CITY OF SCOTTS VALLEY

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

INITIAL STUDY

for

The Terrace at Scotts Valley

Assessor's Parcel Number 022-162-69 and -74

Tentative Map No. LD14-001
Planned Development No. PD14-002
Design Review No. DR14-009

Apple Homes Development, Applicant

Prepared by

Cypress Environmental and Land Use Planning

September 10, 2015 (Updated)

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CITY OF SCOTTS VALLEY
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INITIAL STUDY

I. INTRODUCTION

1. Project Address and Title:

Scotts Valley Drive 89 feet north from Mt. Hermon Road (no address)
Scotts Valley, CA 95066
Assessor Parcel Number 022-162–69 and -74
Tentative Map (LD 14-001); Planned Development (PD14-002) &
Design Review (DR14-009)
The Terrace at Scotts Valley

2. Lead Agency Name and Address:

City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

3. Contact Persons and Phone Numbers:

Taylor Bateman, Senior Planner
City of Scotts Valley
(831) 440-5633

Kim Tschantz, MSP, CEP - Contract Planner
Cypress Environmental and Land Use Planning
(831) 685-1007

4. Project Sponsor's Name and Address:

Chris Perri
Apple Homes Development, Inc.
15 Sherman Court
Scotts Valley, CA 95066

5. General Plan Designation and Zoning:

General Plan: "Multi-family Residential" land use - density range: 5–9 units/acre
Zoning: "RM-6" (Multi-family Residential with a 6,000 sq. ft. minimum lot size)

6. Project Description:

The applicant is proposing a 20-unit townhouse project consisting of 20 individual residential lots with one dwelling/each and one common owned parcel for vehicle access, parking and open space all located on two adjoining vacant parcels that encompass 2.6 acres (Exhibit A). Each townhouse would be located on a separate lot

of about 1,056 sq. ft. The individual lots would each consist of a three-story townhouse unit with a rear patio. A common owned parcel, owned by the homeowners of the 20 lots, would encompass the remainder of the site and would include the access road, outdoor parking and open space. A garage is proposed as the first story of each townhouse unit. Each garage would provide enclosed parking for one vehicle and other storage. Unenclosed parking for an additional 39 vehicles would also be provided on the common parcel. The residential lots would be accessed by a new dead-end street. An emergency vehicle turn-around is proposed at the end of the street.

The project has been designed to group the townhouses in four separate structures (referred to as "blocks" on the plans) that are divided by a narrow open space areas which include drainage improvements that will convey surface drainage downslope. The design locates the townhouse buildings in the rear of the site and the access roadway and unenclosed parking in the front of the site near Scotts Valley Drive. Exhibit A provides a reduced copy of the tentative subdivision map and grading plan. A full set of plans is on file at the City of Scotts Valley Planning Department.

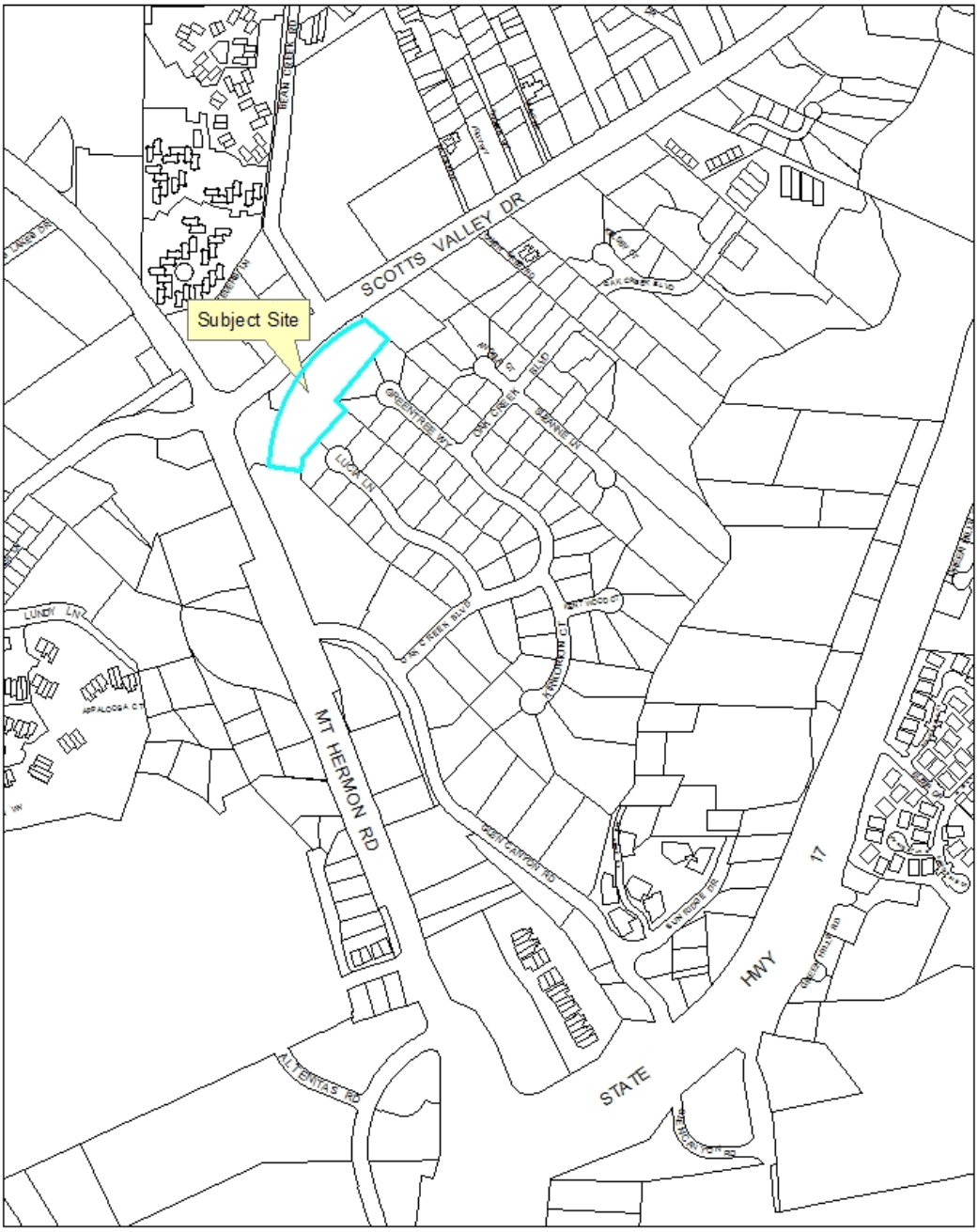
Required project entitlements include Tentative Subdivision Map, Planned Development and Design Review approvals. The project is subject to the California Environmental Quality Act (CEQA) and the CEQA Guidelines, which require this environmental review. The project entitlements and environmental review will be presented at two public hearings. The Planning Commission and subsequently the City Council will hold public hearings to discuss and act upon the requested entitlement and this environmental review. The project will also need the approval of the U.S. Fish and Wildlife Service for the approval of a Habitat Conservation Plan. However, this approval is not required prior to City action on the project.

