

Appendix A

Initial Study, Notice of Preparation and
Responses to the Notice of Preparation

NOTICE OF PREPARATION

To:

SUBJECT: NOTICE OF PREPARATION OF A DRAFT
ENVIRONMENTAL IMPACT REPORT

LEAD AGENCY: City of Scotts Valley PHONE: (408) 438-2324
One Civic Center Drive
Scotts Valley, CA 95066
CONTACT: Robert J. Hanna

CONSULTING
FIRM: To be Determined

CONTACT: To be Determined

The City of Scotts Valley will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the view's of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached materials. A copy of the Initial Study is attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date by not later than 30 days after receipt of this notice.

Please send your response to Robert Hanna at the address shown above. We will need the name for a contact person in your agency.

PROJECT TITLE: Gateway South Specific Plan, General Plan
Amendment and Rezoning.

PROJECT LOCATION: East and West sides of Mount Hermaon Road
between La Madrona Road, HWY 17 off ramp and Glen Canyon Road.

DESCRIPTION: SEE ATTACHED

Date: December 28, 1994

Name: Robert Hanna

nop

PROJECT DESCRIPTION

The City of Scotts Valley Will prepare a Specific Plan, amend the General Plan, and change the zoning for properties identified on the attached map (parcels 1 through 10 and 12)

The properties are identified in the General Plan in the following manner:

Parcel 1	CS Service Commercial
Parcels 2, 3, 4, & 5	Low Density Residential
Parcels 6, 7, & 8	Service Commercial
Parcels 9, 10, 12	Low Density Residential

(Parcel 11 is not identified on the map.)

Parcels 1 through 8 were identified in the 1994 General Plan as a "special treatment area." The special treatment area was intended to minimize access points on Mt. Hermon Road with the development of a circulation plan for the parcels. The Specific Plan and rezonings are intended to be consistent with the General Plan policies and objectives for parcels 1 through 8.

Parcels 9, 10, and 12 will be redesignated from the original low density residential to the categories of high density residential, multiple residential, and service commercial. The steeper elevations on Parcels 10 and 12 will be preserved as open space.

The Environmental Impact Report to be prepared will be a focused EIR. The EIR is intended to address:

1. The traffic impacts of the change in density in the Specific Plan area.
2. The increase in water service demand as a result of the increased density.
3. Impact on wildlife and/or vegetation as the result of future development.

The Environmental Impact Report will use as a basis the Environmental Impact Report prepared for the Gateway South Assessment District in March of 1989. The Environmental Impact Report analyzes, among other things, traffic impacts as a result of increased development on the parcels. The 1989 Environmental Impact Report analyzed maximum traffic impacts in the area. The proposed amendments are not projected to exceed the previous traffic impacts that were analyzed. However, the Environmental Impact Consultant will confirm the traffic information to ensure adequate mitigation measures have been or will be applied.

**PROJECT MITS
PROPOSED GENERAL PLAN AMENDMENT
AND ZONE CHANGE
IN THE
GATEWAY SOUTH ASSESSMENT DISTRICT AREA**

**CITY OF SCOTTS VALLEY
SANTA CRUZ COUNTY, CALIFORNIA**



ENVIRONMENTAL CHECK LIST

(To be completed by City of Scotts Valley Planning Staff)

I. BACKGROUND

Name of Proponent: City of Scotts Valley

Address and Phone Number of Proponent:

One Civic Center Drive
Scotts Valley, Ca. 95066
(408) 438-2324

Date of Environmental Checklist Submitted:
December 27, 1994

Name of Proposal:

Gateway South Specific Plan, General Plan Amendment and Rezoning

Proposal Address/APN: On the East and West sides of Mt. Hermon Road between La Madrona Road, HWY 17 off ramp and Glen Canyon Road. APN's 22-151-03,04,05,07,08,09,11 and 21-141-01,04,05 and 22-141-04 and 22-191-01

General Plan Designation: Low Density Residential and Service Commercial
Zone Designation: R-1-20 (Single Family Residential, 20,000 sq. ft. lot size) and C-S (Service Commercial)

II ENVIRONMENTAL IMPACTS (Explanations of all "YES" and "MAYBE" answers are required on attached sheet under III, Discussion of Environmental Evaluation)

YES MAYBE NO

1. Earth: Will the proposal result in:

a. Unstable earth conditions or changes in geological substructures? _____ x _____

b. Disruptions, displacement, compaction or overcovering of the soil? x _____ _____

c. Change in topography, ground surface relief features, or land contours? x _____ _____

d. The destruction, covering or modification of any unique geological or physical features? _____ _____ x _____

e. Any increase in wind or water erosion of soils, either on or off the site? _____ _____ x _____

f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream on the bed of the ocean or any bay, inlet or lake? _____ _____ x _____

g. Exposure of people or property to geological hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? _____ x _____

2. Air: Will the proposal result in:
- a. Substantial air emission or deterioration of ambient air quality? _____ x _____
 - b. The creation of objectionable odors, dust, fumes, or smoke during or after construction? x _____ _____
 - c. Alteration of air movement, moisture or temperature, or any change in climate either locally or regionally? _____ _____ x _____
3. Water: Will the proposal result in:
- a. Change in currents, or the course or direction of water movements, in either marine or fresh water? _____ _____ x _____
 - b. Change in absorption rates, drainage patterns, or the rate and amount of surface water runoff? x _____ _____
 - c. Alterations to the course or flow of flood waters? _____ _____ x _____
 - d. Change in the amount of surface water in any water body? _____ _____ x _____
 - e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to, temperature, dissolved oxygen turbidity? _____ _____ x _____
 - f. Substantial reduction in the amount of water otherwise available for public water supplies? _____ _____ x _____
 - g. Exposure of people or property to water related hazards such as flooding or tidal waves? _____ _____ x _____
 - h. Change in quantity of ground waters, whether through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? _____ _____ x _____
 - i. Alteration of the direction or rate of ground water? _____ _____ x _____
4. Plant Life: Will the proposal result in:
- a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops, microflora and aquatic plants)? _____ _____ x _____
 - b. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species? _____ _____ x _____
 - c. Reduction of the number of any unique, rare or endangered species of plants? _____ _____ x _____

YES MAYBE NO

- d. Reduction in acreage of any agricultural crop? _____ x _____
5. Animal Life: Will the proposal result in:
- a. Change in the diversity of species, or number of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects or microfauna)? _____ x _____
- b. Reduction of the number of any unique, rare, or endangered species of animals? _____ x _____
- c. Introduction of new species of animals into an area, or result in a barrier to migration or movement of animals? _____ x _____
- d. Deterioration to existing fish or wildlife habitat? _____ x _____
6. Noise: Will the proposal result in:
- a. Increases in existing noise levels during or after construction? _____ x _____
- b. Exposure of people to severe noise levels? _____ x _____
7. Light and Glare: Will the proposal produce new light or glare? _____ x _____
8. Land Use: Will the proposal result in:
- a. Substantial alteration of the present or planned use of an area? _____ x _____
9. NATURAL RESOURCES: Will the proposal result in:
- a. Increase in the rate of use of any natural resource? _____ x _____
10. Risk of Upset: Will the proposal result in:
- a. A risk of hazardous substances (including but not limited to; oil, pesticides, chemicals, or radiation) in the event of an accident or of upset conditions? _____ x _____
- b. Possible interference with an emergency response plan or an emergency evacuation plan. _____ x _____
11. Population:
- a. Will the proposal result in alteration of the location, distribution, density, or growth rate of the human population of an area? _____ x _____

12. Housing:

a. Will the proposal affect existing housing or create a demand for additional housing?

13. Transportation/Circulation: Will the proposal result in:

a. Generation of substantial additional vehicular movement?

b. Effects on existing parking facilities, or demand for new parking?

c. Substantial impact upon existing transportation systems?

d. Alterations to present patterns of circulation or movement of people and/or goods?

e. Alterations to waterborn, rail or air traffic?

f. Increase in traffic hazards to motor vehicles, bicyclists, pedestrians, or equestrians?

14. Public Service: Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:

a. Fire Protection

b. Police Protection

c. Schools

d. Parks and other recreational facilities

e. Maintenance of public facilities, including roads

f. Other governmental service

15. Energy: Will the proposal result in:

a. Use of substantial amounts of energy or fuel?

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

16. Utilities: Will the proposal result in a need for new systems or substantial alterations to the following utilities:

a. Power or natural gas

YES MAYBE NO

- b. Communications systems _____ x
- c. Water _____ x _____
- d. Sewer or septic tanks _____ x
- e. Storm water drainage _____ x
- f. Solid waste disposal _____ x
17. Human Health: Will the proposal result in:
- a. Creation of any health hazard or potential health hazard (excluding mental health)? _____ x
- b. Exposure of people to potential health hazards? _____ x
18. Aesthetics: Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of any aesthetically offensive site open to public view? _____ x _____
19. Recreation: Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities? _____ x
20. Cultural Resources:
- a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site? _____ x _____
- b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object? _____ x
- c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? _____ x
- d. Will the proposal restrict existing religious or sacred uses within the potential impact area? _____ x
21. Mandatory findings of Significance:
- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of 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? _____ x

- b. Does the project have the potential to achieve short-term, to the disadvantage of long term, environmental goals? (A short term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future)?
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant)?
- d. Does the project have the environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

ENVIRONMENTAL CHECKLIST RESPONSE

1. EARTH:

The proposed changes would allow multiple residential development in the Specific Plan area. Construction of residential units would result in disruption of the soil and change in the topography. All grading and excavation would be done in conformance with accepted engineering practices and be reviewed and approved by the City Engineer. The construction of new residential units could expose people to the possibility of future earthquakes. Such earthquakes are an accepted risk in California. The dwellings will be designed to meet the latest earthquake and seismic regulations and no other hazards should result from the construction.

AIR:

Odors, dust and fumes may be created during construction in the Specific Plan area. After construction has ceased, there should be no objectionable after effects.

3. WATER:

Any construction on the properties in the Specific Plan area could modify the absorption rate or drainage patterns. All engineering calculations for surface water run-off will be reviewed and approved by the City Engineer. Single family dwellings and/or commercial structures will require water service. The Water District has recently prepared a study of groundwater availability and future improvements for water service in the District. While the Water District concludes there is an adequate underground water supply, new construction will incrementally withdraw water from the underground aquifer.

4. PLANT LIFE:

Construction of dwellings or commercial buildings in the Specific Plan area will result in the removal of some plant life, however no significant effects are anticipated.

5. ANIMAL LIFE:

The construction of structures will have an affect on the habitat of animals. The eastern boundary of the Specific Plan area is near Carbonero Creek. There are no known rare or endangered species in the area, and the physical construction will respect the setbacks and criteria of the Department of Fish and Game.

6. **NOISE:**

Noise levels are expected to increase during construction, but will return to a normal range at the conclusion of construction. Some of the properties within the Specific Plan area are located within or near the seventy and sixty-five DBA noise contours. Construction in areas with noise levels of sixty-five DBA and above will require special consideration to ensure adequate noise mitigation measures are applied.

7. **LIGHT AND GLARE:**

The new dwellings and/or commercial buildings will require adequate light levels for safety. Any lighting will be down shining and directed away from existing uses. Light levels will be the minimum necessary to provide safety.

8. **LAND USE:**

The Specific Plan anticipates changes in land use from low density residential to high density residential and/or commercial land uses. The modification is not considered substantial, but will alter the present land uses proposed for the area.

9. **NATURAL RESOURCES:**

The construction of new structures will require water service. Water, a natural resource, has been the subject of recent studies by the Scotts Valley Water District. The Water District concludes that adequate water supply exists, but new development will create a greater demand for water services.

10. **RISK OF UPSET:**

It is not anticipated that residential construction will increase any risk of hazardous substances or interfere with any emergency response plan.

11. **POPULATION:**

The Specific Plan proposes high density residential development in an area previously identified for low density residential development. In addition, commercial uses could be introduced in an area previously identified as residential. The impacts of the modifications should not be substantial, but the proposal will result in a modification from the previously identified land uses in the General Plan.

12. **HOUSING:**

The Specific Plan and General Plan change will create additional housing opportunities by increasing the number of dwelling units that could be constructed in the area.

13. **TRANSPORTATION/CIRCULATION:**

The change from low density residential to high density residential and commercial will create additional vehicular traffic. A previous Environmental Impact Report prepared for the Gateway South Assessment District analyzed the impact of additional vehicular traffic as a result of activities within the Gateway South Assessment District. The change in density is within the original anticipated traffic impacts in the EIR. Although the traffic impacts will not exceed the previously studied impacts, confirmation of the traffic analysis will be done. The Specific Plan anticipates one access point on Mt. Hermon Road for entry to properties

between Mt. Hermon Road and Glen Canyon, and one or two exits on Glen Canyon Road. This traffic circulation pattern was considered in the previous EIR, but will be more thoroughly analyzed. Any increase in vehicular traffic poses a potential increase in hazards to bicyclists, pedestrians, or equestrians. The configuration and location of the roadways will comply with the safety standards of the Public Works Department.

14. **PUBLIC SERVICE:**

The increase in residential units and/or commercial activities will result in an increased demand on fire and police protection. There will be an increase in the number of children attending local schools and recreational facilities could be impacted.

15. **ENERGY:**

It is not anticipated that any substantial amounts of energy or fuel will be used as a result of this development.

16. **UTILITIES:**

There will be an increased demand on water service which affects the underground water supply. The Water District indicates the water supply is adequate, however any increase demand for water service will incrementally reduce the water available in the underground aquifer.

17. **HUMAN HEALTH:**

No substantial impact on human health is anticipated.

18. **AESTHETICS:**

The result of the Specific Plan and General Plan modifications will be the development of structures on a roadway that serves as an entrance to the City of Scotts Valley. Specific attention will be given to the aesthetics of any development that occurs on the site to ensure it is consistent with the visual goals and policies of the City of Scotts Valley.

19. **RECREATION:**

The construction of residential units that use recreation areas could have an affect on existing recreational opportunities. The impact is not considered significant and development impact fees to provide additional recreational activities are required with the issuance of any building permit.

20. **CULTURAL RESOURCES:**

There are no known prehistoric or historic archaeological resources in the project area. Should construction uncover any unknown prehistoric or historic archaeological information, the construction will be halted and a qualified archaeologist consulted as to proper disposition of the site.

21. **MANDATORY FINDINGS OF SIGNIFICANCE:**

The following areas will be considered as to their environmental impact as a result of the Specific Plan, amended General Plan, and zoning regulations:

(1) Traffic impacts due to increased density. A traffic analysis will be done based on the previous trip generation information prepared for the Gateway South Assessment District. The figures will be reconfirmed and comments on mitigations, if any, shall be included in the focused Environmental Impact Report for this project.

(2) Consideration of the effect on water supply based on the additional density will be considered. The Scotts Valley Water District will be consulted as to the effect of the additional dwellings on the water supply.

(3) The impact of the construction on the creek bank and vegetated areas and wetlands, if any exist, will be considered as part of the environmental analysis for the project.

IV. DETERMINATION

On the basis of this initial evaluation:

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

 I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED.

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

DEC. 29, 1994

DATE

Robert J. Hanna

SIGNATURE

PLANNING DIRECTOR

TITLE

AMBAG

ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS

(408) 883-3750 FAX (408) 883-3755

Office Location: 445 Reservation Road, Suite G, Marina
P.O. Box 809, Marina, CA 93933-0809

February 9, 1995

RECEIVED

FEB 10 1995

CITY OF SCOTTS VALLEY

Robert Hanna
City of Scotts Valley
One Civic Center Drive
Scotts Valley, California 95066

RE: MCH #029504 Notice of Preparation - Draft EIR for Gateway South Specific
Plan, General Plan Amendment and Rezoning

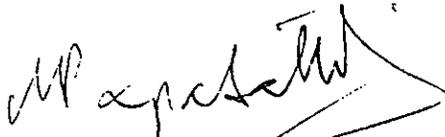
Dear Mr. Hanna:

AMBAG's Regional Clearinghouse circulated a summary notice of your environmental document to our member agencies and interested parties for review and comment.

The AMBAG Board of Directors considered the project on February 8, 1995 and has no comments at this time. However, we are forwarding the enclosed comments on this project that we have received from other agencies or interested parties.

Thank you for complying with the Clearinghouse process.

