity for the City and to strengthen the image of the City. Commercial or office uses in this area should be designed to be visually compatible with adjacent open areas through proper site and building design and appropriate landscaping and screening. The development design must consider creating a "gracious entrance" to the city (See Land Use Policies 8.1 through 8.4)

## 2.3: GENERAL DESIGN STANDARDS

As discussed previously, part of the Gateway South Specific Plan is designated as a Special Treatment Area in the City's General Plan. These areas carry a Special Treatment overlay designation. General design standards for the Gateway South Specific Plan area are based on those set forth in the City Zoning Ordinance and are supplemented based on input from the project consultants, City staff and the public.

The following design standards are intended to ensure that all new development in the Gateway South Area is appropriately sited and designed, and contributes to the quality of the built environment.

The following **architectural standards** shall apply to all land uses within the Gateway South area:

- (1) Structures and parts of structures of both new and old construction shall be compatible in terms of architectural styles, features, colors and materials.
- (2) All exterior wall elevations visible from and/or facing streets are to have architectural treatment. No building surface on a street shall have a flat, void surface without architectural treatment or elements. Examples of architectural treatment include exterior finishes, siding, stucco patterns, paint patterns and graphics. Examples of architectural elements include facade modulation and articulation, windows, canopies and balconies.
- (3) All roof mounted mechanical equipment or duct work which projects vertically above the roof or parapet is to be screened by an enclosure which is detailed consistently with the building design. Solar heating equipment need not be screened, but must be as unobtrusive as possible.
- (4) Gutters and down spouts are to be painted to match the surface to which they are attached, unless used as a major design element, in which case the color is to be consistent with the color scheme of the building.
- (5) All outdoor storage for goods, materials, commercial vehicles or equipment shall be visually screened, said screening shall form a complete opaque screen with a maximum height of eight feet.
- (6) All outdoor refuse collection areas shall be screened by a complete opaque screen.
- (7) At street levels, structures should be sensitive to the pedestrian, making the pedestrian feel comfortable when walking past. This might be done by including planters, fountains and seating areas along the sidewalk.

- (8) Buildings should be designed to minimize mechanical heating and cooling. Sunlight should be used for direct heating and illumination wherever possible. Natural ventilation and shading should be used to cool a building. Active and passive solar heating is encouraged.
- (9) Architectural themes chosen for buildings and entrances to the Gateway South area shall be implemented through well-developed and articulated physical features. Examples of these features are corridors, posts, beams, arches, columns, colonnades, canopies, cornices, balconies, ornamental tiles, recesses, overhangs, exterior wall material, graphics, window treatment, fountains, landscaping and other artistic features.
- (10) Structures proposed for the Planning Areas should provide landmark architecture that reflect the importance of the area as an entrance to the City. Particular attention should be given to the appearance of the structures when viewed from local roadways that are "Arrival Points" for visitors to the City.

The following **site planning standards** shall apply:

- (1) Natural topography should be preserved. However, natural topography may be modified where it contributes to slope stability, public safety or aesthetic character.
- (2) A site's various activities and elements should be logically located so that the project may operate efficiently and provide for pedestrian and vehicular safety. Loading and service areas should be separated from customer parking and traffic areas.
- (3) There should be a pleasing transition that provides for adequate landscaping, walkways and parking from the street to new residential, commercial or recreational structures .
- (4) Parking shall be provided in accordance with City of Scotts Valley Zoning Ordinance Section 17.44.080 or as modified by the council during the Planned Development process.
- (5) Parking areas for commercial facilities should be screened from public streets and divided with landscaping, buildings, walls, fences, terms or other means. In large parking lots, islands of trees and pedestrian paths shall be incorporated into the design. Parking areas in Planning Area B should enhance and compliment the structures, be clearly subordinate to the design of the buildings and should not detract from or overwhelm the structures on the site.
- (6) Trash containers, service areas and loading docks must not interfere with other circulation or parking on the site. Commercial trash and recycling containers should be located away from public streets and store entrances and should be completely

screened with materials similar to, or compatible with, buildings located on the same site. All outdoor refuse collection areas shall be enclosed per City approved standard details.

- (7) Solar access shall be planned into the site design where possible. Climatic factors such as prevailing winds, shade trees, window and door orientation and the positioning of buildings on the site shall be coordinated to conserve energy.
- (8) State laws require that all facilities which are open to the public must be accessible to the physically handicapped. Plans for construction of new public facilities shall meet Americans with disabilities act requirements.

The following general **landscape standards** for design and maintenance shall apply:

- (1) Landscaped yards and areas shall be completed at the time a building is occupied. All unpaved areas shall be landscaped with ground cover and/or shrub plant material and undeveloped areas proposed for future expansion shall be landscaped with appropriate plant material, to include ground cover, shrubs and/or trees. Use of drought tolerant native vegetation is encouraged, water efficient irrigation systems shall be installed and recycled treated water should be used if available.
- (2) All trees planted adjacent to a street shall be of a minimum fifteen-gallon size; all shrubs shall be a minimum five-gallon size.
- (3) All plants shall be planted with spacings and locations (given the plant types and character, type of soil, availability or likelihood of watering regularity and similar considerations) so that the plantings will achieve their purpose within a five year time frame.
- (4) Landscaping required as a screening device shall be a type which provides a year-round barrier and shall be trees and/or shrubs spaced so views are effectively screened. A fence or wall required as a screening device shall be constructed of materials which effectively screen unwanted views. Fences and walls shall be landscaped and modulated to provide visual relief from continuous wall or fence surfaces.
- (5) Areas utilized for parking, storage or loading shall be effectively screened, staggered or otherwise obscured from view as viewed from access streets or adjacent properties.

The following additional development standard shall apply:

- (7) Improvements shall require review and approval by the Planning Commission.

## **2.4: PROPOSED ZONING**

The proposed zoning for the Gateway South Specific Plan area, illustrated in Figure 5, includes the following City of Scotts Valley land use districts: (1) Residential Very High Density (VHD); (2) High Density Residential (R-H); (3) Service Commercial (C-S); (4) Public Quasi Public and (5) Open-Space (OS). The Planned Development (PD) district is also proposed for all development in the Plan area. Please refer to the appropriate chapter of the City of Scotts Valley Zoning Ordinance for information regarding development in each district, as the uses established under the Zoning Ordinance may be changed from time to time by the City Council.

## **SECTION 3: INFRASTRUCTURE PLAN**

As required by the State of California Office of Planning and Research, goals, objectives and policies pertaining to transportation, water, sewer, storm drainage, solid waste, energy and other support facilities are contained below.

The discussion of goals, objectives and policies is followed by a narrative description of proposed infrastructure improvements and supporting illustrations. Combined, this information is intended to provide for comprehensive circulation, public services and utilities planning for the Gateway South Planning Area A and B.