Project Location and Setting:

The project site is a vacant mostly forested property located on the southeast side of Scotts Valley Drive 89 feet north from Mt. Hermon Road in the central area of the City of Scotts Valley (See the Location Map on following page). The property is adjacent to a single-family residential neighborhood, named Oak Creek Estates, to the east. Commercial uses occur to the southwest and a commercially zoned vacant parcel occurs to the northeast. Scotts Valley Middle School is located to the northwest on the opposite side of Scotts Valley Drive.

7. Location Map:

Location Map



N

APNs 022-162-69 & 74
Scotts Valley Drive

The two project parcels form an elongated shape paralleling Scotts Valley Drive. The north--south length of the site is 1,595 feet and the average width of the site is 150 feet. Site topography is characterized by a north-west facing slope that slopes downwards towards Scotts Valley Drive. Natural gradients range from 15% to 50%. An artificial cut slope was excavated several years ago at the base of the slope along Scotts Valley Drive, which is supported by a 6-foot high masonry retaining wall. (See image on page 8.) An unsurfaced access road was graded at the north end of the site. This road was graded with cut slopes up to 12 feet in height. There are no other site improvements. Most of the site is forested, with Ponderosa pines and Coast live oaks dominating the forest canopy. There are also large groves of non-native acacia trees on the site.

Other Public Agencies That Must Approve this Project:

In addition to City review and approval of construction plans, both the Scotts Valley Fire Protection District and Scotts Valley Water District must review and approve plans regarding fire protection and water service requirements. The U.S. Fish and Wildlife Service must review and approve a Habitat Conservation Plan for this project. The checklist in Part II of this Initial Study addresses fire protection, water service and biological impacts.

II. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

☐ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☒ Geology and Soils
☐ Greenhouse Gas Emissions	☒ Hazards and Hazardous Materials	☒ Hydrology and Water Quality
☒ Land Use and Planning	☐ Mineral Resources	☐ Noise
☐ Population and Housing	☐ Public Services	☐ Recreation
☒ Transportation/Traffic	☐ Utilities and Service Systems	☒ Mandatory Findings of Significance

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 of significance for each potentially adverse impact.

This style of text that is underlined is text that has been added to respond to comments received during the public review and comment period for the Draft Initial Study. Similarly, text with overstrikes is Draft Initial Study text that has now been removed from the document. Written comments were received from:

- Amy Clymo, Monterey Bay Unified Air Pollution Control District, July 28, 2015; and
- William Parkin, Attorney for Bill and Sherilyn Jager, August 13, 2015.
- Matt, David and Kathyrn Bartlett, August 17, 2015.

These letters are appended as Exhibits I, J and K. The comments received do not change the conclusions of the Draft Initial Study, but do encourage text revisions to provide more clarity to the analysis. The wording of two mitigation measures have been expanded for greater specificity.

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?	❑	❑	❑	■
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	❑	❑	❑	■
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	❑	❑	❑	■
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	❑	❑	■	❑

Data Sources: 1&2

Discussion

Scenic Vista. 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 vacant site contains grassland and forest on a northwest facing slope within an otherwise 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. A typical view of the site as seen from Scotts Valley Drive is provided on the following page.

Light and Glare. Outdoor lighting for the proposed subdivision consists of seven free-standing parking lot lighting on 20-foot high standards located at the project street and 3.5-ft. high pedestrian-oriented bollard-style lights located at the two pedestrian pathways and associated areas of the site. The project lighting plan shows the proposed parking lot/street lighting to generate an illumination ranging from 0.5 to 4.4 footcandles on the parking lot and street with an average illumination of 1.64 footcandles. The average luminance at the project entrance would be somewhat greater at 2.04 footcandles. According to Guth Lighting For Design Environments text, these levels of illumination is within the lowest illumination category. Therefore, while this type of lighting 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. Illumination at the rear of the townhouse units will be a switch controlled light fixture at rear door as required by the California Building Code and will not create significant nighttime light to nearby residences.

Typical street view of the project site as viewed from Scotts Valley Drive. The concrete block retaining wall is the only structural improvement on the vacant site.

In addition, the project lighting plan shows illumination of the front of the townhouse units from the parking lot/street lighting will be in the average range of 0.33–0.61 footcandles. This level of luminance will not adversely affect the residents of the townhouses. The lighting plans are included with the project plans on file at the Scotts Valley Planning Department.

Finding

For the "Aesthetics" category, 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?	❑	❑	❑	■
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	■
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	❑	❑	❑	■
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined ion Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by by Government Code Section 51105(g)?	❑	❑	❑	■
4. Result in the loss of forest land or conversion of forest land to non-forest use?	❑	❑	❑	■
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?	❑	❑	❑	■

Data Sources: 1&2

Discussion

The project site 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 located in a portion of the city zoned for the proposed use. Therefore, no impacts would occur as a result of the project.

Finding

For the "Agricultural" category, 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?	❑	❑	■	❑
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	❑	❑	■	❑
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	❑	■	❑	❑
4. Expose sensitive receptors to substantial pollutant concentrations?	❑	■	❑	❑
5. Create objectionable odors affecting a substantial number of people?	❑	❑	❑	■

Data Sources: 1, 3, 4 , 16 & 17

Significant Impacts

Impact AQ-1: Project grading on most of the 2.6-acre site generate substantial airborne dust that will affect surrounding properties, including people residing in dwellings east of the site. This is a potentially significant impact during the construction phase of the project.

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. It is anticipated the

project will generate an average of 139 vehicle trips/day which is the normal trip generation for a residential project of this size. As such, these impacts will not be significant. Please refer to Section II.O. "Transportation and Traffic" for further discussion.

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 20-unit project is well below this threshold level and therefore will not generate a significant level operational emissions.

Cumulative Increase and Exposure of Sensitive Receptors to Pollutants. Construction of the project, as proposed, requires excavation over 90% of the site. According to project plans cut grading will total 7,951 cubic yards and 1,606 cu. yds. of this material will be used for fill grading. This grading will occur as close as 24 feet from the rear yards of the Oak Creek Estates residential neighborhood to the east and about 95 feet from middle school and commercial uses to the west. 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 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.

These requirements shall be included in the construction contract for the project.

Odor. 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. As discussed above, for this "Air Quality" category, 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?	❑	■	❑	❑

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
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?	❑	❑	❑	■
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?	❑	❑	❑	■
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?	❑	❑	❑	■
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	❑	■	❑	❑
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?	❑	■	❑	❑

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

Significant Impacts

Impact BIO-1: The removal of trees for project construction has the potential to disrupt the nesting period for raptors and special status song birds, two avian wildlife groups that are protected by State and federal laws. This is a potentially significant biotic impact.

Impact BIO-2: The removal of trees in project construction area has the potential to kill or injure roosting bats, including the pallid bat (*antrozous pallidus*), a mammal listed as a "species of special concern" by the California Department of Fish and Wildlife. This is a potentially significant biotic impact.

Impact BIO-3: Project construction has the potential to kill or injure San Francisco dusky-footed woodrats (*Neatoma fuscipes annectens*), a mammal listed as a "species of special concern" by the California Department of Fish and Wildlife. This is a potentially significant biotic impact.