Sincerely,



Nicolas Papadakis
Executive Director

Enclosures

NP:dis



MONTEREY BAY

Unified Air Pollution Control District

Monterey, San Benito, and Santa Cruz Counties

INTERIM AIR POLLUTION CONTROL OFFICER
Doug Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 408/647-9011 • FAX 408/647-8501

January 4, 1995

Robert J. Hanna
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

SUBJECT: NOTICE OF PREPARATION OF DRAFT EIR FOR GATEWAY SOUTH
SPECIFIC PLAN, GENERAL PLAN AMENDMENT AND REZONING

Dear Mr. Hanna:

CLEARINGHOUSE ITEM #029504

Staff has received the NOP for the Gateway South Specific Plan, which would allow higher density residential and commercial uses along Mount Hermon Road, and has the following comments:

1. Project consistency with the Air Quality Management Plan for the Monterey Bay Region should be addressed in accordance with Chapter 13 of the Plan.

Direct and other indirect source emissions from all proposed activities should be quantified and their impact on air quality assessed. If the project would significantly affect an intersection at LOS D or below, modeling should be done to determine if carbon monoxide standards would be violated.

3. Mitigation measures should be identified if the project would have a significant impact on air quality. The EIR should quantify the emission reduction effectiveness of these measures, identify agencies responsible for implementation and monitoring, and conclude whether mitigation measures would reduce air quality impacts below significance levels.

Enclosed is a copy of the District's Guidelines for the Assessment of Environmental Impact Documents to assist you in preparing the air quality section of the draft EIR. If you have any questions, please call Douglas Kim of our planning staff.

Sincerely,

Douglas Kim for

Janet Brennan
Senior Planner, Planning and
Air Monitoring Division

cc: Nicolas Papadimitriou, AMBAG
File: 3442

Jack Barlich
Monterey County
Edith Johnsen
Monterey County
Oscar Rios
Wasambule

CHAIR: Nicolas Papadimitriou, AMBAG
DISTRICT BOARD MEMBERS
Larry Cain
San Juan Bautista
John Myers
Santa Cruz
Simon Salinas
Monterey County

VICE CHAIR:
Alan Styles
San Benito
Curtis Graves
San Benito County
Tom Perkins
Monterey County
Walt Symons
Santa Cruz County

GUIDELINES FOR THE ASSESSMENT OF
ENVIRONMENTAL IMPACT DOCUMENTS

I. ENVIRONMENTAL SETTING

Description of ambient air quality conditions prior to the proposed action. The description should provide sufficient information to permit independent evaluation by reviewers. The following information should be included in the discussion of the environmental setting:

- A. Local climate and topography
- B. State and local air quality standards
- C. Summary of ambient air quality data for the previous three years including data from the closest monitoring stations as well as basinwide data

II. IMPACT OF PROJECT PROPOSAL AND ALTERNATIVES

All phases of a project and project alternatives must be considered when evaluating air quality impacts. Impact assessments should be calculated using "worst case" meteorological conditions and the most current emission factors available. Pollutants of particular concern are nitrogen oxides, sulfur oxides, particulate matter, ozone, reactive hydrocarbons, carbon monoxide, NESHAPS (National Emission Standards for Hazardous Air Pollutants), and toxic pollutants identified in Appendix A. Several types of emission computations may be needed for the air quality analysis. All results may be presented in units of tons per year, pounds per day, or parts per million (ppm). The ARB EMFAC7D composite vehicle emission factors or the most current approved method may be used in calculations where more specific regional factors are not available.

- A. Short Term Emission - Short term emissions generated during the site preparation and construction phase of a project include fugitive dust resulting from grading and materials handling, construction workers vehicular traffic, and the exhaust from heavy-duty gasoline and diesel powered vehicles. Emission factor data for emissions generated during construction activities can be found in Compilation of Air Pollutant Emissions Factors, AP-42. Once the appropriate emission factors have been determined, computations would be similar to

- D. Hazardous Pollutants - Airborne hazardous or toxic pollutants (referenced but not limited to Appendix A) expected to be generated by the project must be identified. The types of pollutants, quantities emitted and potential impact on public health must be addressed. In addition, it must be identified if a project is to be located in an area which may be impacted by existing or planned facilities with the potential to emit toxic or hazardous pollutants, the impact on project residents or employees must be evaluated.
- E. Cumulative Impacts - The impact on the ambient air environment which results from the incremental impact of a proposed project when added to other past, present, and reasonable foreseeable future development activities should be identified. The State CEQA Guidelines (Section 15023.5) presents the following criteria for an adequate discussion of cumulative impacts:
1. A list of projects in the vicinity of the proposed project producing related or cumulative impacts, including those projects outside the control of the agency.
 2. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available, and
 3. A reasonable analysis of the cumulative impact of the relevant projects.

III. CONFORMITY WITH AIR QUALITY PLAN

Section 15142(b) of the State EIR Guidelines and Sections 176 and 316 of the Federal Clean Air Act contain specific references on the need to evaluate local plans, programs and projects for conformity with Air Quality Plans (i.e., Air Quality Management Plan (AQMP)/State Implementation Plan (SIP).

2. Employer Sponsored-Transportation-Measures -
(For job sites.) General Measures listed
above and:

- Employer-sponsored ridesharing programs
- Employer-provided transit passes
- Carpool/vanpool preferential parking
- Employer subsidy to employees using carpools/
vanpools
- Employer-charged parking fees for single
occupant motor vehicles
- Onsite fuel for carpool/vanpool vehicles
- Modified work schedules (flextime) for
meeting carpooling, vanpooling, or transit
schedules
- Provision of employee services within walking
distances, including banking, child care,
food service, recreation and other facilities
- Shuttle services for employees for shopping
and to public transportation access points
- Fleet management to reduce trips and improve
vehicle maintenance

3. Residential Projects
General Measures listed above and:

- Provision for transit access in street design
- Neighborhood shopping and day-to-day personal
service needs within residential projects,
without additional parking for such service uses
- Major open space and recreational facilities
within residential projects

4. Land-Use-Development-Measures

- Mixed land/use balanced communities
- Optimum insulation standards
- Solar access siting
- Solar space heating/hot water systems/pool heating

WTA DEVELOPMENT

RECEIVED

JAN 17 1995

CITY OF SCOTTS VALLEY

January 11, 1995

Robert Hana
Planning Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, California 95066

RE: "Specific Plan" Input for Scott Property , Gateway South

Dear Mr. Hana:

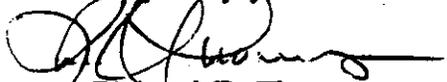
I am writing this letter to confirm WTA Development's interest in acquiring and developing the Scott property for mixed retail/residential use. WTA is currently performing due diligence investigations under a purchase agreement with the Mount Hermon-La Madrona Partnership.

As you may recall, we have met with you to discuss our approach and preliminary design concepts. Our plan calls for: 1). Two large retail Users with shops/food services (+/-9.0 acres), 2). Restaurant/fast food Users (+/-1.2 acres, the teardrop space), and 3). Open space for the balance of the site (+/-8.8 acres) with consideration for entry level housing at 15-18 units per acre for 3.0 of the 8.8 acres. We are currently conducting preliminary architectural and civil engineering design studies to confirm our approach and useful site areas.

WTA recommends that your office consider C-S and OS zoning for this property based on the results of our studies. It is our understanding that C-S zoning for retail/housing and OS zoning for non-buildable open space will satisfy our requirements.

I would be happy to answer any questions regarding this matter.

Very truly yours,


Richard D. Thompson
General Partner

cc: Howard J. White, III
Stewart E. Adams
John Scott

DEPARTMENT OF FISH AND GAME
OFFICE BOX 47
YOUNTVILLE, CALIFORNIA 94599
(707) 944-5500

RECEIVED

January 24, 1995

JAN 27 1995

CITY OF SCOTTS VALLEY

Mr. Robert Hanna
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, California 95066

Dear Mr. Hanna:

Gateway South Specific Plan, Santa Cruz County
Notice of Preparation (NOP)

Department of Fish and Game personnel have reviewed the NOP of a Draft Environmental Impact Report (DEIR) for the proposed Gateway South Specific Plan. The project would allow mixed residential and commercial development on a site near Highway 17 and Mt. Hermon Road in Scotts Valley. We believe the following issues need to be addressed in the DEIR.

The DEIR should address potential impacts to biotic resources and water quality, as well as alternatives which would avoid impacts and mitigation measures for unavoidable impacts. Particular attention needs to be paid to State- and Federally-listed and candidate species and sensitive habitats such as wetlands. The following species may occur in the project area:

- Mt. Hermon june beetle (*Polyphylla barbata*)
Federal candidate category 2
- Santa Cruz tarplant (*Holocarpha macradenia*)
Federal candidate category 1, State endangered
- San Francisco popcornflower (*Plagiobothrys diffusus*)
Federal candidate category 2, State endangered
- Santa Cruz wallflower (*Erysimum teretifolium*)
Federal endangered, State endangered
- Ben Lomond spineflower (*Chorizanthe pungens hartwegiana*)
Federal endangered
- Scotts Valley spineflower (*Chorizanthe robusta hartwegii*)
Federal endangered
- Robust spineflower (*Chorizanthe robusta robusta*)
Federal endangered

A qualified biologist should be retained to conduct in-season surveys for these species to determine whether they are present on the site and would be affected by the project. Impacts to any of these species would be significant under the California Environmental Quality Act. We request that subsequent documents related to this project be submitted for our review.

Mr. Robert Hanna
January 24, 1995
Page Two

Specific measures to adequately mitigate unavoidable impacts need to be incorporated into project design prior to certification of the EIR. The Department recommends the following overall measures to lessen or minimize impacts.

1. Avoidance or minimization of impacts to important plant and wildlife habitats.
2. Revegetation using native species.
3. Conformance with the Department Wetland Policy of no net loss of either wetland acreage or habitat value for unavoidable impacts.
4. Require a 50-foot setback from the edge of riparian vegetation to protect riparian habitat.

The Department has direct jurisdiction under Fish and Game Code sections 1601-03 in regard to any proposed activities that would divert or obstruct the natural flow or change the bed, channel, or bank of any stream. We recommend early consultation since modification of the proposed project may be required to avoid impacts to fish and wildlife resources. Formal notification under Fish and Game Code Section 1603 should be made after all other permits and certifications have been obtained. Work cannot be initiated until a streambed alteration agreement is executed.

The U. S. Army Corps of Engineers also has jurisdiction over the discharge of fill to streams and wetlands under Section 404 of the Clean Water Act. We recommend that the Corps be contacted to determine if they have jurisdiction and require a permit.

If you have any questions regarding our comments, please contact Jeannié M. DeWald, Associate Wildlife Biologist, at (408) 429-9252; or Carl Wilcox, Environmental Services Supervisor, at (707) 944-5525.

Sincerely,



Rick Parmer
Acting Regional Manager
Region 3

cc: U. S. Fish and Wildlife Service
Ventura

SANTA CRUZ COUNTY



GOVERNMENTAL CENTER

FLOOD CONTROL AND WATER CONSERVATION DISTRICT

701 OCEAN STREET, ROOM 406-B, SANTA CRUZ, CALIFORNIA 95061

January 25, 1995

RECEIVED

JAN 30 1995

CITY OF SCOTTS VALLEY

Mr. Bob Hanna, Planning Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Dear Mr. Hanna:

The Santa Cruz County Flood Control and Water Conservation District has concerns about the state of groundwater conditions in the Camp Evers well-field area which is in close proximity to the Gateway South proposal. Several private water using interests in the unincorporated area of the County are already impacted by declining groundwater levels and deteriorating water quality in this area of the Santa Margarita groundwater basin. County water resource staff would like to commend the City for including the evaluation of new water demand in the focused EIR for the Gateway South specific plan, General Plan amendment, and accompanying zoning changes. Our staff specifically request that the following concerns be addressed in the focused EIR.

- 1) Quantify new demand.
- 2) Identify which specific well will service the proposed development.
- 3) Identify the static depth to groundwater at the designated well and discuss the trends of the aquifer in this regard, including perennial yield and changes in groundwater storage.
- 4) Identify the perforated interval of the designated well and the saturated thickness of the aquifer, at this location, under static conditions.
- 5) Identify the pumping water level of the designated well during dry season use.
- 6) Quantify the number of meters allocated to the designated well, the number of new meters accompanying this proposal, and the remaining meters available to be allocated from the designated well.

The focused EIR's discussion should also address the proposal as it influences recharge lands surrounding the Camp Evers area. Lastly, County staff would like the City to consider requesting the future developer to contract with the Scotts Valley Water District to run the Santa Margarita groundwa-

ter model to evaluate any changes to local groundwater conditions associated with new demand from the proposal and/or the impact of new impervious surface to annual recharge of the Camp Evers wellfield area.

We appreciate the opportunity to provide input into water resource factors analyzed in the focused EIR. Staff considers these to be salient points, given the present condition of the groundwater basin, and pertinent to the evaluation of new demands associated with this proposal. Your cooperation with this request is greatly appreciated.

Respectfully submitted,



Bruce Laclergue
Hydrologist

PLANNING DEPARTMENT



COUNTY OF SANTA CRUZ

GOVERNMENTAL CENTER

701 OCEAN STREET SANTA CRUZ, CALIFORNIA 95060
FAX (408) 454-2131

TEL (408) 454-2123

RECEIVED

February 2, 1995

FEB 07 1995

CITY OF SCOTTS VALLEY

Robert Hanna, Planning Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

SUBJECT: NOP FOR THE GATEWAY SOUTH SPECIFIC PLAN

Dear Mr. Hanna,

Thank you for providing County staff with a Notice of Preparation for the City's Gateway South Specific Plan EIR. Location of the Specific Plan area within close proximity of the unincorporated portion of the County creates a potential for project impacts to affect areas within the County's jurisdiction as well as the City's. In addition, there some issues, as discussed below, that may generate impacts to portions of the County far removed from the specific plan area. The specific comments of Planning staff are provided below.

CIRCULATION

Mt. Hermon Road: Mt. Hermon Road is a major arterial serving as the principal access connecting San Lorenzo Valley to Highway 17 and much of the remainder of the County. The roadway is identified as a principal arterial in the County's Congestion Management Program and carries in excess of 15,000 vehicles a day. The EIR should evaluate the cumulative impact of the projected development of this plan together with additional trips generated by expected growth in San Lorenzo Valley on the capacity of the roadway. Chapter 4 of the 1994 County General Plan is a useful source of information for potential growth in the San Lorenzo Valley (and Carbonera) planning area(s). The General Plan EIR also contains useful information in this regard. A summary table of potential build out of each planning area is enclosed for your information.

The adequacy of the planning and projected financing for installation of improvements on Mt. Hermon Road to accommodate the projected levels of traffic serving both the City and the surrounding unincorporated portions of the County should also be included in this discussion. The planning, financing and implementation of improvements for transit, bicycle and pedestrian facilities and their integration into the County-wide system should also be evaluated.

Highway 17: The Regional Transportation Plan and the County General Plan propose the addition of HOV lanes to Highway 17 from Granite Creek Road to the intersection with Highway 1. The EIR should include an evaluation of whether development of the proposed Specific Plan will reserve or otherwise

accommodate adequate State right-of-way to allow for this projected expansion of Highway 17.

La Madrona Drive: La Madrona Dr. is an important collector road providing access to properties adjacent to Highway 17 including the residential communities in the Sims Road neighborhood and Pasatiempo. The EIR should include an evaluation of the impacts of the development on the circulation capacity of this roadway and its ability to function as an important access to these areas of development. Additionally the provision of transit, bicycle and pedestrian facilities to complement those planned in the adjacent County area should be included.

SCENIC RESOURCE PROTECTION

The County has designated Highway 17 as a scenic highway, with the policy that the public vistas from these roads are to be afforded the highest level of protection. The County policies call for development to be sited, designed and landscaped to improve the visual quality of the road corridors in urban areas, and to minimize visibility of development in rural areas. The Scotts Valley General Plan also contains several policies that direct that the scenic characteristics of roadways be protected and enhanced. The EIR should evaluate the impacts of the projected development on this scenic roadway, and the adequacy of the Specific Plan to guide development to accomplish the protection and enhancement of the scenic quality of the public vistas in the corridor.

RIPARIAN HABITATS

Portions of the Specific Plan area either drain to, or include the riparian corridor of Carbonera Creek. The EIR should evaluate the potential for developments to be allowed by the Plan to cause siltation or other water quality problems downstream in the portion of Carbonera Creek within the County's jurisdiction. The policies of the County General Plan provide for the protection and enhancement of the riparian resources through the siting of development and the design of drainage systems. The EIR needs to evaluate the potential impacts of the projected development on the riparian resources and the adequacy of the Specific Plan to regulate such impacts in order to protect this resource.