The goals, objectives and policies set forth below serve as a basis for the planned infrastructure improvements illustrated in Figures 6, 7 & 8. They provide a framework to help guide infrastructure planning associated with future development proposals. More detailed infrastructure planning for specific development proposals will need to be undertaken at the time these projects are proposed. The infrastructure improvements set forth in this Plan are limited to the major circulation elements and public service facilities needed for anticipated future development.

### **3.1: GOALS, OBJECTIVES and POLICIES**

#### **Transportation**

**Goal:** Provide for comprehensive circulation planning and improvements for future development in the Gateway South Specific Plan area which include planned circulation routes for vehicles, bicycles and pedestrians.

Objective 9: Access to Planning Area A and B and circulation thereon should be safe and convenient for pedestrians, cyclists and vehicles.

Policy 9.1: Roadways in the Planning area should provide for safe and efficient vehicular movement.

- a) Ingress, egress and traffic circulation throughout the Planning area shall comply with City standards unless a lesser standard will reduce grading and excavation and still maintain an adequate level of safety and circulation.
- b) The number of curb cuts connecting the site with collector or arterial streets should be minimized.
- c) Traffic circulation between the site and adjacent lots should be coordinated. Mutual access easements and mutual driveways should be used to minimize paved areas and curb cuts.
- d) No gates shall be installed whose sole purpose is to indicate that future development is intended as an "exclusive" development. Methods to discourage traffic from using proposed circulation routes as "shortcuts" to other areas of the city may be considered.

Policy 9.2: The alignment and design of project roadways should be consistent with the recommended improvements set forth in Scotts Valley's citywide transportation plan.

Policy 9.3: Project roadways shall be designed and constructed to meet City roadway standards to ensure that adequate fire protection services can be provided but consideration of a lesser standard may be acceptable if fire safety can still be maintained.

Policy 9.4: All private streets shall conform to the City of Scotts Valley Standard Details except where a lesser standard will reduce grading and excavation and still maintain an adequate level of safety and circulation.

Policy 9.5: Interior circulation should be designed to take advantage of the topography and existing roadway alignments. Care should be taken when designing the roadway system to reduce grading and excavation to the greatest extent possible.

Policy 9.6: Planning Area A shall have no more than one access point on Mt. Hermon Road and two access points on Glen Canyon Road.

- a) A deceleration lane shall be provided to allow vehicles entering and exiting the access to Planning Area A to match the speed of traffic on Mt. Hermon Road.

- b) The access point on Glen Canyon Road shall complete the four way intersection with Oak Creek Blvd.

Policy 9.7: All development within the Specific Plan Area shall be subject to transportation mitigation measures which may include, but are not limited to the following.

- a) Employ a transportation/rideshare coordinator for large commercial (retail and office) centers.
- b) Implement a rideshare program.
- c) Provide for preferential carpool/vanpool parking at all commercial centers.
- d) Implement a parking surcharge for single occupant vehicles.
- e) Provide for shuttle/mini bus service.
- f) Provide incentives to employees to carpool/vanpool or take public transportation.
- g) Provide shower/locker facilities for employees who commute by bicycle.
- h) Enclose bicycle storage/parking facilities.
- i) Provide on-site childcare centers.
- j) Provide transit design features within the development that are safe, attractive, well lit and provide a source of transit information
- k) Develop a park-and-ride lot.

Objective 10: Provide facilities for safe and pleasant pedestrian travel.

Policy 10.1: Sidewalks or pathways shall be provided in appropriate areas to ensure safe pedestrian travel.

Policy 10.2: Street or pathway lighting shall be provided for pedestrian safety.

Policy 10.3: Adequate provision shall be made for pedestrian crossings at appropriate locations.

Policy 10.4: Barrier free access shall be provided to all new public facilities.

Policy 10.5: Ensure that school children are provided safe pedestrian and bicycle travelways.

Objective 11: Encourage the use of mass transit.

Policy 11.1: Facilities for transit use such as bus shelters and pullouts shall be provided as needed in conjunction with new development.

- a) Development plans for transit facilities shall be reviewed by the Santa Cruz Transit District so transit facilities, as per District standards, can be incorporated.

Policy 11.2: Future development of Planning Area B will require consideration of a "park and ride" lot. The lot shall be provided by an agreement that expands the size of the parking areas to accommodate both required parking for proposed uses and as "park and ride" spaces for commuters during the work week. The number of spaces for the joint use shall be determined based upon the number of spaces required by the zoning ordinance and the maximum number of spaces that could be reasonably accommodated for a park and ride facility and an agreement for funding between the city and developer shall be done.

Objective 12: Provide safe and efficient bicycle transportation routes.

Policy 12.1: Bicycle paths shall be provided for transportation and recreational purposes, consistent with the City's comprehensive bicycle path system plan.

## **Water, Sewer, and Storm Drainage**

**Goal: Promote the adequate provision of services and an efficient system of public utilities.**

Objective 13: Adequate infrastructure facilities for water, sewer and storm drainage shall be incorporated into the project.

Policy 13.1: Water lines shall be designed and constructed to adequately provide for water service and fire protection needs of all new planned development.

- a) New water lines shall be sized to provide for adequate fire flow.

Policy 13.2: Sewer lines shall be designed and constructed to adequately serve new development.

- a) Sewer facilities shall be designed to assure sufficient capacity to handle anticipated flows. Gravity flow shall be provided wherever possible. Sewage pump stations and force mains shall be provided if required.

Policy 13.3: Separate water meters shall be provided for each residential unit or reasonable building area as part of commercial or industrial development except for the developments that obtain separate approval by the Scotts Valley Water District.

Policy 13.4: Sewage disposal shall be in accordance with the City's Wastewater Plan.

Policy 13.5: Storm drainage systems shall be designed to maximize groundwater recharge where feasible.

- a) On-site stormwater detention ponds and/or other recharge methods shall be provided to mitigate loss of recharge areas unless hydrogeologic studies show that on-site aquifer recharge is not feasible, as determined by the City. Stormwater retention and ground water recharge through percolation ponds may be recommended pursuant to further investigations by a hydrogeologist.
- b) Storm drains shall be constructed to transmit stormwater to detention/retention basins and to final discharge points.

Policy 13.6: All storm drainage facilities shall conform to the City of Scotts Valley Standard Details.

Policy 13.7: A hydrology analysis shall be prepared for each new development which shall describe the increased runoff, the decrease in recharge and the effect the development has on downstream flooding. The analysis shall be prepared according to Scotts Valley Public Works and Scotts Valley Water District requirements.

Policy 13.8 All storm drain facilities shall be designed to accommodate a 25 year storm.

### **Solid Waste Disposal**

**Goal: Provide for collection and disposal of generated wastes in an environmentally safe manner.**

Objective 14: Dispose of solid waste associated with new development in a manner which will protect the environment and ensure public health and safety.

Policy 14.1: Solid wastes generated by development in the Gateway South area shall be handled and disposed of in accordance with the Santa Cruz County Solid Waste Management Plan.

Policy 14.2: Encourage recycling of solid waste material.