Impact BIO-4: Project construction will remove approximately 2 acres of known and occupied habitat of the Mt. Hermon June beetle (*Polyphylla barbata*), an insect listed as an endangered species by the U.S. Fish and Wildlife Service. This is a significant biotic impact.

Impact BIO-5: The project will remove 56 trees/tree groups that are protected by Section 17.44.080 of the Scotts Valley Municipal Code by meeting the criteria as a "protected tree". These include coast live trees (*Quercus agrifolia*) and other trees with trunk diameters of 8 inches or greater. This is a significant biotic impact.

Discussion

Adverse Effect on Special Status Species-birds: A biological report has been prepared for the project by Biotic Resources Group. (Exhibit B). The report states there is a potential impact to bird species if they are nesting on or near the site during construction The City Arborist, J. P Allen and Associates has reviewed the project plans and the project site and prepared a tree resource/construction impact assessment and tree protection plan (Exhibit C). This report states the project will remove a total of 71 trees or tree groups. Of these total trees, 56 trees meet the definition of "City Protected Trees" due to their trunk size. There are also several mature trees in adjoining residential properties located east of the site. 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-1: To avoid impacting nesting raptors or passerine species, the project applicant shall schedule all construction outside of the nesting season of February 1 to July 31. If this is not feasible the applicant shall implement the following alternative measure. To minimize impacts to nesting raptors or migratory passerines on the site, a qualified wildlife biologist, under contract to the project proponent, shall conduct pre-construction surveys for nesting raptors and migratory passerines to determine if they occur on the site or in close proximity to the site. The surveys shall be conducted no earlier than 30 days prior to commencement of construction. If raptors or migratory passerines are observed nesting on the site, or on an adjoining site within 300 feet, the project proponent shall postpone construction within 300 feet of a raptor nest site and 50 feet from a migratory passerine next site until all young have fledged. The wildlife biologist shall document that the young have fledged prior to commencement of proximate construction work.

Adverse Effect on Special Status Species--mammals: The biotic 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*), and the San Francisco dusky-footed woodrat (*Neatoma fuscipes annectens*). Both mammals are listed as "species of special concern" by

the California Department of Fish and Wildlife (CDFW). The removal of 71 trees has the potential to kill or injure roosting bats if they are present. Grading activities have the potential to harm or kill woodrats that may inhabit the site. This potential impact to both species can be avoided by implementing the two mitigation measures below.

Mitigation Measure BIO-2: To avoid harm or loss of the pallid bat, a qualified wildlife biologist, under contract to the project applicant, 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 discovered, the biologist shall recommend mitigation measures to allow the bats to escape their roosts unharmed prior to tree removal. If necessary, the biologist shall consult with CDFW on a bat removal plan. The project applicant shall implement the recommendations of the biologist.

Mitigation Measure BIO-3: To avoid harm or loss of the Dusky-footed woodrat, a qualified wildlife biologist, under contract to the project applicant, shall conduct pre-construction surveys, no more than 30 days before any vegetation removal, to determine if any occupied woodrat nests are present on the site. If any are discovered, the biologist shall consult with CDFW to formulate a plan to either relocate the woodrat nests or construct a human-made woodrat nest on another site suitable for the species.

Adverse Effect on Special Status Species--insects: Some areas of Scotts Valley contain habitat that supports a federally endangered insect species-the Mt. Hermon June beetle (*Polyphylla barbata*) and this species has been observed inhabiting the project property. An entomological habitat assessment was conducted on this property by Dr. Richard Arnold, dated June 19, 2014 (Exhibit D). The assessment concludes that the species inhabits the site and approximately 2 acres of the site provide suitable habitat for the species. Project development will permanently remove this habitat and may kill or harm individual Mt. Hermon June beetles.

The City and the County of Santa Cruz have adopted a regional Habitat Conservation Plan (HCP) that addresses preservation of this insect species and other protected species within the City and surrounding unincorporated areas of the county. The regional HCP has been approved by the U.S. Fish and Wildlife Service (USFWS). It provides a mitigation formula for impacts to protected species for smaller projects (e.g. construction of a single dwelling) and allows such projects that disturb an area of 15,000 sq. ft. or less to be exempt from preparing an additional project-specific HCP or needing an Incidental Take Permit. However, the Terrace townhouse project does not qualify for the exemption due to the size of habitat disturbance. Therefore, the applicant has employed Dr. Arnold to prepare an HCP for the project.

A Draft HCP, dated November 2014, (Exhibit H) has been submitted to the USFWS and is currently being reviewed by that agency. The HCP specifies purchase of conservation credits for Mt. Hermon June beatle habitat from the Ben Lomond Sandhills Preserve conservation bank to mitigate for the loss of habitat on the project site and describes measures to ensure the elements of the HCP are implemented in a timely manner. According to the HCP the "habitat quality at the conservation bank is prime compared to the degraded habitat within the impact area of this property. Thus the conservation value of the bank habitat is much greater than than of the impact area' (Exhibit H. p.24)

This impact can be mitigated through implementation of the mitigation measure below, which includes implementing an approved HCP.

Mitigation Measure BIO-4: To compensate for the loss of about 2 acres of habitat for the endangered species, Mt. Hermon June beetle, the applicant shall complete the HCP/Incidental Take Permit process with the USFWS as specified by Section 10 of the Endangered Species Act and continue to employ a qualified entomologist to implement the approved HCP according to the requirements and the schedule specified by USFWS and the approved HCP for this project. Written documentation of USFWS approval of the HCP and a Take Permit for this project shall be submitted to the City of Scotts Valley Planning Department prior to commencing any ground disturbance at the project property.

Conflict with Local Policies Protecting Biological Resources. The majority of the parcel is forest habitat. Part of the forest is dominated by Ponderosa pine (*Pinus ponderosa*) and a larger part dominated by coast live oak ((*Quercus agrifolia*) Section 17.44.080 of the Scotts Valley Municipal Code (Tree Preservation Ordinance) restricts the removal of various mature trees, including coast live trees and Ponderosa pines with trunk diameters of 8 inches or greater and other trees with 8 inch or greater trunk diameters located on a hillside with a slope exceeding 20%. 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.

A tree resource evaluation/construction impact assessment and tree protection plan was prepared by City arborist James P. Allen & Associates, dated September 2, 2014 (Exhibit C). The report states that a total of 71 trees/tree groups will be removed by the project. Of this total, 56 trees that meet the criteria as trees protected by the Ordinance will be removed. An example of a City Protected Trees on the site is shown in the image above ~~at the upper right of page 14.~~
In addition to identifying tree loss, the report provides measures to compensate for the loss. The primary measure is planting new coast live oaks propagated from acorns collected from the site. The report designates areas of the site where tree replacement can and should occur. These areas include the open space areas at the rear of the townhouse dwellings and in front of the project street and parking area. The project will also retain several trees on the site, including several meeting the criteria for Protected Trees. The report also identifies existing trees proposed to remain but will be in jeopardy of harm due to proximate construction activities, including grading to alter the topography, and trenching for new utilities. This is a second impact regarding tree resources on the site. This

impact and the loss of City Protected Trees discussed ~~in the preceding paragraph~~ above can both be mitigated by the following mitigation measure.