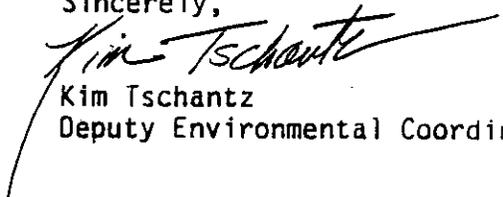
GROUNDWATER

Our concerns regarding the Specific Plan's effect on area groundwater are identical to those described in the NOP response letter from the County Flood Control and Water Conservation District dated January 25.

NOP Comments on Gateway South Specific Plan EIR
February 2, 1995
Page 3

Again, thank you for providing us with this opportunity to comment on the NOP. Please contact me if you have any questions regarding these comments or how the City can obtain a copy of the County General Plan and its book. I can be reached at 454-3170.

Sincerely,



Kim Tschantz
Deputy Environmental Coordinator

For: Pete Parkinson
Environmental Coordinator /
Principal Planner

Enclosure: 1

svplan/pln453

RURAL AREA BUILDOUT POTENTIAL

Table 6.1 summarizes the build-out potential within the Urban Services Line, assuming existing (1980) General Plan and zoning designations. The Urban Services Line defines where urban services may be provided, guiding the extension of public services and the subsequent creation of urban densities, and coordinating new residential development with the provision of public services and facilities. Areas outside of the Urban Services Line are considered rural and are designated for lower density development. According to information developed by the County Planning Department, there is a potential for up to 6,699 additional units in the rural areas of the County, given existing General Plan designations. This number excludes the potential for

construction of new accessory dwellings on existing legal lots of record in the rural area that could result under the newly adopted Accessory Dwelling Ordinance. The rural buildout analysis was developed in mid-1990 and is based on a January 1, 1990 count of 24,737 existing units in rural areas, with a projected total of 31,436 units at rural "build-out". As in urban areas, build-out potential includes both vacant and underdeveloped parcels. Estimated additional rural dwelling units at build-out are shown in Table 6.2.

The buildout analysis used in preparing the General Plan Environmental Impact Report did not address the potential addition of affordable housing in the County's rural area. An inventory of existing parcels in the rural area that could potentially accommodate an accessory unit, under the County's new accessory unit regulations, revealed that there was an accessory unit potential of 11,398

Table 6.2
Estimated Dwelling Units at Buildout
Rural Areas (Outside Urban Services Line), 1990

Planning Area	Total Existing Housing Units	New Units at Buildout	Total Units at Buildout (2)	Potential Accessory Units
Aptos Hills	1,812	531	2,343	798
Bonny Doon	1,099	348	1,447	569
Carbonera (1)	2,441	729	3,170	1,140
Eureka Canyonb	1,509	740	2,249	798
La Selva Beach	1,071	634	1,705	570
North Coast	250	324	574	228
Pajaro Valley (1)	754	187	941	342
San Andreas	1,407	207	1,614	570
Skyline	1,135	721	1,856	684
San Lorenzo Valley	11,055	1,222	12,277	4,445
Salsipuedes	224	265	489	228
Summit	1,980	791	2,771	1,026
Rural Area	24,737	6,699	31,436	11,398

(1) Portions of the planning area outside of the Urban Services Line only

(2) Total units at buildout does not include units produced under the bonus density program, accessory dwellings, units recognized under the illegal construction amnesty program or residential units produced in commercial development.

Source: "Housing and Population Estimates," County of Santa Cruz Planning Department, August 1990

DEPARTMENT OF TRANSPORTATION

BOX 23660
OAKLAND, CA 94623-0660
(415) 286-4444
(510) 286-4454

JAN 20 1995



CITY OF SCOTTS VALLEY

January 18, 1995

SCR-17-3.44
SCR017113

Mr. Robert Hanna
Planning Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

Re: Notice of Preparation (NOP) of Draft Environmental Impact Report (DEIR): Gateway South Specific Plan, General Plan Amendment and Rezoning. Project proposes to prepare a Specific Plan, amend the General Plan and change the zoning for various properties.

Dear Mr. Hanna:

Thank you for including the California State Department of Transportation (Caltrans) in the environmental review process. We have reviewed the above referenced NOP and wish to forward the following comments:

1. We recommend that a complete traffic study be conducted for this project, to determine impacts on State Route 17 and all affected streets, crossroads and controlling intersections. Traffic impacts should be analyzed in terms of:

a. Trip generation, distribution and assignment. Data needs to be current.

b. Average Daily Traffic, and AM and PM peak hour volumes for the following traffic conditions: existing, existing plus project and cumulative for all facilities examined.

c. All mitigation proposed should be fully discussed in the environmental document. These discussions should include but not be limited to the following area:

- financing
- implementation responsibilities
- scheduling
- lead agency monitoring

2. All work performed within the State right-of-way will require an encroachment permit from Caltrans. A completed application, environmental documentation and five sets of maps should be submitted to the following address:

G. J. Battaglini, District Office Chief
Caltrans District 4
Maintenance Services & Permits
P. O. Box 23660
Oakland, CA 94623-0660

We appreciate the opportunity to work with you on this project and wish to continue close correspondence on any new developments. Should you have any questions regarding these comments, please contact Salimah As-Sabur of my staff at (510) 286-5583.

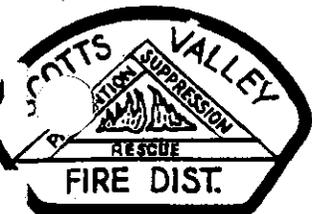
Sincerely,

JOE BROWNE
District Director

By: 

PHILLIP BADAL
District Branch Chief
IGR/CEQA

cc: Mike Chiriatti, SCH
Linda Wilshusen, SCCTC
Nicolas Papadakis, AMBAG



SCOTT'S VALLEY FIRE PROTECTION DISTRICT

7 Erba Lane, Scotts Valley, California 95066

(408) 438-0211

Fax (408) 438-0383

January 16, 1995

RECEIVED

JAN 18 1995

Robert Hanna
Planning Director
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

CITY OF SCOTT'S VALLEY

Re: Gateway South Specific Plan; General Plan Amendment and Rezoning

Dear Mr. Hanna:

The EIR should show, for any new construction, that an adequate water supply and distribution system exists or will be installed for fire flow requirements.

Any changes to the existing circulation pattern should be required to meet access and egress standards and requirements of both the City and Fire District. If any traffic signal lights are added in the project area, the Fire District would require the installation of a traffic signal control system for each signal light.

There is one facility (furniture refinishing) in the project area that holds a hazardous materials storage permit. I do not believe this facility would have any significant environmental impact to the project area.

Please call me with any questions you may have regarding this project.

Sincerely,

Melvin Angel
Fire Chief

by:


John Justice
Hazardous Materials Officer

c: file

JAN 20 1995

SCOTTS VALLEY POLICE DEPARTMENT

MEMORANDUM

DATE: January 20, 1995

TO: Robert Hanna **DEPARTMENT:** Planning

FROM: Capt. Tom Bush **DEPARTMENT:** Police

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT - Gateway South Specific Plan, General Plan
Amendment and Rezoning.

In reviewing the project description and redesignated zoning for the Gateway South Specific Plan the Police Department has relatively little concern for the rezoning for parcels 9, 10 & 12. With respects to parcels 1 through 8 and our previous conversation, the Department's concerns are as follows:

- 1) It is our understanding from our previous phone conversation that parcels 1 through 8 could be developed for high or medium residential zoning with the possibility of 120 to 140 residential units on the parcels. Should this be the case, the Department would obviously need further study for input for possible economic impact to the operations of the Police Department itself.
- 2) Further, consideration would only be given to this type of zoning and only agreeable provided a secondary ingress and egress to the combined parcels be made off of Glen Canyon Road. A free right-hand in and a free right-hand out can be accommodated onto Mt. Hermon Road. However, no left turns to and from Mt. Hermon Road to these combined parcels must be prohibited due to the safety issued with respects to the cross traffic involved.

If you have any further questions or concerns regarding these comments. please don't hesitate to contact me.

TCB:jlr

SECRET

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

701 Ocean Street, Room 220 Santa Cruz, California 95060-4071 (408) 454-2340 FAX (408) 454-9022

RECEIVED

January 18, 1995

JAN 19 1995

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

CITY OF SCOTTS VALLEY

RE: Gateway South Specific Plan Notice of Preparation

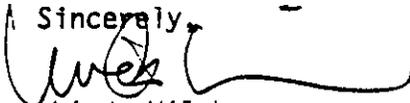
Dear Mr. Hanna:

The Santa Cruz County Regional Transportation Commission staff have reviewed the Notice of Preparation for the Gateway South Specific Plan and have the following general comments. Please see specific comments attached.

1. The project to improve the Mt. Hermon Road intersection with Highway 17 includes the development of a Park and Ride lot as listed in the 1994 Regional Transportation Plan and as required by the Congestion Management Program (CMP). As recommended by the Regional Transportation Commission, this Park-and-Ride lot is included in the State FY 95-96 Transportation Systems Management Program for funding in the amount of \$145,000. There is no mention of this Park-and-Ride lot development in the NOP for this project. It is our understanding that the Park-and-Ride lot will be located on parcels 9,10 and 12 as described in the NOP. Please see specific comments attached.
2. Section 13 of the Initial Study mentions the original EIR for this project. Please send a copy of this document to us for our review since traffic impacts for this project are going to be based on that EIR.

We appreciate the opportunity to review this document at this time. We look forward to working with the City to develop the much-needed park-and-ride facility as part of this project and would appreciate a direct response on this issue at your earliest convenience. If you have any questions regarding these comments, please feel free to contact Teresa Buika of my staff at 454-3073.

Sincerely,



Linda Wilshusen
Executive Director

tb:gateway1

Attachment: Specific Comments

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SPECIFIC COMMENTS REGARDING
THE GATEWAY SOUTH SPECIFIC PLAN

Regarding the Park-and -Ride lot portion of this Gateway South Specific Plan, we have the following comments:

1. On page 2, the NOP states that Parcels 9, 10 & 12 will be designated as high density residential, multiple residential, and service commercial. Does a park-and-ride facility fit into the service commercial category?
2. Items 13b and 13c of the Initial Study checklist does not indicate any effects on existing parking facilities or demand for new parking. Given the development of a new park-and-ride facility, we suggest that the project will effect such facilities.
3. In order for the park-and-ride lot to be more effective and intermodal, secure, bike locker facilities should be included in the development of the parking facility.
4. For additional security at the park-and-ride lot, the City should consider working with the Santa Cruz Service Authority for Freeway Emergencies (SAFE) to install a callbox at the parking facility. This emergency phone can be either linked directly to the Scotts Valley police department or to the California Highway Patrol for driver assistance.
5. A new transit center is planned to be developed on Mt. Hermon Road by Kings Village. The EIR should describe these projects in detail and should discuss the relationship between these two transportation facilities.

Appendix B

Gateway South Assessment District Final EIR Mitigation Measures

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Gateway South Assessment District Final EIR Mitigations Applicable to Specific Plan

4. Environmental review shall be required for any future development project located within area 1 (Planning Area B) or 2 (Planning Area A). Said environmental review for areas 1 (Planning Area B) and 2 (Planning Area A) shall include a site-specific geotechnical analysis and mitigations for potential erosion and sliding hazards. Development in the ridged portions of area 1 (Planning Area B) shall conform with policies of the general plan regarding slope stability. This mitigation measure is the responsibility of the city community development director.

15. At a minimum, the following design criteria should be incorporated into development within the Gateway South Assessment District to maximize ground-water recharge. Specifications for a, b, d c, and e d shall be incorporated into building permit plans and into covenants, codes, and restrictions and shall be verified by the city building official prior to issuance of a building permit.
 - a. Require design review of landscape plans to ensure that residential paving design (driveways, walkways, etc.) include features that maximize ground-water re-charge and minimize run-off. Such design features could include the use of interlocking pavers with open joints, turf blocks, integrating paved surfaces with natural ground cover, etc.
 - b. Prohibit direct roof run-off to storm-drainage systems.
 - c. If a soil/geologic hazard or flood hazard will not result, encourage the use of retention sumps in storm drainage systems. This shall be incorporated into the drainage plan prior to final map approval. The public works director shall be responsible for enforcing this mitigation measure.
 - d. Require design review of landscape plans to ensure that landscaping does not result in unnecessary drainage of irrigation water to streets.

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

17. As a condition of future subdivision approval, storm-drainage systems shall be designed to divert storm-water run-off to holding/recharge ponds means. A maintenance agreement shall also be developed a s condition of subdivision approval to ensure that percolation run-off will not contribute to a degradation of ground-water resources or air quality, or to nuisances (e.g., insects), over time. The city public works

director shall be responsible for approval of the maintenance agreement and for overseeing the maintenance program.

34. Prior to approval of any new construction in area 2 (Planning Area A), a noise survey shall be performed to determine necessary building set-backs and noise reduction measures for compliance with General Plan NSA-454. The community development director shall ensure compliance within this mitigation measure prior to any site plan approval.
35. A vegetative buffer shall be planted along the east side of the La Madrona Drive and Alcatraz Road extensions to screen the roadways from Highway 17. The type of vegetation shall not compete with adjoining vegetative communities. The plans for landscaping shall be incorporated into or accompany the grading plans for the assessment district improvements and shall be reviewed and approved by the community development director.
36. Future development in area 1 (Planning Area B) shall be designed/sited to minimize visual impacts for motorists on Highway 17. This issue shall be evaluated in future environmental reports for specific projects. The community development director is responsible for ensuring that necessary environmental review is performed and that appropriate mitigation measures are incorporated into the project design.
20. As a condition of approval for redevelopment/expansion projects (more than 25 percent of floor area) to existing structures in area 2 (Planning Area A), the applicant shall be required to connect to the city's wastewater treatment system and abandon the septic tank. The city community development director shall be responsible for enforcing this mitigation measure.

These mitigations will be incorporated into the Gateway South Specific Plan EIR mitigation monitoring program.

Appendix C

Traffic Tables

TABLE 1
Existing Intersection Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	178	236	170	601	555	122	193	97	41	62	769	373
Glen Canyon Road and Mt. Hermon Road	70	1	105	173	1128	16	1	1	5	63	430	421
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	231	2	12	-	1023	5	68	-	103	12	1357	-

TABLE 2
Existing Intersection Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	410	459	192	218	956	164	123	58	81	37	476	248
Glen Canyon Road and Mt. Hermon Road	79	2	141	88	1215	26	9	3	31	86	662	460
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	566	14	18	-	751	37	22	-	41	28	1160	-

Gateway South Specific Plan
Traffic Impact Study
Rajappan & Meyer Consulting Engineers, Inc.

23-Mar-95

TABLE 3 (Revised)
Intersection Performance Summary
A.M. Peak Hour

Intersection	Existing		Existing + Approved Without Project		Existing + Approved WITH PROJECT		Year 2005 Model Base Without Project		Year 2005 Model WITH PROJECT	
	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)
Scotts Valley Drive and Mt. Hermon Road	34	D	34.7	D	35.8	D	45.2	D	47	D
Glen Canyon Road and Mt. Hermon Road	6.5	A	6	A	8.7	B	40.4	D	50.3	D
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	20.7	C	22.6	C	27.2	C	32.9	D	37.3	D

TABLE 4 (Revised)
Intersection Performance Summary
P.M. Peak Hour

Intersection	Existing		Existing + Approved Without Project		Existing + Approved WITH PROJECT		Year 2005 Model Base Without Project		Year 2005 Model WITH PROJECT	
	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)	Delay (1)	LOS (2)
Scotts Valley Drive and Mt. Hermon Road	42.4	D	46.9	D	50.8	D	66.3	E	75.2	E
Glen Canyon Road and Mt. Hermon Road	9.8	B	11.6	B	15	B	80.4	F	117.1	F
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	20.4	C	21.6	C	47.4	D	24.3	C	50.3	D

(1)-Delay is in seconds per vehicle

(2)-Level of Service as defined by PASSER II analysis

Gateway South Specific Plan
Traffic Impact Study
 Rajappan & Meyer Consulting Engineers, Inc.