**Energy Goal: Provide for utility services which are sufficient to meet anticipated demands for the Gateway South area.**

Objective 15: Design and construct utilities which are both energy efficient and aesthetic in appearance.

Policy 15.1: All new utility lines in the project area shall be placed underground.

### **3.2: PLAN PROPOSALS**

#### **Transportation**

A comprehensive study of the Gateway South areas was prepared in March of 1989 as part of the Gateway South Assessment District Environmental Impact Report. The traffic analysis provided a plan for the reconfiguration of La Madrona Drive, Altanitas Road, and the off-ramp with Highway 17. In 1994, the assessment district improvements were completed. The Gateway South Specific Plan relies upon the improvements that have been put into place for the basic traffic circulation in the area.

As previously noted, the Scotts Valley General Plan identified Planning Area A as a "Special Treatment Area". The Special Treatment Area designation was given to the property to insure a comprehensive circulation system for Planning Area A. Ingress and egress from Mt. Hermon Road to Planning Area A had the potential to create traffic conflicts. Mt. Hermon Road is a heavily traveled roadway and the potential for hazards from turning movements into Planning Area A was of concern. Entrance and exit movements in Planning Area A on Mt. Hermon Road are limited to a right-in and right-out movement only. Maintaining only one access point with right turns only is an important feature of the Specific Plan.

The circulation plan for Planning Area A also provides access points on Glen Canyon Road. Parcels four through eight will have a through connection from Glen Canyon to Mt. Hermon Road. Vehicles could gain access to parcels four through eight from either Glen Canyon or Mt. Hermon Road. Parcels one, two and three have access from Glen Canyon Road only. The Glen Canyon Road connection terminates at parcel three (Figure 6).

The access points in Planning Area B have been designed around completed Gateway South Assessment District improvements. The entrances and exits are designed to

minimize traffic conflicts and take advantage of the widened and improved Altanitas Road and La Madrona Drive. The entrance and exit locations are generally displayed on Figure 6. Specific development proposals will be evaluated and the most appropriate circulation route determined. The locations of ingress and egress may be adjusted or modified based upon site specific conditions and the design that is proposed by a future developer.

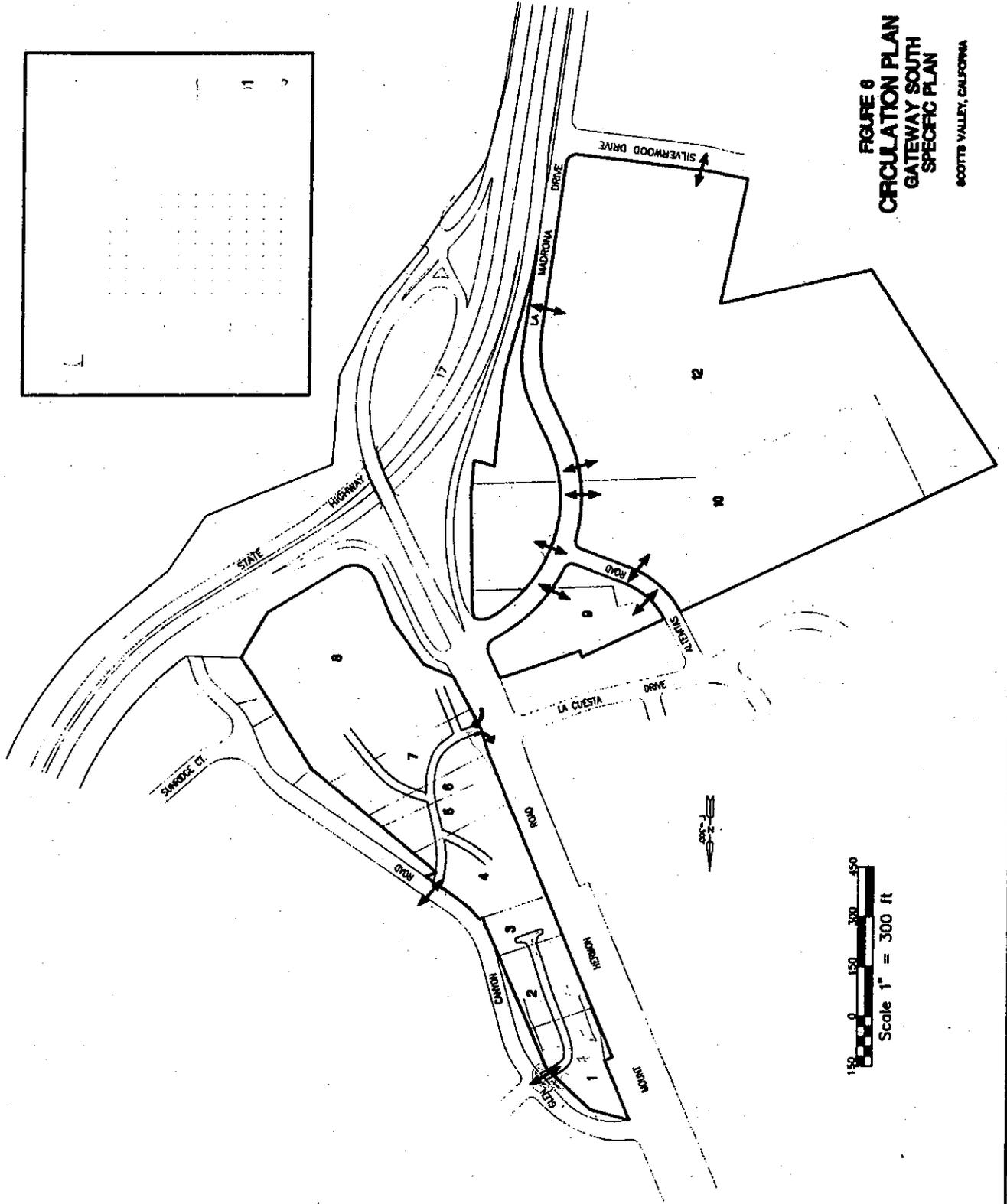
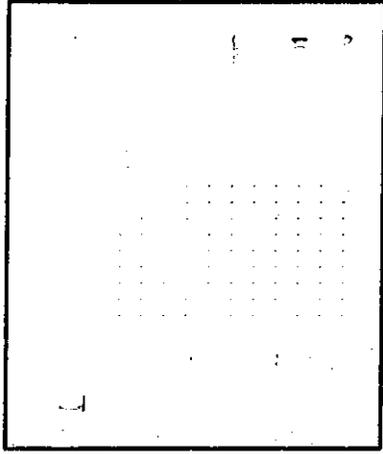
Planning Area B was the site of an informal "park and ride" lot prior to the roadway improvements made by the Gateway South Assessment District. Historically, an informal collection of approximately 28 vehicles would use a partially paved, widened area near the entrance to Highway 17 as a park and ride lot. The vehicles could be seen parked throughout the work-week. The City attempted to replace the casual park and ride lot during the preparation of the plans for the circulation improvements in Planning Area B. The City anticipated the area between the realigned La Madrona Drive and the Highway 17 right-of-way would accommodate a park and ride lot. Then it was discovered that a fiberoptic underground cable was located in the area proposed for the park and ride. The underground cable prevented Caltrans from purchasing or maintaining the area for a park and ride and there was no other location that was suitable. Caltrans programmed funds to help with the construction of the park and ride lot. The funds were to be used for the paving and striping of the lot. With the original location abandoned because of the underground cables, there was no right-of-way available for the park and ride lot.