Mitigation Measure BIO-5: To compensate for the loss of 56 City Protected Trees and to minimize impacts to trees retained on the site, the project applicant shall implement the construction impact assessment and tree protection plan prepared by J.P. Allen and Associates dated September 2, 2014. Planting of new trees at a 2:1 replacement ratio may be done on-site and/or at another site approved by the City Arborist prior to any project grading. This planting may be included in the project landscape plan as approved by the City Arborist. All replacement planting shall be inspected and approved by the City Arborist. Plan specifications to protect retained trees shall be included in the construction contracts with all project contractors involved with land alteration, and foundation construction. The project arborist shall inspect the site prior to any grading activities and thereafter on a weekly basis to ensure tree preservation measures are in place throughout the construction phase of this project. All replacement plantings shall be monitored for 5 years or longer, as specified in the report, until the success criteria of 80% survival rate has been met. Monitoring shall be performed by either the City Arborist or another qualified professional approved by the City.

Conflict with an Adopted Habitat Conservation Plan. USFWS has approved a regional HCP for the City and nearby unincorporated areas of the County. The project applicant has hired a qualified entomologist, Dr. Richard Arnold, to prepare a project specific HCP as required by the regional HCP. Implementation of Mitigation Measure BIO-4 will ensure the project complies with the regional HCP.

Finding

For the "Biological Resources" category, the thresholds of significance have been exceeded or potentially exceeded regarding impacts to various sensitive wildlife species, including a federally listed endangered insect species, and impacts to City Protected trees. Implementation of the five 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?	❑	❑	❑	■
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	❑	■	❑	❑

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
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	❑	■	❑	❑
4. Disturb any human remains, including those interred outside of formal cemeteries?	❑	❑	❑	■

Data Sources: 1, 2, 9 & 10

Significant Impacts

Impact CUL-1: Although not expected, it is possible that archaeological resources could be accidently encountered during project grading. The destruction or otherwise lack of adequate protection of such resources during project grading is a potentially significant impact to archaeological resources.

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. The possible destruction of these resources is a potentially significant impact to paleontological resources.

Discussion

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

Cultural Resources. The property is within an area where archaeological resources may potentially occur. An archaeological assessment has not been conducted for this property. The site is mapped as "high and moderate sensitivity" for archaeological resources by the Scotts Valley General Plan Figure OS-2. 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 this mitigation measure will mitigate the potential impact to archaeological resources.

Mitigation Measure CUL-1: To ensure that archaeological resources are not destroyed if accidently discovered during project grading or other subsurface work, the contractor shall immediately halt all work activities within a 150 foot radius of the discovery and immediate contact the City Planning Department so the City can retain an archaeologist to examine the find to make appropriate recommendations to conserve the resource. The project applicant shall include this requirement in the contract for all contractors involved with grading and subsurface work.

Paleontological Resources. The geotechnical report prepared by Dees and Associates 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 accidently destroying paleontogical 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 paleontogical 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, the thresholds of significance have been potentially exceeded regarding impacts to archaeological and palentological resources. The two mitigation measures discussed above will reduce potential impacts to these resources to levels of less than significant.

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:	❑	■	❑	❑
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.	❑	❑	❑	■
b. Strong seismic ground shaking?	❑	■	❑	❑
c. Seismic-related ground failure, including liquefaction?	❑	❑	■	❑
d. Landslides?	❑	❑	❑	■
2. Result in substantial soil erosion or the loss of topsoil?	❑	■	❑	❑
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?	❑	■	❑	❑
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?	❑	❑	❑	■
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?	❑	❑	❑	■

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

Significant Impacts

Impact GEO-1: The development and use of 20 dwellings within a seismically active area will subject the dwellings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area. This is a potentially significant seismic impact.

Impact GEO-2: The grading of ~~7,951~~ 9,557 cubic yards over most of the 2.6-acre site area will generate a high potential for accelerated erosion to occur. This would result in the loss of valuable top soil and damage project improvements. This is a potentially significant soils impact.

Impact GEO-3: The volume of grading required on this steeply sloped site could result in soil instability problems that could effect site improvements after they are constructed.. This is a potentially significant soils impact.

Discussion

Geotechnics. A geotechnical report was prepared for the project by Dees and Associates, dated July 2014 (Exhibit E) . The report includes a general discussion on seismic issues. The report states the project site is located 4 miles southwest of the Zayante fault zone and 7.5 miles southwest of the San Andreas Fault. It is also located 9 miles southwest of the Sargent Fault. In addition, two off-shore faults are located 12 miles or less from the site. the Tularcitos Fault is located 10 southwest from the site in thne Monterey Bay and the San Gregorio Fault is located 12 mile west of the site in the Pacific Ocean. 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 Dees report, it is reasonable to assume that the project will be affected by, at least, one moderate to severe earthquake during the next fifty years. This is a potentially significant impact.
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. The report concludes there is a very low potential for liquefaction at the site. This is due to the density of the subsoil and the lack of a groundwater table. Implementation of the following mitigation measure will reduce the seismic impact discussed in the preceding paragraph to a level of insignificance.

Mitigation Measure GEO-1: To reduce the effects of seismic shaking to acceptable levels, the project proponent shall have all dwellings designed to ~~Uniform~~ 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 for each dwelling.

Erosion. The existing terrain of the site is southwestern facing slope with natural gradients ranging from 15% to 50%. Substantial grading of this slope will be required for development. The project includes ~~7,951~~ 9,557 cubic yards of cut grading and 1,606 of fill for development of the new street, the parking areas and the townhouse buildings. This grading will occur over most of the 2.6-acre site. Grading will include removal of 71 trees and understory vegetation near these trees on the steeply sloped site. The root systems of this vegetation serves an important erosion control function by their uptake of water in the soil. The project proposes to replant some portions of the site with trees and shrubs to re-create an absorbing root system. Grading of the entire site 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 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 4 lots or more and erosion control plans to be included with grading plans. Therefore, 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. Implementation of

the following mitigation measure will reduce the potential erosion impact discussed above to a level of insignificance.

Mitigation Measure GEO-2: To prevent erosion from occurring during or after grading and development of the project site, the project applicant shall have a qualified professional prepare an SWPPP/erosion control plan and submit it to both the RWQCB and the City Building Department for review and approval prior to approval of the final subdivision map. The approved plan shall be implemented with grading of the site. The erosion control measures should be functional prior, during and after construction. Specific measures shall be identified in the project plans and specifications should include the following features: use of coir rolls, straw bales and/or similar measures to prevent sediments from leaving the site, erosion control seeding and mulching following construction and other measures as appropriate. The plan shall include the following performance standards:

a) Limit grading activities to the dry season of April 15–October 15;
b) Seed and mulch/hydromulch exposed areas as soon as possible following grading, in no case later than October 15;
c) Stabilize all finished graded slopes of 15% or greater by installing additional features, such as erosion control netting or coir rolls;
d) Provide sediment traps, including temporary siltation basins at downstream end of drainage channels;
e) Keep all drainageways clear of debris and clean them when debris is observed;
f) Implement all dust control BMPs specified in Mitigation Measure AQ-1;
g) Monitoring the site on a regular basis to determine the effectiveness of all stormwater/erosion control measures and correct any identified problems.