5-July-95

TABLE 5
Freeway Mainline Volumes
A.M. Peak Hour

Freeway Section	Existing	Approved	Existing Plus Approved	Project	Existing Plus Approved Plus Project	2005 Base	2005 Project	2005 Base Plus Project
Southbound SR-17								
SR-17 North of Mt. Hermon Road Off Ramp	3,409	12	3,421	41	3,462	4,273	41	4,314
SR-17 South of Mt. Hermon Road Off Ramp	2,040	0	2,040	0	2,040	2,653	0	2,653
SR-17 South of Mt. Hermon Road On Ramp	2,840	85	2,925	67	2,992	3,600	67	3,667
Northbound SR-17								
SR-17 South of Mt. Hermon Road Off Ramp	3,470	64	3,534	86	3,620	4,400	86	4,486
SR-17 North of Mt. Hermon Road Off Ramp	2,365	0	2,365	0	2,365	3,092	0	3,092
SR-17 North of Mt. Hermon Road On Ramp	3,055	44	3,099	32	3,131	3,909	32	3,941

Gateway South Specific Plan
Traffic Impact Study
Rajappan & Meyer Consulting Engineers, Inc.
23-Mar-95

TABLE 6
Freeway Mainline Volumes
P.M. Peak Hour

Freeway Section	Existing	Approved	Existing Plus Approved	Project	Existing Plus Approved Plus Project	2005 Base	2005 Project	2005 Base Plus Project
Southbound SR-17								
SR-17 North of Mt. Hermon Road Off Ramp	3,749	34	3,783	116	3,899	4,731	116	4,847
SR-17 South of Mt. Hermon Road Off Ramp	2,561	0	2,561	0	2,561	3,324	0	3,324
SR-17 South of Mt. Hermon Road On Ramp	3,470	74	3,544	238	3,782	4,400	238	4,638
Northbound SR-17								
SR-17 South of Mt. Hermon Road Off Ramp	2,840	100	2,940	247	3,135	3,600	247	3,847
SR-17 North of Mt. Hermon Road Off Ramp	1,930	0	1,930	0	1,930	2,523	0	2,523
SR-17 North of Mt. Hermon Road On Ramp	2,295	32	2,327	115	2,442	2,955	115	3,070

Gateway South Specific Plan
Traffic Impact Study
Rajappan & Meyer Consulting Engineers, Inc.
23-Mar-95

TABLE 7
Freeway Performance Summary
A.M. Peak Hour

Freeway Section	Existing		Existing + Approved		Existing + Approved + Project		2005 Base		2005 Base + Project	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Southbound SR-17										
SR-17 North of Mt. Hermon Road Off Ramp	0.81	D	0.81	D	0.82	D	1.02	F	1.03	F
SR-17 North of Mt. Hermon Road On Ramp	0.49	B	0.49	B	0.49	B	0.63	C	0.63	C
SR-17 South of Mt. Hermon Road On Ramp	0.68	C	0.70	C	0.71	C	0.86	D	0.87	D
Northbound SR-17										
SR-17 South of Mt. Hermon Road Off Ramp	0.83	D	0.84	D	0.86	D	1.05	F	1.07	F
SR-17 South of Mt. Hermon Road On Ramp	0.56	C	0.56	C	0.56	C	0.74	C	0.74	C
SR-17 North of Mt. Hermon Road On Ramp	0.73	C	0.74	C	0.75	C	0.94	E	0.94	E

Gateway South Specific Plan
Traffic Impact Study
Rajappan & Meyer Consulting Engineers, Inc.
23-Mar-95

TABLE 8
Freeway Performance Summary
P.M. Peak Hour

Freeway Section	Existing		Existing + Approved		Existing + Approved + Project		2005 Base		2005 Base + Project	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
Southbound SR-17										
SR-17 North of Mt. Hermon Road Off Ramp	0.89	D	0.90	D	0.93	D	1.13	F	1.15	F
SR-17 North of Mt. Hermon Road On Ramp	0.61	B	0.61	C	0.61	C	0.79	D	0.79	C
SR-17 South of Mt. Hermon Road On Ramp	0.83	D	0.84	D	0.90	D	1.05	F	1.10	F
Northbound SR-17										
SR-17 South of Mt. Hermon Road Off Ramp	0.68	C	0.70	C	0.75	C	0.86	D	0.92	D
SR-17 South of Mt. Hermon Road On Ramp	0.46	B	0.46	B	0.46	B	0.60	C	0.60	C
SR-17 North of Mt. Hermon Road On Ramp	0.55	C	0.55	C	0.58	C	0.70	C	0.73	C

Gateway South Specific Plan
Traffic Impact Study
 Rajappan & Meyer Consulting Engineers, Inc.
 23-Mar-95

TABLE 9
Project Zoning Comparison for A.M. Peak Hour

Project Number	Description	Number of Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips
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Original Zoning (Data from the 1987 traffic study)

1 (Area A)	Single Family Residential	5 DU	0.20	0.60	1	3	4
	General Retail	44000 SQF	2.00	0.20	88	9	97
	General Office	55000 SQF	2.24	0.45	123	25	148
2 (Area B)	Single Family Residential	86 DU	0.21	0.55	18	47	65
	Hotel	100 Rooms	0.60	0.30	60	30	90
	Restaurant	5000 SQF	5.00	2.80	25	14	39
<i>Subtotal</i>					<i>315</i>	<i>128</i>	<i>443</i>

Proposed Zoning

1 (Area A)	Single Family Residential	2 DU	0.50	1.00	1	2	3
	Multi-Family Residential	106 DU	0.08	0.37	8	39	47
	General Office	12230 SQF	2.70	0.33	33	4	37
2 (Area B)	Multi-Family Residential	51 DU	0.08	0.35	4	18	22
	General Retail	151000 SQF	1.02	0.60	154	91	245
<i>Subtotal</i>					<i>200</i>	<i>154</i>	<i>354</i>

Net Difference					<i>-115</i>	<i>26</i>	<i>-89</i>
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Gateway South Specific Plan
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TABLE 10
Project Zoning Comparison for P.M. Peak Hour

Project Number	Description	Number of Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips
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Original Zoning (Data from the 1987 traffic study)

1 (Area A)	Single Family Residential	5 DU	0.60	0.40	3	2	5
	General Retail	44000 SQF	2.25	2.20	99	97	196
	General Office	55000 SQF	0.36	1.87	20	103	123
2 (Area B)	Single Family Residential	86 DU	0.63	0.37	54	32	86
	Hotel	100 Rooms	0.44	0.43	44	43	87
	Restaurant	5000 SQF	6.60	4.60	33	23	56
<i>Subtotal</i>					<i>253</i>	<i>300</i>	<i>553</i>

Proposed Zoning

1 (Area A)	Single Family Residential	2 DU	1.50	0.00	3	0	3
	Multi-Family Residential	106 DU	0.42	0.21	44	22	66
	General Office	12230 SQF	0.57	2.70	7	33	40
2 (Area B)	Multi-Family Residential	51 DU	0.47	0.24	24	12	36
	General Retail	151000 SQF	3.28	3.28	496	495	991
<i>Subtotal</i>					<i>574</i>	<i>562</i>	<i>1136</i>

Net Difference					321	262	583
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TABLE 13
Trip Generation for A.M. Peak Hour

<i>Project Number</i>	<i>Description</i>	<i>Number of Units</i>	<i>Rate In</i>	<i>Rate Out</i>	<i>Trips In</i>	<i>Trips Out</i>	<i>Total Trips</i>
Approved Projects							
1	Restaurant	5180 SQF	7.92	7.72	41	40	81
2	Residential	32 DU	0.25	0.69	8	22	30
3	Residential	12 DU	0.25	0.83	3	10	13
4	Commercial Office	12000 SQF	2.75	0.33	33	4	37
5	Residential	4 DU	0.25	1.00	1	4	5
6	Residential	17 DU	0.29	0.71	5	12	17
7	Auto Repair Shop	7293 SQF	1.78	0.96	13	7	20
8	Residential	50 DU	0.22	0.66	11	33	44
9	Residential	81 DU	0.22	0.62	18	50	68
10	Residential	190 DU	0.19	0.55	37	104	141
<i>Subtotal</i>					170	286	456

Study Project **TABLE 11**

1 (Area A)	Single Family Residential	2 DU	0.50	1.00	1	2	3
	Multi-Family Residential	106 DU	0.08	0.37	8	39	47
	General Office	12230 SQF	2.70	0.33	33	4	37
2 (Area B)	Multi-Family Residential	51 DU	0.08	0.35	4	18	22
	General Retail	151000 SQF	1.02	0.60	154	91	245
<i>Subtotal</i>					200	154	354

<i>TOTAL</i>					370	440	810
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Gateway South Specific Plan
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Rajappan & Meyer Consulting Engineers, Inc.
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TABLE 14
Trip Generation for P.M. Peak Hour

Project Number	Description	Number of Units	Rate In	Rate Out	Trips In	Trips Out	Total Trips
Approved Projects							
1	Restaurant	5180 SQF	8.69	7.53	45	39	84
2	Residential	32 DU	0.78	0.44	25	14	39
3	Residential	12 DU	0.83	0.50	10	6	16
4	Commercial Office	12000 SQF	0.58	2.67	7	32	39
5	Residential	4 DU	1.00	0.50	4	2	6
6	Residential	17 DU	0.82	0.47	14	8	22
7	Auto Repair Shop	7293 SQF	1.37	1.65	10	12	22
8	Residential	50 DU	0.74	0.42	37	21	58
9	Residential	81 DU	0.70	0.40	57	32	89
10	Residential	190 DU	0.70	0.40	124	69	193
<i>Subtotal</i>					333	235	568

Study Project **TABLE 12**

1 (Area A)	Single Family Residential	2 DU	1.50	0.00	3	0	3
	Multi-Family Residential	106 DU	0.42	0.21	44	22	66
	General Office	12230 SQF	0.57	2.70	7	33	40
2 (Area B)	Multi-Family Residential	51 DU	0.47	0.24	24	12	36
	General Retail	151000 SQF	3.28	3.28	496	495	991
<i>Subtotal</i>					574	562	1136

TOTAL					907	797	1704
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TABLE 15
Approved Projects Intersection Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
	Scotts Valley Drive and Mt. Hermon Road	28	3	47	45	26	9	5	2	2	3	60
Glen Canyon Road and Mt. Hermon Road	13	0	2	9	70	2	0	0	1	1	105	7
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	12	0	0	-	64	0	0	0	1	2	130	-

TABLE 16
Approved Projects Intersection Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
	Scotts Valley Drive and Mt. Hermon Road	50	3	56	40	67	7	8	4	3	2	49
Glen Canyon Road and Mt. Hermon Road	7	0	14	25	120	1	0	0	0	2	95	16
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	34	0	0	-	110	1	0	0	0	2	107	-

TABLE 17

**Existing + Approved Projects Intersection Volumes
A.M. Peak Hour**

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	206	239	217	646	581	131	198	99	43	65	829	416
Glen Canyon Road and Mt. Hermon Road	83	1	107	182	1198	18	1	1	6	64	535	428
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	243	2	12	-	1087	5	68	-	104	14	1487	-

TABLE 18

**Existing + Approved Projects Intersection Volumes
P.M. Peak Hour**

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	460	462	248	258	1023	171	131	62	84	39	525	289
Glen Canyon Road and Mt. Hermon Road	86	2	155	113	1335	27	9	3	31	88	757	476
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	600	14	18	-	861	38	22	-	41	30	1267	-

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TABLE 19
Project Intersection Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach			
	R	T	L	R	T	L	R	T	L	R	T	L	
Scotts Valley Drive and Mt. Hermon Road	0	0	4	0	0	38	0	0	0	28	21	30	2
Glen Canyon Road and Mt. Hermon Road	0	0	0	0	0	55	15	16	0	32	1	37	0
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	0	0	2	-	100	1	41	-	0	0	0	86	-

TABLE 20
Project Intersection Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach			
	R	T	L	R	T	L	R	T	L	R	T	L	
Scotts Valley Drive and Mt. Hermon Road	0	0	11	0	110	0	0	0	0	80	33	158	5
Glen Canyon Road and Mt. Hermon Road	0	0	0	0	182	19	19	0	0	41	6	176	0
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	0	0	5	-	361	5	116	-	0	0	0	247	-

TABLE 21
Existing + Approved Projects + Project Intersection Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	206	239	221	646	619	131	198	99	71	86	859	418
Glen Canyon Road and Mt. Hermon Road	83	1	107	182	1253	33	17	1	38	65	572	428
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	243	2	14	-	1187	6	109	-	104	14	1573	-

TABLE 22
Existing + Approved Projects + Project Intersection Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	460	462	259	258	1133	171	131	62	164	72	683	294
Glen Canyon Road and Mt. Hermon Road	86	2	155	113	1517	46	28	3	72	94	933	476
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	600	14	23	-	1222	43	138	-	41	30	1514	-

TABLE 23
Year 2005 Base Intersection Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	225	300	215	765	705	155	245	125	50	75	955	465
Glen Canyon Road and Mt. Hermon Road	95	5	140	220	1433	20	5	5	10	80	545	535
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	295	5	15	-	1300	5	85	-	130	15	1725	-

TABLE 24
Year 2005 Base Intersection Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	520	585	245	275	1215	210	155	75	105	45	590	310
Glen Canyon Road and Mt. Hermon Road	105	5	190	110	840	585	15	5	40	110	1545	35
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	720	20	25	-	955	45	30	-	55	35	1475	-

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TABLE 25
Year 2005 Base + Project Volumes
A.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	225	300	219	765	743	155	245	125	78	86	985	467
Glen Canyon Road and Mt. Hermon Road	95	5	140	220	1488	35	21	5	42	81	582	535
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	295	5	17	-	1400	6	126	-	130	15	1811	-

TABLE 26
Year 2005 Base + Project Volumes
P.M. Peak Hour

Intersection	North Approach			East Approach			South Approach			West Approach		
	R	T	L	R	T	L	R	T	L	R	T	L
Scotts Valley Drive and Mt. Hermon Road	520	585	256	275	1325	210	155	75	185	78	748	315
Glen Canyon Road and Mt. Hermon Road	105	5	190	110	1022	604	34	5	81	116	1721	35
La Madrona Drive/SR-17 Ramps and Mt. Hermon Road	720	20	30	-	1316	50	146	-	55	35	1722	-

Gateway South Specific Plan
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Appendix D

Modified URBEMIS3

Project Name : Gateway South EIR / *Summer* Date : 04-04-1995

Analysis Year = 2000 Temperature = 75
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Single Family Housing	10.0/Unit		2	20
Apartment < 10 Du./Acre	6.1/Unit		157	958
Neighborhood Shopping Center	117.0/1000 Sqf		151	17667 1
Commercial Office	22.7/1000 Sqf		12	272 1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
Trip Length	6.6	6.6	6.6	6.6	6.6
% Started Cold	40.0	40.0	40.0	40.0	40.0
Trip Speed	25	25	25	25	25
Percent Trip	27.3	21.2	51.5		

Vehicle Fleetmix

Vehicle Type	Percent	Leaded	Unleaded	Diesel
Light Duty Autos	90.2	2.4	97.2	0.6
Light Duty Trucks	17.7	0.4	99.0	0.1
Medium Duty Trucks	5.8	2.8	97.2	0.0
Heavy Duty Trucks	2.5	31.1	65.9	N/A
Heavy Duty Trucks	0.8	N/A	N/A	100.0
Motorcycles	3.0	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	COG	CO	NOx
Single Family Housing	0.2	3.5	0.3
Apartment < 10 Du./Acre	15.2	163.1	15.5
Neighborhood Shopping Center	280.9	3103.3	285.1
Commercial Office	4.3	47.8	4.4

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
Single Family Housing	5.2	0.0	0.0
Apartment < 10 Du./Acre	254.1	1.4	1.1
Neighborhood Shopping Center	4527.0	77.5	20.8
Commercial Office	72.3	9.3	0.3

DELETED PER AIR DISTRICT COMMENTS

Project Name : Gateway South EIR/winter

Date : 04-04-1995

Analysis Year = 2000 Temperature = 50
 EMFAC7 VERSION : EMFAC7D ...11/88

Unit Type	Trip Rate	Size	Tot Trips	Days Op.
Single Family Housing	10.0/Unit		20	
Apartment < 10 Du./Acre	6.1/Unit		958	
Neighborhood Shopping Center	117.0/1000 Sqf	151	17667	1
Commercial Office	22.7/1000 Sqf	12	272	1

	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-work
Trip Length	6.6	6.6	6.6	5.6	6.6
% Started Cold	40.0	40.0	40.0	40.0	40.0
Trip Speed	25	25	25	25	25
Percent Trip	27.3	21.2	51.5		

DELETED PER AIR DISTRICT COMMENTS

Vehicle Fleetmix

Vehicle Type	Percent	Leaded	Unleaded	Diesel
Light Duty Autos	71.2	2.4	97.2	0.5
Light Duty Trucks	17.7	0.4	99.0	0.6
Medium Duty Trucks	5.8	3.6	97.2	0.0
Heavy Duty Trucks	2.5	31.1	58.9	N/A
Heavy Duty Trucks	0.8	N/A	N/A	100.0
Motorcycles	0.0	100.0	N/A	N/A

Project Emissions Report in Lb/Day

Unit Type	CO	CO2	NOx
Single Family Housing	0.4	3.1	0.4
Apartment < 10 Du./Acre	19.3	248.5	18.9
Neighborhood Shopping Center	350.0	4309.0	311.8
Commercial Office	5.0	70.5	4.2

Project Emissions Report in Lb/Day

Unit Type	FUEL USE	PM10	SOx
Single Family Housing	5.0	0.0	0.0
Apartment < 10 Du./Acre	254.1	1.4	1.1
Neighborhood Shopping Center	4687.0	77.6	20.8
Commercial Office	72.6	3.5	0.3

Appendix E

Mitigation Monitoring Program (Final EIR)

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Gateway South Specific Plan EIR

Mitigation Monitoring Program

Introduction

On January 1, 1989, the California State Legislature passed into law Assembly Bill 3180. This bill requires all public agencies to adopt reporting or monitoring programs when they approve projects subject to an environmental impact report (EIR) or a negative declaration (ND) that includes mitigation measures to avoid significant adverse environmental effects. The reporting or monitoring program is to be designed to ensure compliance with conditions of project approval during project implementation in order to avoid significant adverse environmental effects.