The City considered purchasing some of the privately owned land in Planning Area B and constructing a park and ride. The cost of the land exceeded the City's financial resources and the funds programmed from Caltrans could only be used for construction.

The Specific Plan proposes the City work cooperatively with the developers of the sites in Planning Area B to jointly create a park and ride lots. The most obvious cooperative agreement would be to have a developer build parking spaces in excess of the spaces required for the development and the parking spaces be set aside as park and ride spaces during the work week. The City could contribute money to improve and enlarge the parking area that would have been required for development. This solution has the advantage of using the spaces for commuters during the non-peak hours and providing additional parking at times when commercial parking demand may be higher. The number of spaces that would be available for a park and ride depends upon the specific development proposal to be considered by the City. The policies set forth in the Specific Plan require that a park and ride facility be developed in cooperation with the owners of the property. The Regional Transportation Commission would be consulted as to the most practical and viable design for any future park and ride lot.

The final design of roadway cross-sections will be determined based upon the development proposed and the anticipated traffic as a result of the development. The width of roadways in Planning Area A is also constrained by the topography of the area. A balance between adequate circulation, parking, and emergency access must be

achieved with the physical constraints of grading and excavation necessary to construct roadways. The development of improved roadways in Planning Area A will be closely reviewed to insure that it serves the public purpose, as well as minimizes grading and excavation.



**FIGURE 6**  
**CIRCULATION PLAN**  
**GATEWAY SOUTH**  
**SPECIFIC PLAN**  
 SCOTTS VALLEY, CALIFORNIA



Scale 1" = 300 ft

The gentler slopes of Planning Area B allow more flexibility in the size of roadways. Since the area is predominantly service commercial, the development of the parcels will most likely result in larger parking areas, rather than residential access roads. All circulation proposed, however, must be consistent with the goals, policies and objectives described in the beginning of Chapter III.

## **Water**

As shown on Figure 7, the Municipal Services Plan, an existing water line extends up Mt. Hermon Road and along La Madrona Drive to Silverwood Drive. Another water line extends down Glen Canyon Road, passing below Highway 17 and connecting to Green Hills Road. Two water line connections are proposed at the east boundary of parcel one and the west boundary of parcel eight. The water lines would connect to the existing lines in Glen Canyon Road.

Further analysis of the water systems and details of the proposed connections will be done at the time of development and future roadway design. Any proposed water lines are reviewed not only by the Scotts Valley Water District, but also by the Scotts Valley Fire Protection District. Fire hydrants must be adequately placed to provide an adequate water supply for fire suppression and adequate flows for fire fighting must be provided.

The Scotts Valley Water District has recently adopted the Scotts Valley Groundwater Management Plan (AB 3030). The Plan addresses management of groundwater supplies to meet present and future demands and outlines methods for protection of water quality and remediation of existing groundwater contamination. The Plan will provide guidelines for groundwater management by the Water District and will be used as a basis for analyzing water systems in new development. The Gateway South Specific Plan Area will be subject to the findings and recommendations in the Groundwater Management Plan.

The Scotts Valley City Council has also adopted Resolution #1470.2 which, in part, addresses the supply of water resources available to the City in the coming year. The resolution requires all new development to prepare "an analysis of increased water use and each project shall be required to supply aquifer replenishment in an amount equal to the loss." Each new development in the City will be carefully scrutinized to insure the impact on the underground water supply is mitigated. The method of replenishment will be approved only if the Council is satisfied that there will not be any significant impact on the water supply

## **Sewer**

A major sewer trunk line, as shown in Figure 7, is provided down Mt. Hermon Road along La Madrona Drive, extending to Silverwood Drive. A main sewer line also

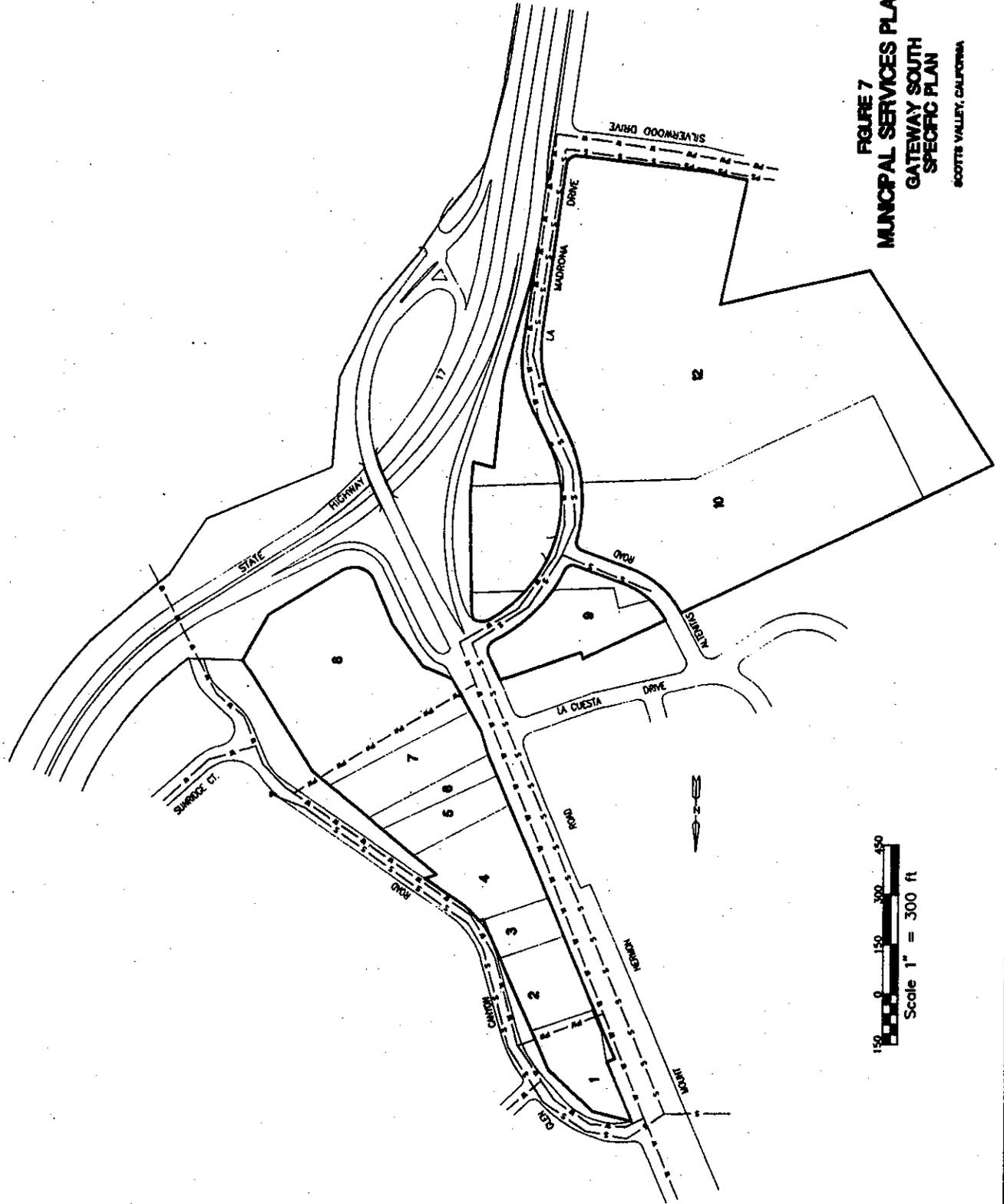
proceeds down Glen Canyon Road. A sewer main also extends up the newly constructed Altanitas Road and could be extended to serve the Manana Woods development.