Slope Instability. The geotechnical investigation included several soil borings and analysis of soil samples. the majority of the site is a thin (1 ft. to 4 ft.) topsoil layer underlain by granite bedrock (Gneissic Granodrite). However the western edge of the property near Scotts Valley Drive is composed of deep alluvial deposits at the upper 7 feet of the soil horizon which is underlain by grantic bedrock. The relatively shallow bedrock results in a very low potential for naturally occurring unstable soils. In addition, the report states there are no mapped landslides on or near the project site and no evidence of landsliding was observed on the site. 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 Dees report states the primary geotechnical concerns are embedding foundations into firm material (native soil or engineered fill), mitigating lose soil below improvements, controlling site drainage and designing structures to resist strong seismic shaking. The latter two issues are discussed above. The first two issues can be mitigated to a level of insignificance by implementing the following mitigation measure.

Mitigation Measure GEO-3: To protect project improvements from the effects of soil instability, the project applicant shall design project improvements according to the recommendations of the geoteechnical report prepared by Dees and Associates dated July 10, 2014. The geotechnical

engineer shall review and approve construction plans prior to submitting plans to the City Building Department for a Grading Permit and Building Permit application. The applicant shall submit written documentation that the project engineer has verified that site grading work and the construction of each dwelling meets the recommendations of the approved geotechnical report.

Expansive Soils. The Dees geotechnical report does not identify expansive clays on the site.

Sewage Disposal. All proposed dwellings 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 three impacts in the "Geology & Soils" category 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?	❑	❑	■	❑
2.Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	❑	❑	❑	■

Data Sources: 14 & 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 suffcient 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 20-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 139 average daily trips. The GHGs generated from this level of traffic in combination with other potential GHG emissions are substantially below 2,000 metric tons. In addition, Construction machinery will need to comply with the MBUAPCD's air quality construction standards which are discussed in the "Air Quality" section above. Energy use of the completed townhouse units 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. The City of Scotts Valley does not have a an adopted Climate Action Plan. 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 strageties for reduced GHGs but it is related to uses that will not occur at the project site.

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?	❑	❑	❑	■

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
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?	❑	■	❑	❑
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	❑	■	❑	❑
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?	❑	❑	❑	■
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?	❑	❑	❑	■
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?	❑	❑	❑	■
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	❑	❑	❑	■
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?	❑	❑	❑	■

Data Sources: 1&4

Significant Impacts

Impact HAZ-1: The 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. This is a potentially significant impact during the construction phase of the project.

Discussion

Routine Use or Transport of Hazardous Substances. The proposed project is for a residential townhouse use. This use does 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 uses, like that proposed for this project, 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 "Hydrology and Water Quality" Section.

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

Release of Substances Near Schools. Scotts Valley Middle School is located on the opposite side of Scotts Valley Drive from the project site. As explained in the preceding subsection, releases of hazardous substances will not be problematic if Mitigation Measure HAZ-1 is implemented..

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. The "Traffic and Transportation" section of this Initial Study discussed 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 applicant, the State and the County, the subject parcel is not identified as a hazardous materials site where hazardous materiasl were previously used or stored.

Finding

For this "Hazards and Hazardous Substances" category, 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?	❑	■	❑	❑
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)?	❑	■	❑	❑
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?	❑	■	❑	❑
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?	❑	❑	❑	■
6. Otherwise substantially degrade water quality?	❑	❑	❑	■
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?	❑	❑	❑	■
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	❑	❑	❑	■
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?	❑	❑	❑	■
10. Inundation by seiche, tsunami, or mudflow?	❑	❑	❑	■

Data Sources: 1, 4, 8 & 12

Significant Impacts

Impact HYD-1: The use of heavy construction vehicles to grade 7,951 cubic yards over most of the 2.6 -acre area proximate to Scotts Valley Drive will generate a high 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. This is a potentially significant impact during the construction phase of the project.

Impact HYD-2: The site coverage of at least 42,227 square feet (0.97 acre) with structures and surfaced areas for access and parking and related improvements will substantially reduce the area available for groundwater recharge on the property. This is a significant cumulative impact on the Santa Margarita aquifer and the City's water supply.

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 and they will not be maintained by the City. This is a potentially significant impact.

Discussion

Water Quality And Waste Discharge Standards. Site grading and development activities have the potential to place sediment, motor vehicle lubricants and motorized equipment fuel into site storm runoff from soil erosion and accidents. This is a potentially significant impact that can be mitigated by implementing mitigation measure GEO-2 and requiring best management practices to contain lubricants and similar substances associated with construction vehicles. 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 applicant shall have the construction contractor implement the approved erosion control plan discussed in mitigation measure GEO-2 and 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 at 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 accidently discharged downslope or in to Scotts Valley Drive; and
c) Any petroleum, lubricants or other hazardous materials used during 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. The General Plan Figures OS-5 and 5.1 map the entire area of both project parcels 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 include the construction of 20 residential townhouses that will have a total building footprint of 17,600 sq. ft.. The new project access street and adjoining parking areas will add another 24,627 sq. ft. of paved surfacing to the site.

The conversion of 42,227 sq. ft. (0.97 acre) of open ground to hardscape surfaces will reduce the recharge ability at the site and contribute to the cumulative impact on the City's water supply. As discussed in more detail in the following subsection, the project has been designed to include pervious concrete for the entire length of the new project street. Due to the location of this pervious pavement at a lower portion of the site, the majority of surface runoff will drain on to the pervious pavement. The pavement area has been designed with a series of subsurface concrete check dams that will retard lateral subsurface flow of percolated runoff and promote vertical infiltration. According to the project geotechnical engineer and civil engineer, this design will provide on-site drainage retention for up to 2-year storm events and detention for up to 10-year storm events. This will allow aquifer recharge to occur.

Mitigation Measure HYD-2: To compensate for the loss of groundwater recharge area, the project applicant shall install the drainage design feature of pervious pavement underlain with a series of concrete check dams that promote infiltration of collected surface drainage as proposed by the project plans prepared by C2G consultants dated, January 21, 2015.

Alteration of Drainage and Erosion. Site grading and development will significantly 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 (Exhibit A) and partially described in the preceding subsection. In addition, rooftop drainage will be colleted into storm drains that convey the drainage to the pervious pavement area. The long-term functioning of the drainage system will require periodic maintenance and cooperation among the townhouse 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, a homeowners maintenance agreement and homeowners funding agreement shall be submitted to the City for review and approval prior to approval and recordation of the final subdivision map that includes 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 by qualified professionals (civil engineer, erosion control specialist) to assess the functional capability of the drainage improvements and to provide recommendations for repairs and maintenance. This monitoring should occur at least annually in the spring or summer and include professionals qualified in the area of drainage engineering.
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. The

project will be conditioned to require that the construction of storm drain facilities be in conformance with the City of Scotts Valley Storm Drain Master Plan, December 1989, as required by the City Public Works Department.