The law was passed in response to historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. In addition, monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of project conditions would include enough detailed information and enforcement procedures to ensure the measure's compliance. This monitoring program is designed to provide a mechanism to ensure that mitigation measures and subsequent conditions of project approval are implemented.

Monitoring Program

The basis for this monitoring program is the mitigation measures included in the EIR. These mitigation measures are designed to eliminate or reduce significant adverse environmental effects to levels of insignificance. These mitigation measures become conditions of project approval which the project proponent is required to complete during and after implementation of the proposed project.

The attached checklist is proposed for monitoring the implementation of the mitigation measures. This monitoring checklist will contain all appropriate mitigation measures contained in the EIR.

Monitoring Program Procedures

It is recommended that the City of Scotts Valley utilize the attached monitoring checklist for the proposed project. The monitoring program should be implemented as follows:

1. The City of Scotts Valley Planning Director should be responsible for coordination of the monitoring program, including the monitoring checklist. The Planning Director should be responsible for completing the monitoring checklist and distributing the checklist to the responsible individuals or agencies for their use in monitoring the mitigation measures.
2. Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring checklist have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency should submit a copy of the monitoring checklist to the City of Scotts Valley Planning Director to be placed in the project file. If the mitigation measure has not been complied with, the monitoring checklist should not be returned to the Planning Director.
3. Prior to issuance of an occupancy permit, the Planning Director should review the checklist to ensure that all mitigation measures and additional conditions of project approval included in the monitoring checklist have been complied with. An occupancy permit should not be issued until all mitigation measures and additional conditions of project approval included in the monitoring checklist have been complied with.
4. If a responsible individual or agency determines that a non-compliance has occurred, a written notice should be delivered by certified mail to the project proponent within 10 days, with a copy to the Planning Director, describing the non-compliance and requiring compliance within a specified period of time. If a non-compliance still exists at the expiration of the specified period of time, construction may be halted and fines may be imposed at the discretion of the City of Scotts Valley.

Attachment A

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to approval of the **Specific Plan**, all mitigations presented in the Gateway South Specific Plan EIR and the applicable mitigation from the Gateway South Assessment District EIR, as presented in Appendix B of the Gateway South Specific Plan EIR, shall be incorporated into the Specific Plan.

Attachment B

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to approval of Tentative Maps, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
3.1 (SP)	Phasing Plan	Project Proponents	City Planning Director and Scotts Valley Water District		
4a (SP)	Avoid freshwater seep or provide compensatory mitigation	Project Proponents	City Planning Director		
4.1 (SP)	Obtain wetlands determination	Project Proponents	City Planning Director		
5 (SP)	Provide construction information to city for review by a qualified biologist to recommend appropriate setbacks from the creek	Project Proponents	City Planning Director		
10 (SP)	Conform to design guidelines in effect	Project Proponent	City Planning Director		
36 (AD)	Design/site development in Planning Area B to minimize visual impacts on Highway 17	Project Proponent	City Planning Director		
12 (SP)	Site Planning Area B development so that noisy activities are located away from existing and future residential development	Project Proponents	City Planning Director		
34 (AD)	Conduct noise surveys to determine necessary building setbacks and noise reduction measures	Project Proponents	City Planning Director		

(SP) Specific Plan EIR mitigation
 (AD) Assessment District EIR mitigation

Attachment C

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to recordation of Final Maps, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
3 (SP)	Prepare artificial recharge plan	Project Proponents	City Public Works Department and Scotts Valley Water District		

(SP) Specific Plan EIR mitigation
(AD) Assessment District EIR mitigation

Attachment D

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to approval of Grading Permits, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
1 (SP)	Erosion Control Plan	Project Proponents	City Public Works Department		
4 (AD)	Site Specific Geotechnical Analysis	Project Proponents	City Planning Director		
2 (SP)	Engineered Drainage System Plan	Project Proponents	City Public Works Department		
20 (AD)	Abandon septic tanks	Project Proponents	City Public Works Department		
7 (SP)	Pre-construction surveys for sharp-shinned hawk, Cooper's hawk and yellow warbler in Planning Area A if development plans will result in removal of woody riparian vegetation	Project Proponents	City Planning Director		
8 (SP)	Prepare a construction air pollution control plan	Project Proponents	City Public Works Department		
35 (AD)	Plant vegetative buffer to screen La Madrona and Altemitas from Highway 17	Project Proponents	City Planning Director		
13 (SP)	Include archaeological language in all permits	Project Proponents	City Planning Director		

(SP) Specific Plan EIR mitigation
 (AD) Assessment District EIR mitigation

Attachment E

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to the issuance of Building Permits, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
9 (SP)	Demonstrate that adequate mitigation measures will be in place to offset identified increase in study enrollment	Project Proponents	City Planning Director		
11 (SP)	Prepare a lighting plan so that lights will not produce glare for Highway 17 travellers	Project Proponents	City Public Works Department		

(SP) Specific Plan EIR mitigation
 (AD) Assessment District EIR mitigation

Attachment F

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to **Construction**, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
6 (SP)	Pre-construction survey for red-legged frogs and southwestern pond turtles no more than one day prior to initiation of construction within Planning Area A	Project Proponents	City Planning Director		

(SP) Specific Plan EIR mitigation
 (AD) Assessment District EIR mitigation

Attachment G

MITIGATION MONITORING PROGRAM CHECKLIST

Gateway South Specific Plan EIR

Prior to the Occupancy of Residential Units, the following mitigations shall be implemented:

Mitigation Number	Nature of Mitigation	Party Responsible for Implementation	Party Responsible for Monitoring	Implementation Confirmed By City Planning (Initials, Date)	Remarks
16 (AD)	Construct model home to demonstrate drought-tolerant landscaping and method to enhance ground water recharge	Project Proponents	City Planning Director		

(SP) Specific Plan EIR mitigation
 (AD) Assessment District EIR mitigation

Appendix F

Comments on DEIR and Responses



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Ventura Field Office
2493 Portola Road, Suite B
Ventura, California 93003

May 15, 1995

Robert J. Hanna, Planning Director
Planning Department
City Hall, City of Scotts Valley
One Civic Center Drive
Scotts Valley, California 95066

Subject: Gateway South Specific Plan, General Plan Amendment and Rezoning

Dear Mr. Hanna:

This letter transmits the comments of the U.S. Fish and Wildlife Service (Service) on the draft environmental impact report (EIR) for the proposed Gateway South Specific Plan, General Plan Amendment and Rezoning in the City of Scotts Valley, Santa Cruz County, California. The draft EIR was made available for review from April 10, 1995 to May 25, 1995. The Service received the draft EIR on April 14, 1995.

The proposed action includes changes in general plan land use designations, zoning districts, and circulation, municipal services, and drainage plans. No sensitive plant or animal species are known to occur within the Gateway South planning area. Project implementation could result in significant impacts to freshwater wetland, riparian, and streamzone habitats. Measures were described in the draft EIR to avoid and minimize effects to these habitats.

The Service concurs that the proposed action will not likely affect any sensitive plant or animal species. We recommend that all measures described in the draft EIR to avoid, minimize, and mitigate impacts to sensitive habitats and species be incorporated and implemented.

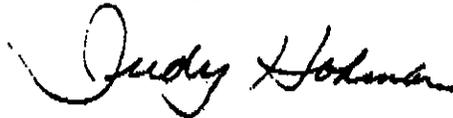
When specific development proposals are made within the Gateway South planning area, the Service encourages project proponents to site and design developments to avoid and buffer against effects to adjacent habitat areas. The Service can be consulted for technical assistance at that time, if desired.

Mr. Robert J. Hanna, City of Scotts Valley Planning Department

2

The Service thanks the City of Scotts Valley for the opportunity to review and comment upon the draft EIR. If you should have any questions, please contact Jonathan Hoekstra of my staff at 805/644-1766.

Sincerely,

A handwritten signature in cursive script that reads "Judy Hohman". The signature is written in dark ink and is positioned above the typed name.

Judy Hohman
Acting Field Supervisor

Response to Letter L1

(United States Fish and Wildlife Service)

This correspondence does not raise any significant environmental issues. No response is necessary.

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

701 Ocean Street, Room 220 Santa Cruz, California 95060-4071 (408) 454-2340 FAX (408) 454-3033

May 23, 1995

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

RE: Gateway South Specific Plan Draft Environmental Impact Report

Dear Mr. Hanna:

The Santa Cruz County Regional Transportation Commission staff has reviewed the Draft Environmental Impact Report (DEIR) for the Gateway South Specific Plan and has the following general comments:

1. At the time of the Notice of Preparation for this project, the Commission asked that the proposed Park-and-Ride lot for parcels 9, 10 and 12 be added to the project and discussed in the DEIR. (Please see attached letter - Attachment 1). In addition, Teresa Bulka of my staff spoke with you regarding this request and was told the omission of the park-and-ride lot was an oversight. As this park-and-ride facility still is not included in the project description, this project would be considered inconsistent with both the 1994 Regional Transportation Plan or the 1994 Addendum to the Congestion Management Program.

Commission staff is very concerned that the Gateway South Specific Plan does not specifically include the development of a Park-and-Ride lot as the Commission has programmed funds specifically for this project. In addition to the \$145,000 of State Transportation Systems Management funds the SCCRTC and the California Transportation Commission have approved for this project, the Commission recently approved the the City of Scotts Valley's request for an additional \$58,000 of Congestion Mitigation/Air Quality funds for this project. (Please see the attached letter to Ken Anderson, Public Works - Attachment 2.)

It is essential that a detailed description and location of this park-and-ride lot be added to this project, along with the appropriate environmental analysis. If this is not added to the project, we will assume the City is no longer interested in this park-and-ride lot. If this is the case, Commission staff may have to recommend to the Commission that it take action to rescind the funds allocated for its development and/or consider implementing actions for non-compliance with the Santa Cruz County Congestion Management Program.

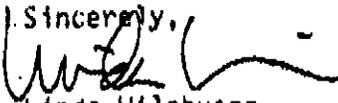
1
Continued

Please see the attached specific comments and letter regarding the Notice of Preparation for this project.

2. Staff supports the inclusion of Transportation Demand Management (TDM) measures in order to reduce the long-term air quality emissions associated with the development of this project. However, in this list, a park-and-ride lot is mentioned merely as a future option rather than the required project of the Congestion Management Program.

We appreciate the opportunity to review this document at this time. Again, we look forward to continuing to work closely with the City to develop the much needed park-and-ride facility as part of this project and would appreciate a direct response on this issue at your earliest convenience. If you have any questions regarding these comments, please feel free to contact Teresa Buika of my staff at 454-3073.

Sincerely,



Linda Wilshusen
Executive Director

lb:gateway2

cc: Ken Anderson, Public Works Director
Bart Cavallero, SCCRTC
Michael Shulman, SCCRTC
Chuck Comstock, City Manager
Scott Galloway, SCMTD

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SPECIFIC COMMENTS REGARDING
THE GATEWAY SOUTH SPECIFIC PLAN

Congestion Management Program Issues

1. As mentioned, the Commission has programmed funds for the development park-and-ride with the understanding that it would be included in this project. The FEIR must address the issue of the development of this park-and-ride lot and the traffic impacts associated with this development, as well as the compatibility with other proposed developments.
2. The traffic study information provided shows the LOS for the Mt. Hermon Road/Scotts Valley Drive intersection currently at LOS D. The 1994 Addendum to the Congestion Management Program lists the Scotts Valley Drive/Mt. Hermon Road intersection at an existing Level of Service (LOS) E. This is an improvement from the current 1994 CMP and should be updated in the 1995 CMP revision which is currently underway. If LOS D is used as the existing LOS for this intersection, this will become the new CMP LOS standard once the EIR is adopted.

In addition, the cumulative impacts discussed in this traffic study show that the project itself will not make the LOS at this intersection drop; however, the cumulative conditions at this intersection even without the project will drop to LOS E (assuming a new LOS D standard above.) If the LOS does drop as predicted, then the City would need to develop a deficiency plan to improve traffic conditions at this intersection or in this area in order to be in compliance with the CMP.

SECRET

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

701 Ocean Street, Room 220 Santa Cruz, California 95060-4071 (408) 454-2340 FAX (408) 454-3033

January 18, 1995

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

RE: Gateway South Specific Plan Notice of Preparation

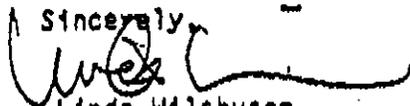
Dear Mr. Hanna:

The Santa Cruz County Regional Transportation Commission staff have reviewed the Notice of Preparation for the Gateway South Specific Plan and have the following general comments. Please see specific comments attached.

1. The project to improve the Mt. Hermon Road intersection with Highway 17 includes the development of a Park and Ride lot as listed in the 1994 Regional Transportation Plan and as required by the Congestion Management Program (CMP). As recommended by the Regional Transportation Commission, this Park-and-Ride lot is included in the State FY 95-96 Transportation Systems Management Program for funding in the amount of \$145,000. There is no mention of this Park-and-Ride lot development in the NOP for this project. It is our understanding that the Park-and-Ride lot will be located on parcels 9, 10 and 12 as described in the NOP. Please see specific comments attached.
2. Section 13 of the Initial Study mentions the original EIR for this project. Please send a copy of this document to us for our review since traffic impacts for this project are going to be based on that EIR.

We appreciate the opportunity to review this document at this time. We look forward to working with the City to develop the much-needed park-and-ride facility as part of this project and would appreciate a direct response on this issue at your earliest convenience. If you have any questions regarding these comments, please feel free to contact Teresa Buika of my staff at 454-3073.

Sincerely,



Linda Wilshusen
Executive Director

tb:gateway1

Attachment: Specific Comments

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
SPECIFIC COMMENTS REGARDING
THE GATEWAY SOUTH SPECIFIC PLAN

Regarding the Park-and-Ride lot portion of this Gateway South Specific Plan, we have the following comments:

1. On page 2, the NOP states that Parcels 9, 10 & 12 will be designated as high density residential, multiple residential, and service commercial. Does a park-and-ride facility fit into the service commercial category?
2. Items 13b and 13c of the Initial Study checklist does not indicate any effects on existing parking facilities or demand for new parking. Given the development of a new park-and-ride facility, we suggest that the project will effect such facilities.
3. In order for the park-and-ride lot to be more effective and intermodal, secure, bike locker facilities should be included in the development of the parking facility.
4. For additional security at the park-and-ride lot, the City should consider working with the Santa Cruz Service Authority for Freeway Emergencies (SAFE) to install a callbox at the parking facility. This emergency phone can be either linked directly to the Scotts Valley police department or to the California Highway Patrol for driver assistance.
5. A new transit center is planned to be developed on Mt. Hermon Road by Kings Village. The EIR should describe these projects in detail and should discuss the relationship between these two transportation facilities.

SCCRTC

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

701 Ocean Street, Room 220 Santa Cruz, California 95060-4071 (408) 454-2340 FAX (408) 454-3033

May 3, 1995

Ken Anderson
Public Works Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

SUBJECT: Gateway South Park-and-Ride Project

Dear Mr. Anderson:

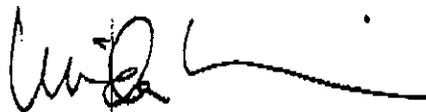
At the April 6, 1995 SCCRTC meeting, the Commission approved the City's request to transfer the Congestion Mitigation and Air Quality Improvement Program (CMAQ) federal funds of \$58,500 from the FY 1992-93 Shuttle Purchase project to the Gateway South park-and-ride project (Attachment 1).