Planning Area A will likely use gravity sewer lines to connect to the sewer main in Glen Canyon Road. Planning Area B will likewise have gravity sewer connections to the line in La Madrona Drive. Special attention will have to be given to the area between Highway 17 and La Madrona Drive on parcels nine, ten and twelve since the elevations of the land to be developed are closer to the elevation of the sewer lines.

The treatment plant improvements were completed in the Summer of 1996. With the completion of the improvements, the capacity of the treatment plant was increased from .89 million gallons per day to 1.5 million gallons per day. The new treatment plant capacity should adequately serve the Gateway South area, as well as other future developments in the City of Scotts Valley.

The treatment plant provides tertiary water treatment, in coordination with the Scotts Valley Water District, so that properly treated wastewater can be used to irrigate areas that can use non potable water.

**FIGURE 7**  
**MUNICIPAL SERVICES PLAN**  
**GATEWAY SOUTH**  
**SPECIFIC PLAN**  
 SCOTT'S VALLEY, CALIFORNIA



**LEGEND**

- S—S— EXISTING SEWER LINE
- PS—PS— PROPOSED SEWER LINE
- W—W— EXISTING WATER LINE
- PW—PW— PROPOSED WATER LINE

**NOTE**  
 THE UTILITY LINES SHOWN ON THIS  
 MAP ARE SCHEMATIC AND DO NOT  
 INDICATE EXACT LOCATION.  
 EXISTING TELEPHONE, CABLE TV,  
 AND TELEPHONE FACILITIES ARE  
 LOCATED WITHIN THE ADJACENT  
 ROADWAYS



## **Storm Drainage**

As illustrated in Figure 8, storm drainage pipes are provided in Mt. Hermon Road, Altanitas Road, and La Madrona Drive. The storm waters are carried to the Carbonero Creek channel. Natural overland flow is dictated by the topography. The natural drainage for all parcels in Gateway South Specific Plan area is to flow by gravity to Carbonero Creek.

Specific storm water designs for developments in the Gateway South Specific Plan area will be developed. On-site water retention areas may be required in order to avoid future erosion and slope instability. On-site detention, silt and grease trap drainage structures will be required to reduce contaminant discharge into the drainage courses. Specific designs of storm drain systems for future developments will be reviewed by the City Engineer/Director of Public Works. All storm drainage shall be in conformance with the latest engineering practices as approved by the City Engineer.

Future development in the Gateway South Specific Plan Area will be required to prepare a hydrology analysis that is intended to detail the effect of the development on downstream flooding. There will also be an analysis of the decreased groundwater recharge that may result from the proposal. All storm water runoff calculations will be based on the 25 year storm and not the 10 year storm standard.

## **Solid Waste Disposal**

Solid waste disposal shall be in conformance with the Santa Cruz County Solid Waste Management Plan. More detailed solid waste disposal plans will be proposed in conjunction with site specific development proposals. However, recycling as well as other mitigation measures to reduce the types and volumes of solid waste created are encouraged. (See Solid Waste Disposal Policies 6.1 and 6.2)