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

Floodplain and Housing. The project site not within a floodplain

Flow Impedance in a Floodplain. The project site not 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. The geotechnical report prepared for the project by Dees and Associates did not identify any mudflow or landsliding potential at the site.

Finding

For this "Hydrology and Water Resources" category, 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?	❑	❑	❑	■
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?	❑	❑	❑	■
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	❑	❑	❑	■

Data Sources: 1, 2 & 5

Discussion

Divide a Community. The 2.6-acre project property is located on the southwest side of Scotts

Valley Drive in an otherwise developed area of the City. A single-family residential neighborhood is located west of the site. Residential development of the site is a logical expansion of residential use in this area of the City. No community or neighborhood will be physically divided by the project.

Conflict with Plans. The General Plan designates the property as "Multi-family Residential" also known as "Medium High Residential" land use with a density range of 5–9 dwelling units/acre. The 20-unit project will result in an overall residential density of 7.63 units/acre. and is therefore consistent with the General Plan designation for the site. The property is zoned "RM-6" which, as a stand alone base zoning, would limit the density to 6,000 sq. ft./dwelling unit. With density averaging, the project has an overall density of 5,706 sq. ft./dwelling. However, the project requests a Planned Development approval, which if approved, can tailor zoning density and site standards to a particular site. 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. Approval of a Planned Development would make the project consistent with zoning regulations.

Conflict with Conservation Plans. The project complies with the regional Habitat Conservation Plan (HCP) by preparing a project specific HCP as discussed in the Biological Resources section above.

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, 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?	❑	❑	❑	■
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?	❑	❑	❑	■

Data Sources: 1 & 5

Discussion

Loss of Mineral Resource and Mineral Designation on the General Plan. The site has not been used for mining in the past. The Scotts Valley General Plan does not designate the site for mineral resource extraction.

Finding

Finding. For this "Mineral Resources" category, the project would have no impact and 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?	❑	❑	❑	■
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	❑	❑	■	❑
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	❑	■	❑
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	❑	■	❑	❑
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?	❑	❑	❑	■
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?	❑	❑	❑	■

Data Sources: 1, 2, 4 & 13

Significant Impacts

Impact N-1: Grading and construction activities will increase ambient noise levels during the construction phase of the project. This additional construction related noise will be heard primarily by residents living in the Oak Creek Estates neighborhood adjoining the northeastern edge of the

project property. This is a significant noise impact during the construction phase of the project.

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 September 2014 when school was in session at the middle school across the street from the project site. This assessment is incorporated into this Initial Study as Exhibit F. Acoustical measurements were taken at two locations. One measurement was at the future location of the townhouse unit closest to Scotts Valley Drive. The other was taken at the location of the future unit closest to Mt. Hermon Road. The study concludes the primary noise sources are traffic on Scotts Valley Drive and Mt. Hermon Road and the gas station car wash on an adjoining parcel. The report also concludes that noise from these sources will not exceed General Plan standards. The DNL at both measured locations was 58 dBA. Therefore, no mitigation is required.

Exposure to Groundborne Vibrations and Noise. The inhabitants of homes 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 20 dwellings on this currently vacant property will generate substantially greater human activity than occurs on the site presently. However, the residential activities that are expected to occur will be the same as those occurring at the existing residential neighborhood adjoining the northeastern edge of the property. This impact will be less than significant.

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. A portion of the Oak Creek Estates residential neighborhood adjoining the northeastern edge of the project development area 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 to acceptable levels.

Mitigation Measure N-1: To reduce construction noise emanating beyond the site to acceptable levels, the project applicant shall require all contractors to limit their work to 8:00 A..M. to 5:00 P.M. weekdays. 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.

Located near an Airport or Private Airstrip. The project site 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, 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)?	❑	❑	■	❑
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	❑	❑	❑	■

Data Sources: 1& 4

Discussion

Population Growth. The project will provide 20 new multi-family dwellings. Project plans show each of these dwellings will have 3 bedrooms/each. This has the potential to generate a *maximum* population increase of about 80 persons. This is not a significant increase in the population of the City. The Land Use Element of the General Plan anticipates a population for this site of 32.5–58.5 persons (12.5–22.5 persons/acre). While the *maximum* projected population is higher than that anticipated by the General Plan, the site is located in the urban core. Its location proximate to a main commercial area and middle school promotes walkability. In addition, it is not anticipated that the project will inhabited by the projected maximum number of people. The traffic report states project generated vehicle traffic will not result in impacts to area intersections or traffic movements. Therefore this impact is lass than significant.

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

Displace People. As discussed above, no persons will be displaced by this project

Finding

The amount of growth potentially generated by this project is anticipated to be a maximum of 82 persons. While this is higher than anticipated by the General Plan, it does not represent a substantial increase over the General Plan projection nor for the City as a whole. There is no potential for displacing housing or people either directly or indirectly. For this "Population and Housing" category, 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?	❑	❑	■	❑
2. Police protection?	❑	❑	■	❑
3. Schools?	❑	❑	■	❑
4. Parks?	❑	❑	■	❑
5. Other Public Facilities?	❑	❑	❑	■

Data Sources: 1, 4, 5 & 14

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. No mitigation measure is required.

Police Services. The project will add new residents to the City who will occasionally need police services, but this additional service will not generate a demand beyond what the police department can accommodate. The Scotts Valley Police Department has reviewed the project and determined

that it is in compliance with City police protection regulations.

Schools. The project will add new residents to the City, some of which will have children that will be students at schools within the Scotts Valley School District. While the project has the potential to add a maximum of 82 people to the City's population, only up to 42 would be school age children. These additional students will not generate educational demands beyond what the schools can accommodate.

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.

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, the new project residents would generate a minor level of new public service needs. However, the need is not beyond the current capacity for public service agencies to serve. All public service impacts are less than significant.

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?	❑	❑	■	❑
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?	❑	❑	■	❑

Data Sources: 1, 5 & 11

Discussion

Increased Use of Parks. Scotts Valley has a total of seven parks, ranging in size from a 0.5 acre to 7.5 acres. Recreational facilities and activities are also available at local schools, the Vine Hill Recreation Center, and the Scotts Valley Senior Center. The additional population generated by this project will add new users to these parks and facilities but the increased use will be minimal

compared to the existing user population of these facilities. This increased demand is less than significant.

On-site Recreational Facilities: The project does not include the construction of recreational facilities.

Finding

For this "Recreation" category, the new project residents would generate a minor level of new recreation services. However, the need is not beyond the current capacity of existing parks and recreation facilities; and therefore this impact is less than significant. The project would not include on-site recreational facilities.