Please send us a letter by May 31, 1995 detailing the total cost of the Gateway South project, the cost for each phase and fiscal year, and the source of the funding. If this project is underfunded, then, please state how the City intends to complete the funding for the project. Please note that all projects in the Federal Transportation Improvement Program (FTIP) must be financially constrained, that is, with committed funding.

The SCCRTC will forward the approved changes to the 1994 Regional Transportation Improvement Program to AMBAG to be included in the Metropolitan Transportation Improvement Program (MTIP)/Federal Transportation Improvement Program (FTIP).

If you have any questions, please contact me at 454-3059 or Amin Surani of my staff at 454-3085.

Sincerely,



Linda Wilshusen
Executive Director

aw/alyz

Attachment 1 - Resolution amending the 1994 Regional Transportation Improvement Program

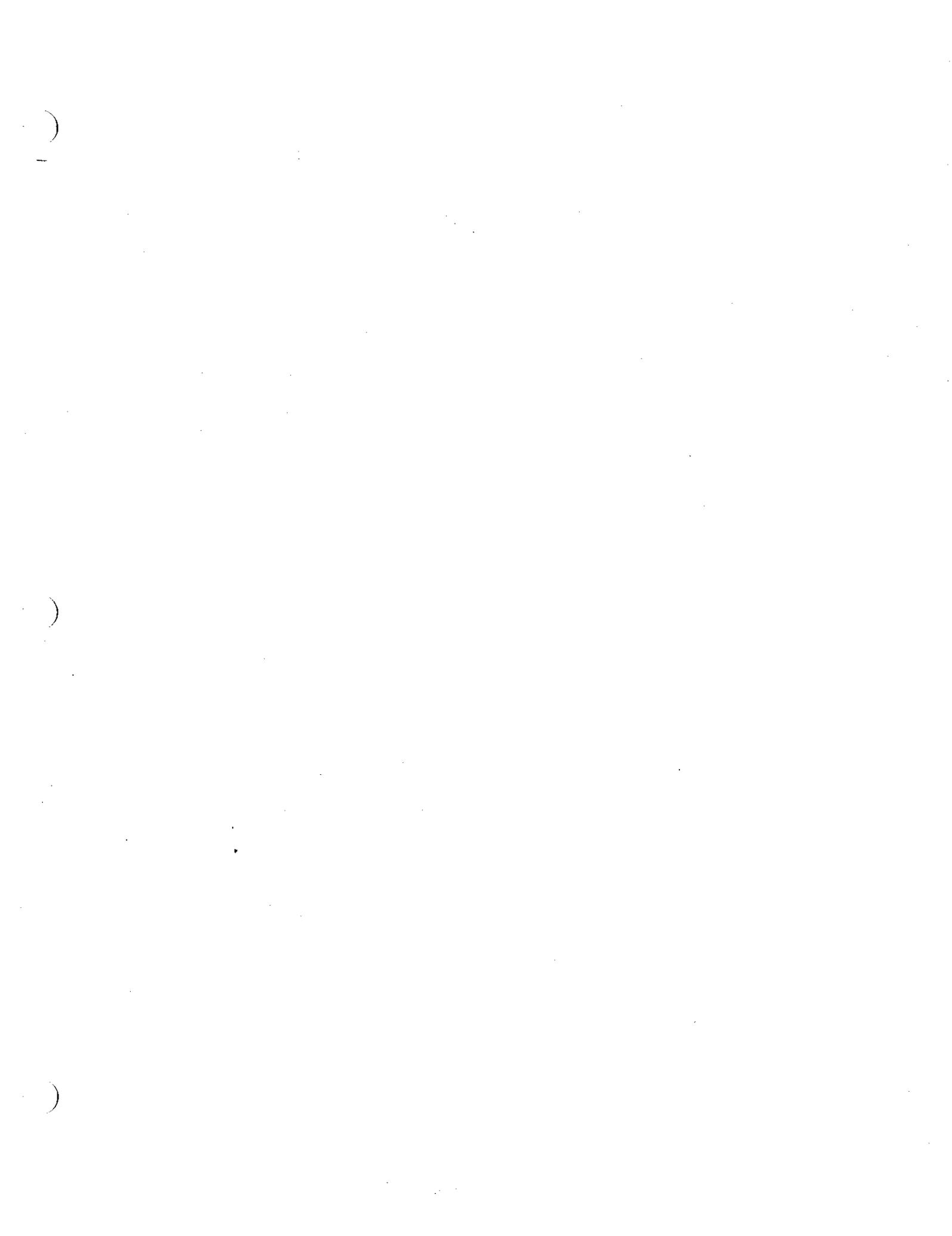
Response to Letter L2

(Santa Cruz County Regional Transportation Commission)

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

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

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



(408) 883-3750 FAX (408) 883-3755

Office Location: 445 Reservation Road, Suite G, Marina
P.O. Box 809, Marina, CA 93933-0809

May 10, 1995

Robert Hanna, Planning Director
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95060

L3

RE: MCH# 059506 - Draft Gateway South Specific Plan EIR

Dear Mr. Hanna:

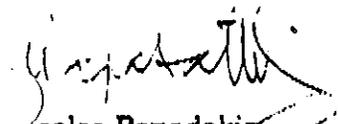
Thank you for the opportunity to comment on the Draft Gateway South Specific Plan EIR. We have reviewed the document and have the following comments:

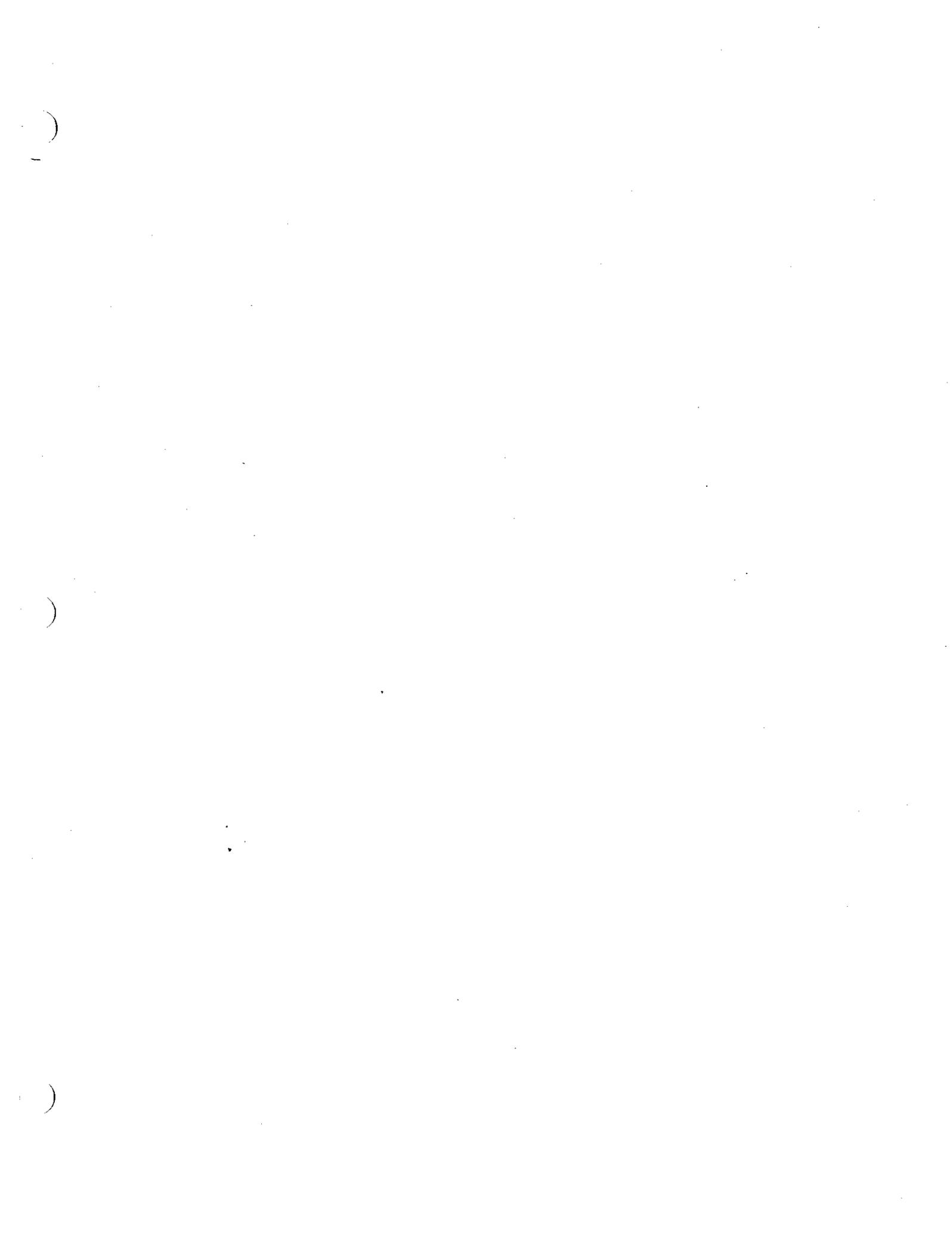
2.2.1 Surface Water: The Draft EIR should acknowledge that the U.S. Environmental Protection Agency now requires NPDES (National Pollutant Discharge Elimination System) permitting of stormwater discharge from large construction sites. This is intended to help control erosion related non-point source pollution, which is recognized as a significant source of water pollution. These regulations are being implemented in California by the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs). Any construction project affecting five acres or more is now required to comply with SWRCB General Permit conditions for stormwater runoff from construction activities. These permit conditions include taking measures, or Best Management Practices (BMPs), to reduce or eliminate erosion and downstream sedimentation from construction sites.

In order to mitigate adverse water quality impacts that could be generated by the proposed project after the construction phase, additional potential "best management practices" (BMPs) for stormwater runoff water quality control should be incorporated into the project design. While the EIR mentions use of such measures as detention/percolation basins, grease/oil traps, vegetated buffer strips, and street sweeping programs, other BMPs that should be considered include: use of porous paving materials, use of cisterns for storm water storage (perhaps for later use in irrigation), and minimization of directly connected impervious surfaces (e.g. roof gutter downspouts should drain onto permeable bare ground instead of impervious driveways or walkways). Further information on storm runoff water quality control is available from the Central Coast RWQCB in San Luis Obispo and also in AMBAG's Urban Runoff Water Quality Management Plan for the Monterey Bay Region.

Thank you again for the opportunity to comment on the Draft Gateway South Specific Plan EIR. Please address any questions regarding these comments to Frank Barron of the AMBAG staff.

Sincerely,


Nicolas Papadakis
Executive Director



Response to Letter L3

(Association of Monterey Bay Area Governments)

1. Section 2.2.1, Surface Water, of the Final EIR has been revised to include a discussion of the National Pollutant Discharge Elimination System permit.
2. Mitigation Measure 2 has been revised to include the incorporation of an expanded list of best management practices for stormwater runoff.

)

)

)



MONTEREY BAY

Unified Air Pollution Control District

serving Monterey, San Benito, and Santa Cruz counties

L4

INTERIM AIR POLLUTION CONTROL OFFICER
Doug Quetin

24580 Silver Cloud Court • Monterey, California 93940 • 408 647-9411 • FAX 408 647-8501

May 1, 1995

Robert J. Hanna
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

SUBJECT: DRAFT EIR FOR GATEWAY SOUTH SPECIFIC PLAN

Dear Mr. Hanna:

Staff has reviewed the Draft Environmental Impact Report for the proposed Gateway South Specific Plan, General Plan Amendment, and rezoning, which would allow up to 159 residences; 12,230 sq. ft. of office uses; and 151,000 square feet of general retail over 42.15 acres. Staff has the following comments:

1. Page 85, para. 2. In focusing solely on a comparison of proposed potential buildout to existing potential buildout, the EIR fails to compare the proposed project to the existing environment. CEQA Guidelines §15125(c) states that "where a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions as well as the potential future conditions discussed in the plan." Thus, the EIR should focus on a comparison between proposed buildout and existing conditions. This is particularly important when assessing potential impacts on localized carbon monoxide concentrations.
2. Page 89, para. 1. As noted in comment #1, impacts of build-out should be compared to existing conditions.
3. Page 93, para. 2. For general plan amendments and zoning changes that do not involve specific development proposals, an analysis of PM₁₀ emissions from construction activities is unnecessary, particularly at the Program EIR-level. Staff recommends that the short-term analysis be revised accordingly. This comment also applies to the mitigation measures on page 94 and the summary on page xi.
4. Page 93, para. 5. For general plan amendments and zoning changes that do not involve specific development proposals, a Program EIR should address: a) the policy's consistency with growth forecasts in the 1994 AQMP; and b) the policy's

CHAIR:
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Salinas

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Monterey County

Walt Symons

impact on localized carbon monoxide levels under cumulative traffic conditions. Thus, quantification of emissions is not necessary. Rather, the EIR should focus on cumulative impacts on regional air quality (ozone) through a consistency determination and local air quality (carbon monoxide) through analysis of traffic levels of service and dispersion modeling, if appropriate. This comment also applies to a similar analysis on page 95 and the summary on page xii.

5. Page 94, Measure 8. As noted in comment #3, these mitigation measures are not necessary. Instead, these measures would be appropriate for subsequent project-level analyses.
6. Page 119, para. 1. Based on comment #4, the project would not result in an unavoidable adverse significant impact on regional air quality. However, it could result in significant impacts on traffic (comments #8 and 9) and local air quality (comment #10).
7. Page 123, para. 2. The analysis of cumulative traffic impacts should include related projects in Table 15, which would have local impacts on study intersections that are above-and-beyond the cited ambient traffic growth rate of 1.84%. The estimates of congestion under cumulative conditions should be adjusted accordingly to allow an accurate assessment of potential carbon monoxide hotspots.
8. Page 123, para. 3. Table 4 identifies one intersection that would be significantly impacted by the project under cumulative conditions: Glen Canyon Road/Mt. Hermon Road, where delay per vehicle would increase from 80 seconds to 111 seconds (over 25%) during the p.m.-peak at an intersection already operating at an unacceptable LOS F. This would constitute a significant unavoidable impact on traffic. As such, carbon monoxide modeling should be undertaken to determine if ambient air quality standards would be exceeded at receptor locations. Please see comment #7.
9. Page 123, para. 3. Table 8 identifies two freeway links that would be significantly impacted by the project under cumulative conditions:
 - ▶ S-B SR-17, South of Mt. Hermon on-ramp, where V/C would increase from LOS F-1.05 to 1.10 during p.m.-peak; and
 - ▶ N-B SR-17, South of Mt. Hermon off-ramp, where V/C would increase from LOS D (0.86 V/C) to LOS E (0.92 V/C) during p.m.-peak (Table 8 incorrectly identifies the 0.92 V/C as LOS D).

These would constitute significant unavoidable impacts on traffic. As such, carbon monoxide modeling should be undertaken to determine if ambient air quality standards would be exceeded at receptor locations. Please see comment #7.

10. Page 124, para. 2. The EIR should analyze the cumulative impact of traffic on carbon monoxide levels near the three congested intersections and roadway links identified in comments #8 and #9. These include:

- ▶ Glen Canyon Road/Mt. Hermon Road;
- ▶ S-B SR-17, South of Mt. Hermon on-ramp; and
- ▶ N-B SR-17, South of Mt. Hermon off-ramp.

Until modeling is performed, any conclusions regarding the project's impact on carbon monoxide levels are premature.

11. Page 127, para. 5. As noted in comment #1, the comparison of the no project alternative should be based on an assessment of the existing environment, not potential build-out under existing regulations. As such, the no project alternative would result in significantly fewer impacts to air quality, particularly local air quality (CO levels near congested roadways).

Thank you for the opportunity to review the document. If you have any questions, please call Douglas Kim of our planning staff.