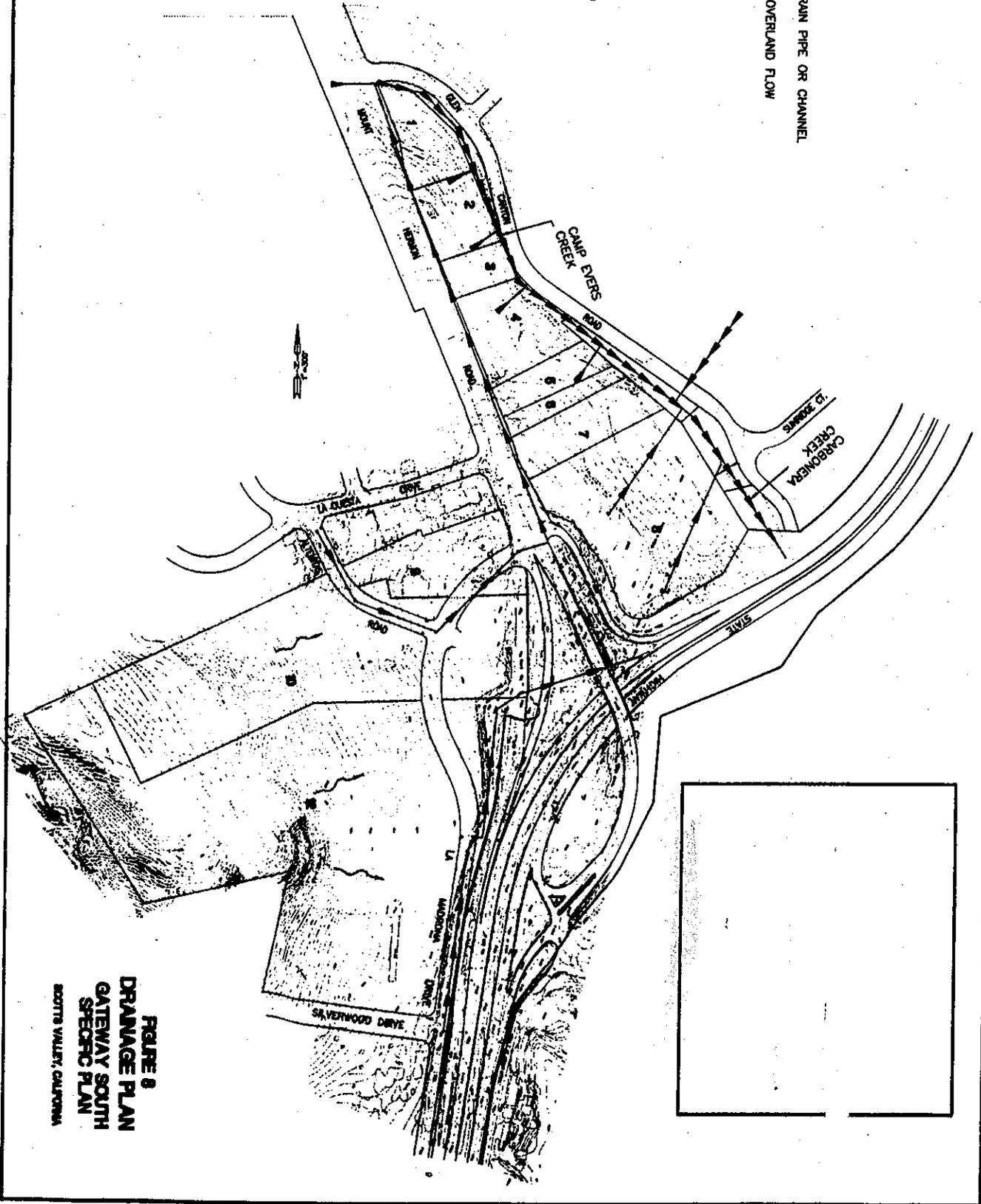
## **Energy**

Pacific Gas & Electric (PG&E) will govern the standards and design characteristics for power and gas facilities and will also assist in coordinating the joint trenching for telephone and cable television systems. All utilities shall be placed underground. The precise sizing and configuration of power and gas facilities on individual parcels will be determined at a later date by PG&E in conjunction with specific development proposals. PG&E can provide the following assistance in planning for energy facilities:

- a) Delineate existing facilities and easements.
- b) Show routing of proposed service lines.
- c) Coordinate joint trenching proposals with telephone and cable television services.

NOTE  
 THE WATER COURSES FEATURES SHOWN  
 ON THIS MAP ARE SCHEMATIC AND  
 DO NOT REFLECT THEIR EXACT LOCATION

- CREEK
- |—|—|—|— STORM DRAIN PIPE OR CHANNEL
- ~ ~ ~ NATURAL OVERLAND FLOW



**FIGURE 8**  
**DRAINAGE PLAN**  
**GATEWAY SOUTH**  
**SPECIFIC PLAN**  
 SCOTT VALLEY, CALIFORNIA

## **SECTION 4: PLAN IMPLEMENTATION**

### **General Provisions**

The development policies and standards set forth in Sections 2 and 3 of this Plan apply to all new construction occurring in the Gateway South Specific Plan Area (Planning Areas A and B).

The PD zoning designations described in the Specific Plan will require receipt and approval of General Development Plans consistent with density and intensity of the underlying zoning and with the Specific Plan and upon the receipt and approval of other required applications under the PD process.

References to ordinances, City of Scotts Valley standards, fees, exactions and regulations throughout the Specific Plan refer to those in effect at the time of adoption of this Specific Plan or as they may be changed from time to time except as stated in this plan. The "hillside guidelines" of the City of Scotts Valley are intended to serve as guidelines for development in the area with particular reference to the development of slopes. All acreage amounts for all Planning Areas and land uses are approximate.

The boundaries between Residential, Commercial and Open Space uses are imprecise. Minor modifications to the boundaries which are consistent with the goals, objectives and policies contained in this document may be made without amending the Specific Plan.

### **Permit Application Process**

Any property owner wishing to erect a new structure must submit a development application for approval by the Planning Department. The appropriate application form specifying the information which must be included in the application, and information regarding required filing fees, is available from the City of Scotts Valley Planning Department.

### **Design Review Procedures**

All proposed projects in the Specific Plan area shall be reviewed by the City's Planning Commission to ensure the projects are consistent with the site and architectural design policies and standards set forth in this plan.

### **Relationship of the Amended Specific Plan to the California Environmental Quality Act**

Adoption of a specific plan is a project subject to California Environmental Quality Act (CEQA) Guidelines. An Environmental Impact Report (EIR) covering the impacts of

this Specific Plan is being prepared and certified. The EIR will cover the impacts of a certain mix and intensity of both residential and non-residential development. Further environmental review or negative declaration shall generally not be required for projects, including any land subdivision or zoning change, which are undertaken pursuant to and in conformity with this Specific Plan. However, a supplemental EIR may have to be prepared if one or more of the following conditions applies to a project of either residential or non-residential use.

- (1) The project is substantially different from the mix, intensity or type of use described in the Specific Plan;
- (2) Significant changes to the site or surrounding areas have occurred since the adoption of the Specific Plan;
- (3) Additional information about the potential impacts of the project becomes available after the EIR has been certified.

Projects conforming to the land use and development intensity identified in the Specific Plan are not automatically exempt from further environmental review. If the initial study prepared for a project discloses additional potential impacts not covered in the Specific Plan EIR, a supplemental EIR must be prepared. The supplemental EIR needs to address only those site-specific impacts of the project identified in the initial study. All general impacts already addressed in the Specific Plan EIR may be included in the project EIR by reference.

### **Relationship of the Specific Plan to the California Subdivision Map Act**

The division of any land for the purpose of sale, lease, or financing is subject to regulation by the City of Scotts Valley Subdivision Ordinance (Title 16 of the City's Municipal Code). Pursuant to this ordinance, a tentative subdivision or parcel map can be disapproved if the map is found to be inconsistent with the Specific Plan.

### **Relationship of the Specific Plan to the Scotts Valley Redevelopment Plan**

Redevelopment plans and specific plans are both mechanisms by which local governments can plan for development in specific areas with special growth. Redevelopment Plans control general land use policy within blighted areas of the city which are appropriate for redevelopment, and where some local government intervention is considered necessary. The major difference between these two land use regulation techniques is the type of implementation involved. Specific Plans are a method of tightly controlling land use and urban design. Redevelopment plans incorporate the power to condemn land as well as to finance plan implementation through tax increment financing.

In 1990, the City of Scotts Valley established a Redevelopment Project Area and adopted the City of Scotts Valley Redevelopment Plan. Part of the Specific Plan area (Planning Area A) is within the Scotts Valley Redevelopment area. Therefore, the Specific Plan enables the City to more effectively enact the goals of the Redevelopment Plan through the use of the Specific Plan while still having the Redevelopment entitlements. Since both Plans must be consistent with the General Plan, they are in turn consistent with each other.

## **Relationship of the Specific Plan to Other City Plans and Codes**

### City Zoning Ordinance

Once a Specific Plan has been adopted, no local public works project, tentative subdivision map or zoning ordinance can be undertaken for the plan area that is in conflict with the Specific Plan. Whenever the provisions of a Specific Plan conflict with the provisions of the zoning ordinance or whenever the provisions of the zoning ordinance reflect an internal conflict, the Specific Plan shall govern.

Improvements described in the Specific Plan are schematic in nature. Minor modifications in alignments and standards that are consistent with the goals, objectives and policies contained in this Specific Plan may be approved by the City without amending the Specific Plan.