P. TRANSPORTATION AND TRAFFIC

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 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 mas transit?	❑	❑	■	❑
2. 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 of designated roads or highways?	❑	❑	■	❑
3. Result in a change in traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	❑	❑	■	❑
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	❑	❑	❑	■
5. Result in inadequate emergency access?	❑	❑	❑	■
6. Result in inadequate parking capacity?	❑	❑	❑	■

P. TRANSPORTATION AND TRAFFIC

Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
7. Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities or otherwise decrease the performance or safety of such facilities?	❑	❑	❑	■

Data Sources: 1, 2, 4, 14 & 15

Discussion

Increase in Traffic. A Traffic Analysis Report, dated March 13, 2015, was prepared by W-Trans for the project and peer reviewed by Hatch Mott McDonald Traffic Engineers under contract with the City. The W-Trans study concludes the project will generate 139 average daily trips to Scotts Valley Drive and connecting streets. In addition, 23 trips of the daily average will occur during peak commute times of the day. The project will add trips during peak traffic periods as follows: 11 new trips during A.M. peak time (7:00 – 9:00 A.M.); and 12 new trips during the P.M. peak time (4:00 –6:00 P.M.). Existing traffic at the two intersections closest to the project entrance/exit was analyzed with the addition of new project traffic. The Scotts Valley Drive/Mt. Hermon Road intersection Level of Service (LOS) rating of C will not change from the addition of project traffic. The Scotts Valley Drive/Bean Creek Road intersection LOS rating of B will also not change. Therefore the amount of new traffic generated by the project will not substantially effect intersection operations.

Level of Service. As stated in the preceding subsection, the project's contribution to City intersection traffic and peak hour traffic on area streets will be less than significant. The LOS of study intersections will not decrease with the addition of project traffic.

Change in Traffic Patterns. As proposed, project traffic will follow the same traffic patterns as occur presently on Scotts Valley Drive and connecting streets. The project will construct a new dead-end street to serve the project which will connect to Scotts Valley Drive. This street is proposed as a right-turn only exit to maintain the existing traffic patterns on Scotts Valley Drive. The project has been revised from an earlier proposal to retain the existing lane configuration on Scotts Valley Drive. However, three possible traffic lane configurations were evaluated by traffic engineers for the project.

The Traffic Report (Exhibit G) included a comparative evaluation of three access alternatives:

a) No changes to existing roadway conditions as proposed by the project;
b) Access improvements to provide a dedicated southbound left-turn lane in Scotts Valley Drive; and

c) Aligning the new project street with Bean Creek Road.

A plan view of each alternative is represented on Figure 3 of Exhibit G. These three alternatives are summarized below.

Retaining the existing travel lane and traffic median configuration

Retaining the existing travel lane and traffic median configuration would require inbound trips traveling south on Scotts Valley Drive to travel south past the project site to the Scotts Valley Drive/ Mt. Hermon Road intersection to make U-turns and then travel north on to enter the project street. This would add 1,260 feet to the vehicle trip length to reach the project entry as compared to the alternative discussed below. In addition to increasing vehicle travel, southbound project traffic would increase traffic at the Scotts Valley Dr./Mt. Hermon intersection which currently has a LOS rating of D during both peak hours. However, the traffic engineers conclude this additional traffic would not be substantial enough to decrease the current LOS rating below D. Traffic exiting the project street will be limited to right turns only. Exit traffic can legally make a U-turn at Quien Sabe Drive if ultimately traveling southbound on Scotts Valley Drive. Quien Sabe Drive is located 500 feet north from the proposed project street.

Widen Scotts Valley Drive to create left turn pocket

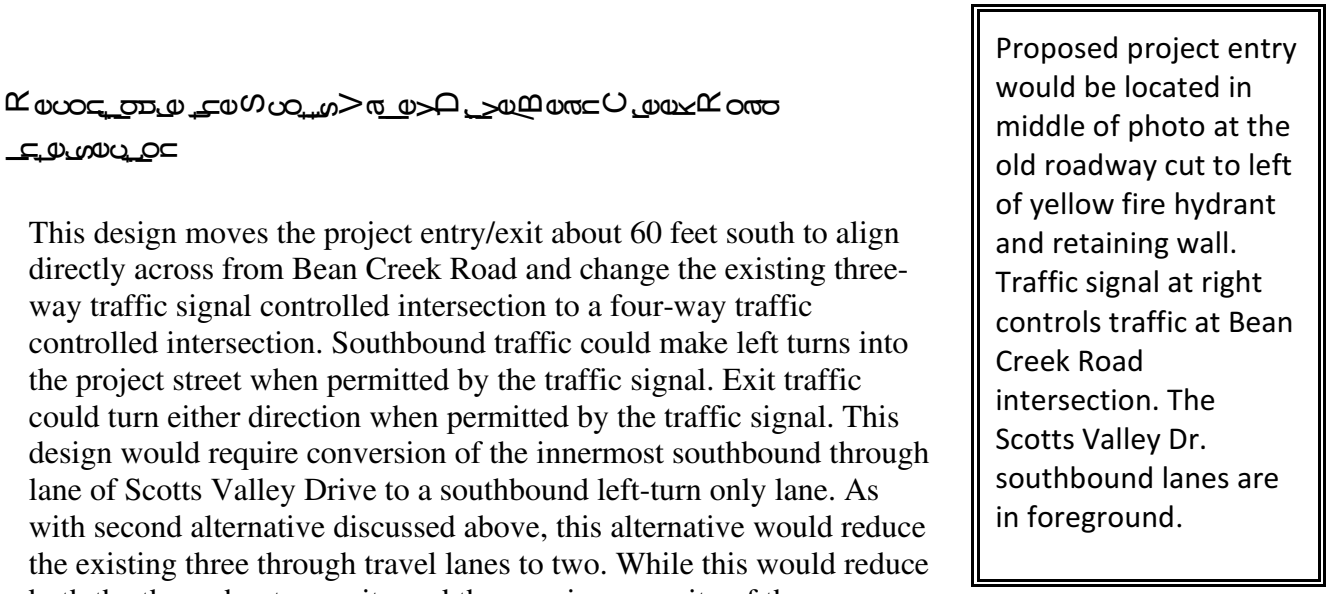
This design would locate the new project entry/exit as proposed and also construct improvements in Scotts Valley Drive to allow southbound project traffic to make left turns directly into the project site. The innermost southbound through lane on Scotts Valley Drive would be converted to a left-turn only lane ending in a turn pocket about 60 feet north the Bean Creek Road intersection. This would require modifying the existing traffic median in Scotts Valley Drive to create the turn pocket. This design would require a new traffic signal at the new project intersection and the existing signal at Bean Creek Road would need to be synchronized with the new signal. This design thereby reduces the number of southbound through lanes from three to two through lanes and modifies the landscape median as shown in Figure 3 of Exhibit G.

The three southbound travel lanes (and a right-turn lane) of Scotts Valley Drive in the area of the project site. The project entry would be located near the end of the tan colored retaining wall shown at right edge of photo.

The new dedicated left-turn lane would avoid the longer trips for southbound project traffic as compared to retaining the existing lane configuration on Scotts Valley Drive. However, it would also require a loss of one through-traffic travel lane on the segment of Scotts Valley Drive near the project site. According to the traffic study, this loss of a one through lane in the segment between Quien Sabe Drive and Bean Creek Road will not generate traffic impacts if: a) the left-turn lane is, at least, 100 feet in length to provide for vehicle queuing; b) the turn lane is preceded by a striped transition lane for 60 feet in length; and the project intersection is signaled as discussed above. Traffic exiting the project street will be limited to right-turns only.