Sincerely,



Janet Brennan
Senior Planner, Planning and
Air Monitoring Division

cc: Nicolas Papadakis, AMBAG
File: 3442
PAM/dk

Response to Letter L4

(Monterey Bay United Air Pollution Control District)

1. The EIR discusses existing conditions of the site in the environmental setting discussion. Also, the EIR discusses the existing conditions with the applicable current land use designations.
2. Refer to response to comment 1.
3. The analysis of the particulate emissions associated with the project may not be necessary, but the EIR consultant decided to include the information in the document anyway. Also, the EIR is a program EIR which is applicable to unspecified future developments. It is appropriate to be as detailed as possible in such an EIR, regardless of there being any specific projects to discuss. An increased level of detail in the EIR allows the lead agency to make a more informed decision.
4. The consistency of the project with the 1994 AQMP is discussed in the EIR in the cumulative impacts section (Section 3.2). The carbon monoxide analysis is included in the Final EIR.
5. As with the impact discussion associated with this mitigation, the mitigation measure is not necessary, but the EIR consultant decided to include the information anyway. The mitigation measure has been eliminated, however, the recommendation to include the transportation demand measures is included under project analysis.
6. Based on the APCD, it is unnecessary to conduct an URBEMIS3 analysis in an EIR for a general plan amendment or zoning change. Instead, per the APCD, environmental analysis of air quality impacts associated with general plan amendments and zoning changes need to consider carbon monoxide concentrations. Modeling is required to be conducted if the ambient air quality threshold is exceeded. Refer to response to comments #8 and #9. Changes have been made to the text of the Final EIR to reflect this comment.
7. The projects listed in Table 15 of the EIR are included in the 1.84 percent growth rate, according to the transportation consultant.
8. A screening-level analysis of CO concentrations near the Glen Canyon Road/Mount Herman Road intersection for cumulative traffic conditions in the year 2005 with and without the proposed project was prepared using a methodology described in the MBUAPCD's CEQA Air Quality Guidelines for predicting concentrations of CO near intersections.

The methodology required calculation of an average volume in vehicles per hour per lane for approached to the intersection. Assuming an average approach speed of 25 mph and a distance of 5 meters from the receptor to the roadway edge, 1-hour concentrations were obtained from Table 7-6 of the

Guidelines. The predicted volumes per lane ranged between 400 and 600 vehicles per hour, so concentrations were obtained for both these volumes and linear interpolation used to obtain concentrations with and without the project. Correction factors were used to obtain estimated concentrations for 2005. A persistence factor of 0.7 was used to estimate 8-hour averaged conditions. Background concentrations were taken from Table 7.7 of the Guidelines.

The resulting 1-hour averaged concentrations were 8.5 PPM without the project (existing conditions) and 9.3 PPM with the proposed project. The predicted 8-hour averaged concentrations were 5.6 PPM without the project (existing conditions) and 6.2 PPM with the proposed project. These worst-case predicted concentrations are well below state and federal ambient air quality standards.

9. A screening level analysis of CO concentrations near Highway 17 south of Mount Herman Road under cumulative traffic conditions in the year 2005 with and without the proposed project was prepared. Since the APCD's methodology contained in the Guidelines addresses only intersections and not freeway links, another screening method was used. A method developed by the Bay Area Air Quality Management District was used. The method uses normalized concentrations for various road sizes and configuration generated by the CALINE-4 computer model. The normalized concentrations are adjusted for traffic volumes and emission rate. The emission rate was taken from Table 7-8 of the APCD's Guidelines.

A worst case calculation of CO concentration was made for a location 25 feet from the road edge. Vehicle Speed (which determines the emission rate) was assumed to be 10 MPH (congested conditions). Background concentrations were taken from Table 7.7 of the APCD's Guidelines.

The resulting 1-hour averaged concentrations were 7.0 PPM without the project (existing conditions) and 7.2 PPM with the proposed project. The predicted 8-hour averaged concentrations were 4.6 PPM without the project (existing conditions) and 4.7 PPM with the proposed project. These worst-case, roadside predicted concentrations are well below the state and federal ambient air quality standards.

10. Refer to response to comments #8 and #9.
11. The EIR addresses this comment and includes a discussion of the "No Project Alternative - No Development". No additional discussion is warranted.

Pacific Gas and Electric Company

356 East Alisal Street
P.O. Box 81171
Salinas, CA 93912

L5

May 2, 1995

City of Scotts Valley
Robert J. Hanna, Planning Director
One Civic Center Drive
Scotts Valley, CA 95066

Re: Draft Environmental Impact Report For the Gateway South Specific Plan, General Plan Amendment and Rezoning, .

Our File: 21L6-5692 (7)

Dear Mr. Hanna

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the Gateway South Specific Plan, General Plan Amendment and Rezoning.

1 PG&E owns and operates gas and electric facilities which are located within the project area. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

Developers will be responsible for the costs associated with the relocation of existing PG&E facilities to accommodate their proposed development. Because facilities relocation's require long lead times and are not always feasible, developers should be encouraged to consult with PG&E as early in their planning stages as possible

2 We also encourage the City to include information about the issue of electric and magnetic fields (EMF) in the DEIR. It is PG&E's policy to share information and educate people about the issue of EMF.

- Electric and Magnetic Fields (EMF) exist wherever there is electricity--in appliances, homes, schools and offices, and in power lines. There is no scientific consensus on the actual health effects of EMF exposure, but it is an issue of public concern. If you have questions about EMF, please call your local PG&E office. A package of information which includes materials from the U.S. Environmental Protection Agency, the California Department of Health Services, and other groups will be sent to you. Enclosed please find a copy of our EMF/BIll Insert.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC

Gateway South Specific Plan, General Plan Amendment and Rezoning

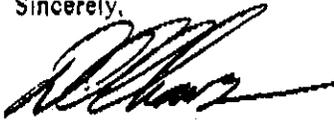
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Page 2

We look forward to working cooperatively with you in order to assist you in completing the project in a timely and cost-effective manner. Any questions concerning service to the project may be directed to Sue Egan telephone (408) 479-3184. Specific project features should be forwarded to my supervisor, Wayne Yamagiwa, New Business Land Supervisor, P.O. Box 81171, Salinas, CA. 93912-1171.

If you have any questions, please contact me at the above address, telephone (408) 755-3443.

Sincerely,



D. O. Chavez
Land Agent

noC

Response to Letter L5

(Pacific Gas and Electric Company)

1. This comment is acknowledged. The consultant agrees that project proponents for future development consult with PG&E early in the development of project plans.
2. The consultant acknowledges PG&E policy to share information regarding the issue of electric and magnetic fields (EMF). The information regarding EMF, contained in this letter from PG&E is incorporated herein by reference.

MEMO

To: Robert Hanna, Scotts Valley Planning Director
From: Sheryl Ainsworth, Planning Commissioner
Date: May 14, 1995

Please forward the following comments regarding the Gateway South Specific Plan Draft EIR of April 1995.

General Comments:

- 1 • In this case, where the specific plan is being developed by the City prior to any development, the EIR should have been delayed until preliminary Specific Plan hearings had been held.
- 2 • The document is thorough, with some great suggested mitigations, but I often found the organization confusing.
- 3 • Appendix B should be incorporated into the main document. It is difficult to follow the mitigations with the current structure, and references to Appendix B items are incorrect in at least one instance.

Specific Comments:

- 4 Page ix - Suggest additional mitigations as follows:
 - 5 • *Rezone land within 50 feet of riparian corridor to Open Space.*
 - 5 • *Eliminate grading required for cross-level traverse by realigning road on Parcels 4,5,6,7 to follow path of current road around perimeter of Parcel 8.*
- 6 Page x - Reference to Policy 5.5 in paragraph 2 should read Policy 2.4b (page 64 of EIR).
- 7 Page 39 - Last paragraph: Parcel B cannot be reasonably described as 'infill'. The roads, water and sewer lines were put in place to accommodate the development under discussion, and sewers are not even connected yet. To use the approved Heritage Park development as rationale for describing the connecting area as 'infill' is to create the ultimate argument for hopscotch development.
- 8 Page 40 - The 25-foot setback required by the General Plan is not consistent with the 5 foot (to be expanded later by 'expert' if necessary) provisions of the Specific Plan.
- 9 Page 62 - Water discussion needs to include daily usage estimates for low density and higher density housing.
- 10 Page 71 - There is no discussion of standing water area and cattails growing on lower level of Parcel 8.

- 11 | Page 85 - Paragraph 3: current AM trips are 443 and proposed number is 354, a increase of 89?
- 12 | Page 106 - Suggest additional mitigation:
• *All development shall follow the Mt. Hermon Road Design Guidelines., or the Scotts Valley Design Guidelines, whichever is later.*
- 13 | Appendix C - It would be helpful to define R, T, and L.

Response to Letter L6

(Sheryl Ainsworth, Planning Commissioner, Scotts Valley)

1. This comment does not raise a significant environmental issue. No response is necessary.
2. This comment is acknowledged. No response is necessary.
3. This comment is acknowledged. During preparation of the EIR, the consultant believed that the format presented would be the least confusing. The consultant regrets that the commentator found the structure difficult to follow and will consider a new format with preparation of future environmental documents for the city.
4. The intent of Mitigation Measure 5 is to identify specific site-appropriate setbacks along the creek corridor. While 50-foot setbacks (or 25-foot setbacks, according to the general plan) may be appropriate in some locations, smaller setbacks may be appropriate in other locations.
5. The circulation plan in the Specific Plan is conceptual, although this may not have been made clear in either the Specific Plan or the Draft EIR. Therefore, the Draft EIR did not specifically evaluate the internal road system for Planning Area A in the circulation plan. The consultant agrees that the current internal road alignment should be heavily considered both by future developers and by the city.
6. Policy 5.5 in this paragraph refers to Policy 5.5 in the Water, Sewer, and Storm Drainage section of the Specific Plan (page 34).
7. The term "in-fill development" is certainly open to a vast number of interpretations. The interpretation used by the consultant can be found in *The California General Plan Glossary*, published by The California Planning Roundtable, 1990. It is defined as "development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed." Because the project site (including Planning Area B) is largely surrounded by existing development and/or approved projects, the consultant considers the Specific Plan as in-fill development.
8. Along with the policies to maintain and enhance the habitat value of riparian corridors, the Draft Specific Plan (circulated for public review) did include a policy to require "a minimum 5-foot setback area, measured from the edge of bank" to be required in the riparian area adjacent to Glen Canyon Road. During preparation of the Draft EIR, the consultant was notified by the lead agency that the "5-foot setback policy" was being eliminated from the Specific Plan because of its inconsistency with General Plan action OSA-417. Therefore, the 5-foot setback policy was not analyzed for consistency with General Plan action OSA-417. The 5-foot setback policy was inadvertently left in the Specific Plan. Additionally, mitigation measure 5 in the Draft EIR

requires a more detailed level of analysis on a project-specific basis. The mitigation measure has been slightly modified based on other comments received.

The consistency analysis has been revised in the Final EIR to identify this inconsistency. A new mitigation measure in Section 2.3, Vegetation and Wildlife, has been included to require the 5-foot setback policy be deleted.

9. According to Jon Sansing with the Scotts Valley Water District (telephone conversation with consultant, May 31, 1995), the district uses an overall average of 288 gallons per day for water use rates, for both single-family units and multi-family units.
10. Vegetation surveys were conducted by Zander Associates in March and April of 1995 and no standing water and cattails were identified on Parcel 8—nor were they identified and mapped in previous vegetation studies available to the consultant. However, if the standing water and cattails do exist, and exist outside of the protected riparian corridor, further mitigation would be required. A mitigation measure in Section 2.3, Vegetation and Wildlife, has been incorporated into the Final EIR.
11. During the morning peak hour, development under existing zoning (not existing development) is expected to generate 443 vehicle trips. Under Specific Plan zoning, development is expected to generate 354 morning peak hour vehicle trips. Therefore, Specific Plan zoning would result in a decrease of 89 vehicle trips than that which would be generated by development under existing zoning.
12. The city is currently in the process of preparing the Mt. Hermon Road Design Guidelines and the Scotts Valley Design Guidelines. A mitigation measure has been included in Section 2.7.1, Aesthetics, requiring future development on the project site to conform to whatever city guidelines are in effect at the time development is proposed.
13. The consultant concurs. R, T, and L should have been defined within the traffic tables. The tables in the Final EIR have been updated to include the definitions. They are as follows: R (Right); T (Through); and L (Left).

May 22, 1995

TO: EMC Planning Group
c/o City of Scotts Valley

FROM: Michael Shulman
Mayor

SUBJ: Draft EIR -- Gateway South Specific Plan

Please provide a response to the following comments.

Project Characteristics:

1 The fifth paragraph on page 9 states that the earlier Gateway South Assessment District EIR evaluated the proposed assessment district improvements based on the project buildout scenario that reflected the general plan land use designations in place at that time. That implies that the Mt. Hermon/La Madrona intersection capacity was sized to accommodate the Heritage Park 81 home subdivision plus approximately 30 acres of R-1-20 (Site B). With Site B now proposed to generate considerably more traffic, it is difficult to understand how the now completed intersection could handle the increased load.

In fact, Table 1 (Existing Intersection Volumes) indicates 103 and 41 cars during the AM and PM peak, respectively, turning left from the southbound approach. Table 21 (Existing + Approved + Project Intersection Volumes) indicates 104 and 41 cars making the same movements. The claim that no Site B (plus Heritage Park) generated traffic will turn left at this intersection cannot be correct.

2 Page 10, fourth paragraph, states that the Specific Plan establishes land uses consistent with the road improvements completed in 1994. This conflicts with the above statement from Page 9. It also ignores the roadwork that will be needed within and adjacent to Site A in order to accommodate traffic to be generated by that portion of the Specific Plan.

Site A Grading:

3 The drainage map (Fig. 10) shows Site A contour lines that suggest considerable grading will be needed to accommodate the proposed circulation plan (Fig. 8) and for any development of parcel 1. It also raises the question of the amount of grading that will be needed to accommodate the proposed quantity of housing. Yet the EIR is utterly silent on the issue of grading, and the long-term stability issues of cut/fill slopes.

Site A Circulation:

- 4 The site contours provide no reason not to directly connect the road from Mt. Hermon to the road exiting onto Glen Canyon at parcel 1. This would eliminate one creek crossing, which would be a superior environmental option. Site A is proposed to be zoned PD and was overlain with a special treatment designation in order to provide the City with the ability to establish a circulation plan optimal for the site constraints. The EIR should discuss mitigating the adverse impacts of the proposed circulation plan (on topography and the riparian corridor) by suggesting an alternative pattern.

General Plan Consistency Analysis:

- 5 The EIR seems to address consistency with only certain objective, policies, and actions of the General Plan. It should also address the following:

LP-17 (density vs. slope)

LA-18 (construction on slopes)

LA-23 (preservation of tree covered slopes)

LA-73 (dedication of parks or in-lieu fees)

LA-78 (habitat migration corridors)

HP-270 (affordable housing must be deed restricted, not just small houses that may sell at reasonable prices)

OSA-417 requires a 25 foot setback; the Specific Plan (page 11, policy 2.2(a)) suggests a 5 feet setback.

NA-454 (max 60 dBA at residential property lines)

PRA-608 (City trail map shows multi-use trail along northern boundary of parcels 9 and 10).

Hydrology:

- 6 Page 56, "Project Analysis", items 2 (increased volume of runoff) and 5 (disruption of natural drainages) are not addressed by the mitigations proposed.

Table 5 shows changes from an existing zoning buildout versus the proposed zoning buildout. Since this is an EIR for a specific plan and not for simply a zoning change, the analysis should reflect existing use versus proposed buildout. The actual increase in impermeable surface as a result of the specific plan buildout will actually be more than 800,000 sq. ft, or nearly 50 times that shown in Table 5. The additional annual runoff to the creek would therefore be approximately 38 acre-feet.

Groundwater:

- 7 Table 6 and 7 take the same approach as Table 5. The net change in water use and recharge area should be based on existing use, not zoning, versus proposed buildout. The projected increase in water demand would therefore be 57 acre-ft/year. The loss of recharge area, using the 404,000 sq. ft. figure from Table 7, would be over 9 acre-ft/year. Potential groundwater impacts thus total 66 acre-ft/year, which the project would be required to mitigate under the Resolution passed earlier this year.

Vegetation and Wildlife:

- 8 The mitigation measures for riparian corridor protection (page 81) are inadequate, as they state only that the eventual project proponent will provide certain information regarding the development proposal. The General Plan is quite explicit (OSP-323, OSP-415, OSA-417) in this area. The mitigations should require a qualified biologist to make recommendations for reducing impacts on the corridor (such as larger setbacks, reduced or modified grading, eliminating a stream crossing, reducing the amount of vegetation removed, and revegetation plans). However, the Council must make any decision that would compromise the above cited General Plan provisions.

Traffic and Circulation:

- 9 As stated above under "Project Characteristics", there seems to be gaps between what is shown as existing intersection volumes and those projected upon occupancy of approved projects and the specific plan. A small map of each intersection should be included to clarify the various directional approaches.

La Madrona/Mt. Hermon

Southbound approach -- Right turns will be unimpeded; however, left turns will require stoppage of cross traffic. For the pm peak period, no increase in left turn traffic is shown from Table 2 (existing) and Table 22 (existing + approved + project). This is intuitively incorrect, and leads to a questionable projected intersection performance rating of C in Table 4. The reduction of this intersection to D (or worse) will require further evaluation.