### Municipal Codes

The development standards set forth in this Plan are not meant to take the place of municipal building or health and safety codes. No permit will be issued for development that does not meet the requirements of these regulations.

## **Projects Required by Law to be Consistent with the Amended Specific Plan**

All discretionary and administrative entitlements granted for projects in the Gateway South Special Treatment Area (Planning Area A) must be found to be consistent with the Specific Plan to ensure conformance with legal requirements.

## **Municipal Services Requirement**

Prior to granting any final entitlement approvals, the City must show proof of the ability to provide all necessary municipal services to the project.

## **Procedures for Amending the Gateway South Specific Plan**

Pursuant to Section 65453 of the California Government Code, a specific plan may be amended through the same adoption procedures as are used for a general plan. However, a specific plan may be amended as often as deemed necessary by the City

Council. If a City's general plan is amended so that a specific plan no longer conforms to it, the specific plan also must be amended.

## **Capital Improvements Program**

### Financing Capital Improvements

Development of the Specific Plan area must occur in an orderly manner and in a way designed to insure proper utilization of the land supply. Adequate means to finance area serving facilities such as storm drain improvements, utility improvements, street improvements and open space and recreation areas must be identified. Listed below are several possible methods of financing such improvements at the option of the City:

1. Developer payment for all on-site and off-site costs reasonably associated with development of the Gateway South Specific Plan Area.
2. Developer fees to cover fair share costs of capital improvements.
3. Cash financing.
4. Assessment District financing.
5. Mello Roose financing.
6. Reimbursement District.

## **Maintenance Programs**

Maintenance programs, including but not limited to, area wide and subdivision improvements will require ongoing or periodic maintenance. As a general rule, responsibility for the maintenance will rest with the owner of the improvement or area. However, owners have available a variety of funding options, which include the following:

1. Public dedication of certain constructed improvements.
2. Homeowner's Associations.
3. Landscape and lighting maintenance district.
4. Open Space maintenance districts.

## **Project Phasing**

Public facilities needed to serve future development are to be constructed prior to, or in conjunction with that development.

## ADDENDUM TO SPECIFIC PLAN

### MITIGATION MEASURES

*An Environmental Impact Report was prepared for this Specific Plan. The Final Environmental Impact Report was certified by the City Council with the adoption of Resolution #1549 on July 10, 1995. The Final Environmental Impact Report, prepared by EMC Planning Group Inc. dated June 1995, identified certain environmental impacts and proposed mitigation measures to reduce the impacts to a level of insignificance. The mitigation measures are part of the Specific Plan and future development must comply with the mitigations and with the goals, objectives and policies in the Specific Plan.*

*The mitigations that are part of the Specific Plan are:*

1. Applicant shall prepare an erosion control plan to reduce the effects of soil erosion during initial construction activity. The erosion control plan should specifically address proposed grading plans and include effective stabilizing methods for cut and fill slopes. The plan shall include a revegetation plan for expanses of exposed soil after construction activities are complete. Best Management Practices shall be utilized. This plan shall be subject to review and approval by the City Public Works Director prior to issuance of grading permit.
2. Applicant shall prepare a plan for an engineered drainage system requiring the use of Best Management Practices. The plan shall include, but not be limited to the following or equivalent methods, as deemed feasible for the particular site or as alternatively proposed and approved by the City during individual site review:
  - a) Equip storm drains with sediment and grease traps and maintain them in good operating condition;
  - b) Use of porous paving material;
  - c) Minimization of directly connected impervious surfaces (e.g. roof gutter down spouts shall drain onto permeable bare ground instead of impervious driveways or walkways);
  - d) Roofing parking areas to catch storm water;
  - e) Directing roof and sidewalk runoff to detention basins;
  - f) Use of native vegetation for landscaping to reduce the amount of pesticide and fertilizer that might otherwise be required to maintain the landscaping;
  - g) Use approved erosion control measures and landscaping to reduce sediment load in the runoff; and
  - h) Detention and metering of runoff to pre-development flow, as appropriate.
3. Applicant shall prepare a plan for artificial recharge of the groundwater basin in accordance with the applicable city resolution, unless ground water recharge is not required because the parcels are not within a groundwater recharge area as determined

by the City. Artificial recharge can be separated into on-site and off-site recharge projects. On-site artificial recharge can include percolation ponds (these can be used simultaneously as detention ponds) or underground recharge systems, such as dry wells or horizontal drains. Because of the potential for contamination of runoff by urban contaminants, it may be feasible to use only runoff from roofs or other surfaces not exposed to vehicles. Off-site artificial recharge can be through direct participation by developers in off-site recharge projects, or by contribution to recharge project funds administered by public agencies. The City of Scotts Valley may have a policy in place requiring new development to mitigate increased groundwater consumption with recharge projects or other means to off-set increased ground water consumption. The plan shall be subject to review and approval by the City Public Works Director and the Scotts Valley Water District prior to approval of final map.

4. Because construction related emissions of PM 10 vary based on a number of factors (e.g., activity types, area of activity, silt content), the level of mitigation necessary to reduce impacts below significance will vary. In general, mitigation measures that address larger source of PM 10 during construction (e.g., grading, excavation, entrained dust from unpaved roads) have the greatest potential to substantially reduce fugitive dust. Developer shall prepare a construction air pollution control plan to include, but not be limited to, the following techniques:

- Sprinkling unpaved construction sites with non-potable water at least twice per day,
- Covering trucks hauling excavated materials with tarpaulins or other effective covers,
- Grading activities shall cease when winds are greater than 30 mph,
- Install wheel washers for all exiting trucks,
- Sweeping streets serving the construction sites at least once per day,
- Paving and planting as soon as possible,
- Reduce unnecessary idling,
- Use of adhesives, clean up solvents, paint and asphalt paving materials with a low ROG content.

This plan shall be subject to review and approval by the City Public Works Director prior to issuance of a grading permit.

5. Applicant shall prepare a lighting plan that when implemented will not produce glare for State Highway 17 travelers. This lighting plan shall be subject to review and approval by the City Public Works Director prior to the issuance of a building permit.

6. Future residential development proposals shall include a phasing plan designed so that the development does not exceed a preset amount of consumptive water as determined by the Scotts Valley Water District. Phasing plans shall be subject to review and approval by the City Planning Director and the Scotts Valley Water District prior to approval of residential tentative map.

7. The Specific Plan shall be limited to development as presented in Table 3, Maximum Probable Development Scenario in the Final Environmental Impact Report.