Exit traffic can legally make a U-turn at Quien Sabe Drive if ultimately traveling southbound on Scotts

Valley Drive in the same manner as described in the first alternative.



Proposed project entry would be located in middle of photo at the old roadway cut to left of yellow fire hydrant and retaining wall. Traffic signal at right controls traffic at Bean Creek Road intersection. The Scotts Valley Dr. southbound lanes are in foreground.

This design moves the project entry/exit about 60 feet south to align directly across from Bean Creek Road and change the existing three-way traffic signal controlled intersection to a four-way traffic controlled intersection. Southbound traffic could make left turns into the project street when permitted by the traffic signal. Exit traffic could turn either direction when permitted by the traffic signal. This design would require conversion of the innermost southbound through lane of Scotts Valley Drive to a southbound left-turn only lane. As with second alternative discussed above, this alternative would reduce the existing three through travel lanes to two. While this would reduce both the throughput capacity and the queuing capacity of the southbound through traffic, the traffic study concludes this would not be a significant impact and Scotts Valley Drive would continue to operate adequately.

A benefit of this alternative is that southbound trips to the project would not need to travel an additional 1,260 feet to make a U-turn at the Scotts Valley Dr./Mt. Hermon Rd. intersection. A second benefit is that exiting project traffic traveling southbound would not need to travel 1,000 feet to make a U-turn at Quien Sabe Drive as compared to the other alternatives. However, this alternative still requires the conversion of a though-lane to a dedicated left-turn lane on Scotts Valley Drive as required in the second alternative. In addition, this alternative would locate the entry/exit of the project street at a substantially steeper location of the site and significantly increase grading beyond that proposed. A grading plan for this improvement has not been prepared.

Traffic Hazards. The new project street will create a new connection with Scotts Valley Drive 50 feet north of its intersection with Bean Creek Road. However, as proposed, inbound traffic will be limited to northbound traffic making a right turn and outbound traffic will be limited to right turns into northbound lanes. No left-turning movements will occur to enter or exit the project street which avoids potential operational conflicts that could occur with the lane reconfiguration/off-set intersection alternative (alternative #2) discussed above.

Emergency Access. The project has been redesigned to include an emergency vehicle turn-around at the end of the project entry road on the project site. The design and location of this turn-around have been reviewed and approved by the Fire District.

Parking Capacity. There is no on-street parking on Scotts Valley Drive and there are no other public streets adjoining the project site. The project has been designed to provide for resident parking as well as to accommodate guest parking when residents of one or more project dwelling host an event. Each unit includes a garage with one vehicle parking space with additional space for storage.

In addition to these 20 enclosed parking spaces, 39 unenclosed spaces are provided along the project street. The total 59 spaces exceeds the number of parking spaces required by the City's Parking Ordinance. Section 17.44.030 of the Municipal Code requires 44 spaces (2 spaces/unit + 1 space/every 5 units) for a 20-dwelling unit townhouse project. These addtional space address the lack of on-street parking in the vicinity.

Alternative Transportation Policies. Continuous sidewalk is provided on both sides of Scotts Valley Drive from north of the project site to the Mt. Hermon Road intersection. Accessible curb ramps and crosswalks exist at side street approaches. 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/Bean Creek Road intersection. All of these improvements are adequate to serve the project. The project roadway includes a pedestrian sidewalk along its entire eastern edge. While this sidewalk does not connect with the existing sidewalk on Scotts Valley Drive, two pedestrian pathways will connect the project street with existing sidewalk on Scotts Valley Drive (Refer to Exhibit A.) This proposed improvement meets City policy for alternative transportation. No other alternative transportation measures are needed at the project site.

Finding

For this "Transportation and Traffic" category, the thresholds of significance are not exceeded in any of the transportation and traffic categories.

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?	❑	❑	❑	■
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?	❑	❑	❑	■
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	❑	❑	❑	■
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	❑	❑	❑	■

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
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?	❑	❑	❑	■
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	❑	❑	❑	■
7. Comply with federal, state, and local statutes and regulations related to solid waste?	❑	❑	❑	■

Data Sources: 1& 14

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 20 single-family homes.

Finding

Finding. For this "Utility and Service Systems" category, the project would have no impacts and 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?	❑	■	❑	❑
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)?	❑	■	❑	❑
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	❑	■	❑	❑

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.

_____ _____

Kim Tschantz, MSP, CEP Date
Cypress Environmental and Land Use Planning

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 District, CEQA Air Quality Guidelines, 2000
4. Project plans, prepared by C2G Civil Consultants, dated January 21, 2015 and by William Kempf, Architect, dated March 18, 2015 all received by the City on June 16, 2015
5. Site inspection conducted by Cypress Environmental and Land Use Planning
6. Entomological habitat report prepared by Dr. Richard Arnold, dated June 19, 2014
7. Tree Resource Evaluation Report James P. Allen & Associates, dated October 27, 2014
8. Biotic report prepared by Biotic Resources Group dated August 28, 2014
9. Geotechnical report prepared by Dees and Associates, dated July 2014
10. C2G Civil engineering plans, dated January 21, 2015
11. Traffic noise assessment study prepared by Edward Pack Associates, dated September 23, 2014
12. Comments from public agency representatives at the City's Project Review Committee meeting on December 9, 2015 and associated project review comment sheets
13. Traffic report prepared by W-Trans Associates, dated March 13, 2015
14. Initial Study for the 1440 Center in Scotts Valley prepared by Kimley Horn, dated July 2014
15. Initial Study for the Isbel Drive Minor Land Division prepared by the County of Santa Cruz Planning Department, dated April 30, 2014
16. Telephone consultations with MBUAPCD staff, Bob Nunze, August 7, 2015 and Amy Clymo on August 20, 2015
17. Dust Control,| Best Management Practices , U.S. Environmental Protection Agency, water.epa.gov/polwaste/npdes/swbmp/Dust-Control.cfm

V. EXHIBITS *

A - Project plans, including a tentative map, architectural elevations and grading site plan prepared by William Kempf, Architect, dated March 18, 2015 and C2G Engineering Consultants dated January 21, 2015 all received by the City on June 16, 2015
B - Biotic Report prepared by Biotic Resources Group dated August 28, 2014
C - Arborist Report prepared by James Allen and Associates, dated October 27, 2014
D - Entomological Habitat Assessment prepared by Dr. Richard Arnold, dated June 19, 2014
E - Geotechnical Report prepared by Dees and Associates, dated July 2014
F- Traffic Noise Assessment study prepared by Edward Pack Associates, dated September 23, 2014
G - Traffic Report prepared by W-Trans, dated March 13, 2015
H - Draft Habitat Conservation Plan, dated November 2014
I - Letter from Amy Clymo, Monterey Bay Unified Air Pollution Control District, dated July 28, 2015
J - Letter from William Parkin, Attorney for Bill and Sherilyn Jager, dated August 13, 2015.
K - Letter from Matt, David and Kathyrn Bartlett, dated August 17, 2015

* Exhibits A and C are on file at the City of Scotts Valley Planning Department, One Civic Center Drive, Scotts Valley, California. They are available for public review.