8. Freshwater Seep. The freshwater seep located on Parcel 10 shall be avoided and/or incorporated into the design of future commercial development. Project design shall be reviewed by a qualified biologist and is subject to review and approval by the City Planning Director prior to approval of a tentative map. If this is infeasible, the following shall be implemented:

Development impacting the freshwater seep on Parcel 10 shall provide compensatory mitigation at a minimum 1:1 ratio for area lost. This could be accomplished in the open space area of Parcel 10 where an existing spring box could be used to create saturated soils sufficient to support wetland plantings in an area approximately 0.4 acre in size. Additionally, design of this site should consider providing surface water, at least part of the year, to provide a drinking source for wildlife. The plan to provide compensatory mitigation shall be prepared by a qualified biologist and is subject to review and approval by the City Planning Director prior to approval of a tentative map.

Future development shall obtain a wetlands determination from the U.S. Army Corps of Engineers regarding the freshwater seep on Parcel 10 and the saturated area on Parcels 9 and 10 prior to approval of tentative map for development on those parcels.

9. Developers of Parcels 1 through 8 shall provide the following information regarding the development proposal and the riparian corridor:

Grading plans shall indicate where grading will occur in relation to the active channel of Camp Evers or Carbonera Creeks.

- If grading is proposed to encroach into the riparian forest habitat, an assessment of the extent and type of vegetation to be removed shall be provided.

- Revegetation plans using species native to the site shall be developed for areas within the riparian forest habitat that are temporarily disturbed during construction activities.

- Erosion controls plans specifically designating measures to protect the streamzone habitat during construction shall be included in the application.

This information is subject to review and approval by a qualified biologist under the direction of the City Planning Director prior to approval of a tentative map. If the proposed development will result in a decrease in the density of riparian vegetation of the streamzone, then further mitigations such as increased setbacks from the creek, reduced or modified grading, elimination of a stream crossing or reducing the amount of vegetation removed should be considered as recommended by the biologist.

10. If there is water in Camp Evers Creek at the time of construction of the proposed access roads, a preconstruction survey no more than one day prior to initiation of construction shall be conducted to capture and relocate any red-legged frogs or southwestern pond turtles that could be within the construction area. Any animals retrieved would be relocated to similar habitat in non-disturbed reaches of Camp

Evers or Carbonero Creeks. The developer constructing the roads shall be responsible for the survey. The survey shall be conducted by a qualified biologist under direction of the City Planning Director no more than one day prior to initiation of construction.

11. Developer shall arrange for a pre-construction survey for active nests of the sharp-shinned hawk, Cooper's hawk and yellow warbler in Parcels 1 through 8 if development plans will result in the removal of woody riparian vegetation along Camp Evers or Carbonera creeks. If any of these species nests are found in trees that would be removed for development of the site, construction activities will be limited to outside a buffer zone approximately 50 feet from the nest until the young have fledged the nest. Once the young have fledged, the buffer zone can be removed and construction activities, including removal of the nesting tree, can continue. This pre-construction survey shall be conducted by a qualified biologist prior to issuance of a grading permit, subject to the review and approval by the City Planning Director.

12. Applicant shall demonstrate that adequate mitigation measures will be in place to offset the identified increase in student enrollment directly related to their residential project. The adequacy of the proposed mitigation measures shall be determined in conjunction with the Scotts Valley Unified School District on a case by case basis, consistent with the stated goals, objectives, policies and programs under the City's General Plan. Consideration of adequate mitigation measures shall include, but not be limited to, those measures set forth under California Government Code Section 65996. Proposed mitigation measures are subject to review and approval by the City Planning Director prior to issuance of a building permit.

13. Future development in Planning Area A shall conform to the Hillside Design Guidelines and all future development of Planning Areas A and B shall conform to the Mt. Hermon Road Design Guidelines and/or the Scotts Valley Drive Design Guidelines and/or the Gateway South Design Guidelines in effect at the time development is proposed.

14. Site design of future commercial projects shall be required to position noisy activities associated with loading docks, truck cleaning, garbage receptacles, etc., away from existing and future adjacent residential land uses. Site design shall be subject to review and approval by the City Planning Director prior to approval of the tentative map.

15. If archaeological resources of human remains are accidentally discovered during construction, work shall be halted within 50 meters (150 feet) of the find until it can be evaluated by a qualified professional archaeologist. If the find is determined to be significant, appropriate mitigation measures shall be formulated and implemented.

16. Environmental review shall be required for any future development project located within Planning Area A or Planning Area B. The environmental review shall include a site specific geotechnical analysis and additional mitigations, if any, for potential erosion and sliding hazards. All development in the Planning Areas shall conform with policies

of the General Plan regarding slope stability. This mitigation measure is the responsibility of the City Planning Director.

17. At a minimum, the following design criteria should be incorporated into development within the Gateway South Assessment District to maximize ground water recharge. Specifications for a, b, c and d shall be incorporated into building permit plans and into covenants, conditions and restrictions and shall be verified by the City Building Official prior to the issuance of a building permit.

- a) Require design review of landscape plans to ensure that residential paving design (driveways, walkways, etc.) include features that maximize ground water recharge and minimize runoff. Such design features could include the use of interlocking pavers with open joints, turf blocks, integrating paved surfaces with natural ground cover, etc.
- b) Prohibit direct roof runoff to storm drainage systems.
- c) If a soil/geologic hazard or flood hazard will not result, encourage the use of retention sumps in storm drainage systems. This shall be incorporated into the drainage plan prior to final map approval. The City Public Works Director shall be responsible for enforcing this mitigation measure.
- d) Require design review of landscape plans to ensure that landscaping does not result in unnecessary drainage of irrigation water to streets.

18. As a condition of future subdivision approvals, a model home shall be constructed that includes landscaping features that demonstrate drought tolerant landscaping and methods to enhance ground water recharge.

19. As a condition of future subdivision approval, storm drainage systems shall be designed to divert storm water runoff to holding/recharge means. A maintenance agreement shall also be developed as a condition of subdivision approval to ensure that percolation runoff will not contribute to a degradation of ground water resources or air quality or to nuisances (e.g., insects) over time. The City Public Works Director shall be responsible for approval of the maintenance agreement and for overseeing the maintenance program.

20. Prior to approval of any new construction in Planning Area A, a noise survey shall be performed to determine necessary building setbacks and noise reduction measures for compliance with General Plan NSA-454. The City Planning Director shall ensure compliance within this mitigation measure prior to any site plan approval.

21. A vegetative buffer shall be planted along the east side of the La Madrona Drive and Altinitas Road extensions to screen the roadways from Highway 17. The types of vegetation shall not compete with adjoining vegetative communities. The plans for landscaping shall be incorporated into or accompany the grading plans and shall be reviewed and approved by the City Planning Director.

22. Future development in Planning area B shall be designed/sited to minimize visual impacts for motorists on Highway 17. This issue shall be evaluated in future environmental reports for specific projects. The City Planning Director is responsible for

ensuring that necessary environmental review is performed and that appropriate mitigation measures are incorporated into the project design.

23. As a condition of approval for redevelopment/expansion projects (more than 25% of floor area) to existing structures in Planning Area A, the applicant shall be required to connect to the City's wastewater treatment system and abandon any septic tanks. The City Planning Director shall be responsible for enforcing this mitigation measure.