Northbound approach -- Thru traffic represents those exiting Hwy 17 south and accessing Site B (plus the Heritage Park development and Manana Woods). For the pm peak, Table 2 shows 14 vehicles; Table 22 also shows 14 vehicles, indicating that no commuters will be returning home to this site or visiting the commercial development during this time period. This is also intuitively incorrect and affects the projected performance rating of the intersection.

9.
Continued

The east and west approaches also show a remarkable disinterest in accessing Site B, with a total of 15 cars combined turning onto La Madrona. Hardly the traffic load expected to service 130 residential units (plus most of Manana Woods) and 151,000 sq. feet of retail.

Glen Canyon/Mt. Hermon

Northbound approach -- The northbound approach serves all the new residential development (110 units) of Site A heading towards Hwy 17. Table 2 shows existing am peak left turns at 105; Table 22 shows only 107, indicating that only 2 households out of 110 will be commuting at this hour. Again, intuitively questionable.

Southbound approach -- This is the exit from the Pinnacle Pass shopping center. Apparently, business at Pinnacle Pass will more than double due to approved projects and the specific plan. That's good for them, but hard to understand based on the list of approved projects and the current uses of the center.

Scotts Valley Drive / Mt. Hermon:

Northbound approach -- I believe this is Scotts Valley Drive approaching Mt. Hermon. The through numbers (onto Whispering Pines Drive) seem excessive relative to the percentage turning onto Whispering Pines from the other directions, and relative to those turning left onto Mt. Hermon. There are also far fewer returning (southbound approach) at the opposite time period.

Changes in the signal timing to accomodate cross traffic at any one intersection can have significant effects on the performance at both of the other intersections. An integrated analysis is needed.

Police Service:

- 10 | Impact fees are restricted for capital improvements, and will not be available to mitigate increases in operational expenses. The generation of general fund revenues is needed to offset the additional police demand.

Noise:

- 11 | Page 114 references mitigation measure 34 from the Gateway South Assessment District EIR, which requires a noise survey to be performed to determine necessary building setbacks. Such a survey was conducted during the 1994 General Plan development, and the contour lines are shown in Fig. 16 of the EIR. The 60 dBA line slices Site A in half, suggesting that no residential development can occur between that line and Mt. Hermon Road (per General Plan NA-454). This is apparently an unmitigated potential impact.

Project Alternatives Considered and Rejected:

12 A project of lesser development intensity (but similar land uses) should be evaluated as an environmentally superior alternative. This applies especially to Site A relative to biotic impacts and site B relative to traffic impacts. Some limited commercial development along the Mt. Hermon frontage of Site A should also be considered to mitigate noise impacts.

CEQA 15126(d) requires evaluation of alternatives which could reasonably attain the basic objectives of the project. Since the primary objective of this project is to attain the ultimate site zoning for spreading assessments on the affected parcels, the four alternative locations should never have been considered. 15126(d)(5) states that an EIR "set forth only those alternatives necessary to permit a reasoned choice." These other locations are simply not relevant to the decisions at hand, since the project has meaning only at the existing location.

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Response to Letter L7

(Michael Shulman, Mayor, Scotts Valley)

1. The earlier analysis used volume to capacity (V/C) ratios to evaluate the intersections performance, including the intersection of La Madrona Drive with Mt. Hermon Road. V/C ratio method is typically used for planning analysis. PASSERII, a design intersection operations analysis software was used in the present analysis. This software uses more refined data and evaluates signalized intersections and gives delay as a measure of performance. The delay in PASSERII is based on the approaching volumes, cycle length, phasing patterns, and roadway capacity. Based on PASSERII results, as shown in the report, La Madrona Drive with Mt. Hermon Road would operate at acceptable level of service for all project conditions.

The traffic distribution utilized in the report shows one percent (1%) project generated traffic enter and exist La Madrona Drive. The traffic distribution was based on the "Gateway South Assessment District Traffic Engineering Studies" report by DKS Associates dated December 1987. The distribution in the DKS report was based on the travel information from the County Regional Transportation Plan and local circulation pattern. In order to maintain consistency with that study, similar macro distribution was used in this study also.

2. Page 10, paragraph 4 states that "the Specific Plan would establish the land uses that would be acceptable and zone the properties consistent with the *anticipated development* (emphasis added), based on the road improvements that were completed in 1994." It is the intent of the Specific Plan to zone the properties consistent with future anticipated development, and for traffic related to build-out under that zoning to be adequately accommodated by the road improvements completed in 1994. As discussed in Section 2.4, Traffic and Circulation, the road improvements completed in 1994 will accommodate the traffic generated from build-out under Specific Plan zoning.

The internal circulation plan for Area A, as illustrated in Figure 8, is schematic, as no specific development projects are proposed for that area at this time. Roadwork which will be necessary within Site A in order to accommodate traffic will be addressed at the time specific projects applications are submitted.

3. Grading was not specifically addressed because, at this time, it is unknown exactly what improvements (roadways and buildings) will be proposed and/or required. The Draft EIR did not address grading regarding the circulation plan because the circulation plan is conceptual at this time (although this may have been unclear in the Draft EIR). When finalized, the internal roadways will be required to avoid slopes in excess of 40 percent, in accordance with Policy 2.3 of the Specific Plan which states, "Areas where natural topography is sloped at 40 percent or more should be designated as open space or dedicated as scenic easements." Any future roadways proposed where slopes

are in excess of 40 percent will require not only significant grading (and further environmental review), but an amendment to the Specific Plan, and subsequently, approval from the City Council.

The Draft EIR did address erosion potential, which can be related to grading activities, in Section 2.1, Geology and Soils. The erosion potential for the project site soils is high. Mitigation Measure 4 (Gateway South Assessment District EIR) requires a site specific geotechnical analysis for future development, addressing erosion and sliding hazards. Mitigation Measure 1 (Gateway South Specific Plan EIR) requires preparation of an erosion control plan. Both the site specific geotechnical analysis and the erosion control plan should address proposed grading plans. This requirement has been clarified in the Final EIR in Mitigation Measure 1.

4. The circulation plan in Planning Area A, presented in Figure 8, is conceptual at this time and does not represent final specific road alignment. This fact may have been unclear in the Draft EIR. There is the possibility that these two roads will be connected when final plans are prepared which would have the potential to eliminate one creek crossing. However, the intent of the Specific Plan Circulation Plan was to establish a schematic design intended to identify entrances to the planning area and was not intended to preclude the connection of the northern parcels (1—3) with the southern parcels (4—8). Because of the various ownerships involved, cooperation in connecting these parcels may not be achieved. Taking advantage of the existing roadway may indeed be environmentally superior and the city should investigate this possibility when development proposals are received.
5. It was the intent of the consultant that the Draft EIR include all of the applicable General Plan policies in the consistency analysis. It does appear that some, however, were inadvertently not included. The policies and actions identified by the commentator have been incorporated in the consistency discussion in the Final EIR, Section 1.5.1.
6. The intent of the Draft EIR was to not only identify significant impacts associated with implementation of the Specific Plan, which includes development of the project site, but to identify the level of impacts related to a change in the existing zoning. It can reasonably be assumed that impacts to storm water drainage, water consumption, traffic and circulation, etc. will increase substantially over existing development on the project site. The approach taken by the lead agency (one with which the consultant concurs) was to also identify the change in impacts related to the change in zoning. Because the zone change is what the City Council will be approving, and not an actual development application at this time, they should be aware of the change in impacts from existing zoning to the zoning as conditioned in the Specific Plan. However, it was not the intent of the Draft EIR to only identify the impacts associated with the zone change. Modifications to the Final EIR have been incorporated to clarify the impacts associated with build-out of the project site and not just the impacts related to the change in zoning.

With respect to Table 5, and the associated analysis in the change of impermeable surfaces, the consultant took the position that the impermeable surfaces associated with existing development on the project site (12 homes and two small commercial businesses) were insignificant when compared to build-out under Specific Plan zoning. Therefore, the estimate of impermeable surfaces associated with Specific Plan build-out or 893,460 square feet in column 5 of Table 5, can be used as the approximate increase in impermeable surfaces. This is, in fact, slightly overstating the actual impact.

The impacts discussion identifies this impact as significant and a mitigation measure is identified. In addition, this mitigation measure has been modified in response to comment L3-2.

7. The net change in existing water use has been calculated and Table 6.1 has been added to the Final EIR. However, the level of significance of the impact does not change; the increase is small in comparison to total pumpage from the basin and the estimated perennial yield for the basin. Cumulative impacts however, are significant, and future development will be required to mitigate their impacts in accordance with the appropriate city resolution. Mitigation measure 3 was prepared to address the city ordinances.

The consultant concurs that the loss of recharge area resulting from build-out of the project site would be approximately 9.3 acres, based on the 404,000 square feet of impermeable surfaces presented in Table 7. The text of the Final EIR has been changed to clarify this impact.

8. General Plan policy OSP-323 states "riparian corridors shall be retained and protected." Specific Plan policy 2.2 address this General Plan policy by requiring future development to "maintain and enhance the habitat value of riparian corridors." General Plan policy OSP-415 states "creeks shall be preserved as nearly as possible in their natural state" and action OSA-417 states "city will continue to require a minimum 25 foot setback from the top of the bank for all projects constructed along a creek." Along with the policies to maintain and enhance the habitat value of riparian corridors, the Draft Specific Plan (circulated for public review) did include a policy to require "a minimum 5-foot setback area, measured from the edge of bank" to be required in the riparian area adjacent to Glen Canyon Road. During preparation of the Draft EIR, the consultant was notified by the lead agency that the "5-foot setback policy" was being eliminated from the Specific Plan because of its inconsistency with General Plan action OSA-417. It was inadvertently left in the Specific Plan. The intent of the "5-foot setback" policy was to allow future development some flexibility within the riparian corridor where a 25-foot setback may be more than required for enhancement and maintenance of the corridor; however, it was clearly inconsistent with the General Plan. Mitigation measure 5, addressing the riparian corridor, was intended to allow flexibility where possible, by requiring a qualified biologist, after reviewing specific development plans, to recommend appropriate setbacks along the length of the creek, and prepare mitigations where riparian vegetation could not be avoided. Mitigation measure 5 has been revised to clarify this intent. Please also refer to response to comment L6-8.

9. The trip distribution for the study intersections was based on the 1987 DKS report. Since the distribution was held constant between the study alternatives, i.e. Existing + Approved Project, Existing + Approved Project + Project, Year 2005 Base, Year 2005 Base + Project, and the analysis was done mainly to compare between alternatives, a macro distribution is more suitable for this analysis. The macro distribution was developed based on the Santa Cruz County Regional Transportation Plan and data from the previous traffic impact study. In order to maintain consistency with these (efforts), similar distribution was used. Furthermore, for the future conditions, i.e. year 2005, only macro distribution would be suitable, and not a micro distribution based on current conditions. Micro distribution tends to differ between time periods and therefore is not used in the analysis between present and future conditions. The macro distribution used in this study is acceptable. Changes in traffic movements as listed in this comment would not impact the overall performance comparison of the study intersections.

Scotts Valley Drive numbers are based on traffic counts received from the City of Scotts Valley.

Intersection maps have been included at the end of the responses to this letter to clarify the various directional approaches.

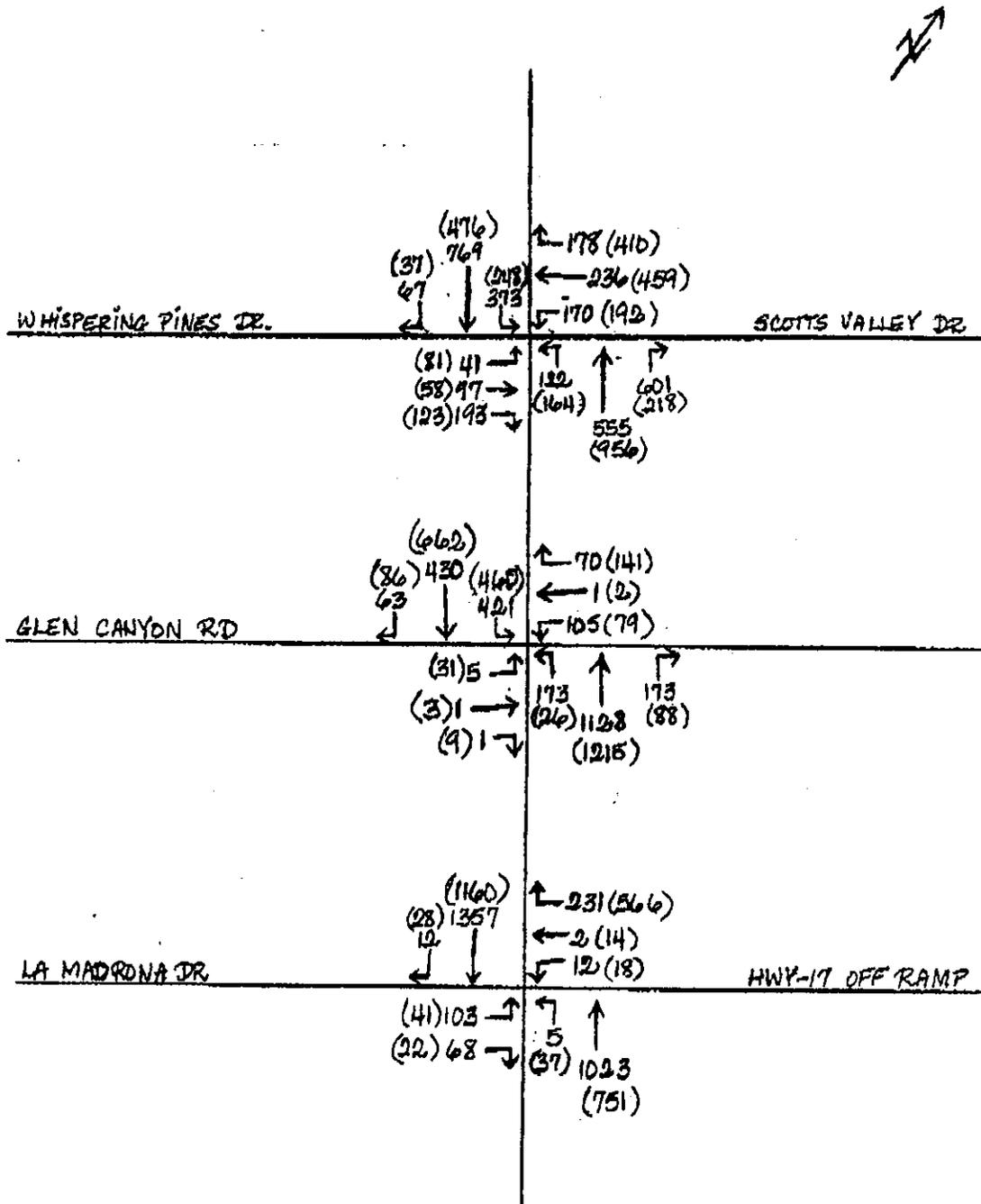
10. The consultant concurs with this comment. Future commercial development within the Specific Plan area will generate sales tax revenue which could be used for ongoing police personnel funding.
11. General Plan NA-454 was not intended to exclude residential development in areas identified at or below an average annual day-night level of 60 dBA, as evidenced by NA-457 "new residential development should not be allowed in regions where the annual day-night noise level exceeds 75 dBA". The noise element, prepared for the general plan by James A. Mills, Acoustical Consultant in March and April of 1993, identified areas of concern where average annual day-night levels could present a challenge to development. That survey was not prepared on a project-specific level and therefore, did not include specific mitigation measures. The mitigation measure required in the assessment district EIR, and referenced in this EIR (Specific Plan), requires a noise survey be performed to determine necessary building setbacks *and* noise reduction measures. Common noise reductions measures include, but are not limited to, sound walls, earth berms and vegetation for exterior noise levels, and specific construction techniques for interior noise levels. Therefore, the potential noise impacts identified in the Draft EIR, should be mitigated through further noise studies when specific development projects are proposed. The noise study prepared for the general plan, along with the general plan policies and actions, should be utilized by developers when siting future development on the project site. Then, when the developers make an application to the city, the planning department will require a noise survey be performed to analyze siting of the proposed development.
12. The alternative "no project alternative-no specific plan" analyzes development of the project site under existing zoning. This also constitutes a

reduced-density, or lesser development intensity, alternative. As discussed in Section 3.4.2, development under this scenario will result in a 55 percent reduction of residential units and a 5.5 percent reduction of commercial square footage. However, this alternative is not identified as the environmentally superior alternative because of the potential unavoidable traffic impacts associated with commercial development on Parcels 7 and 8.

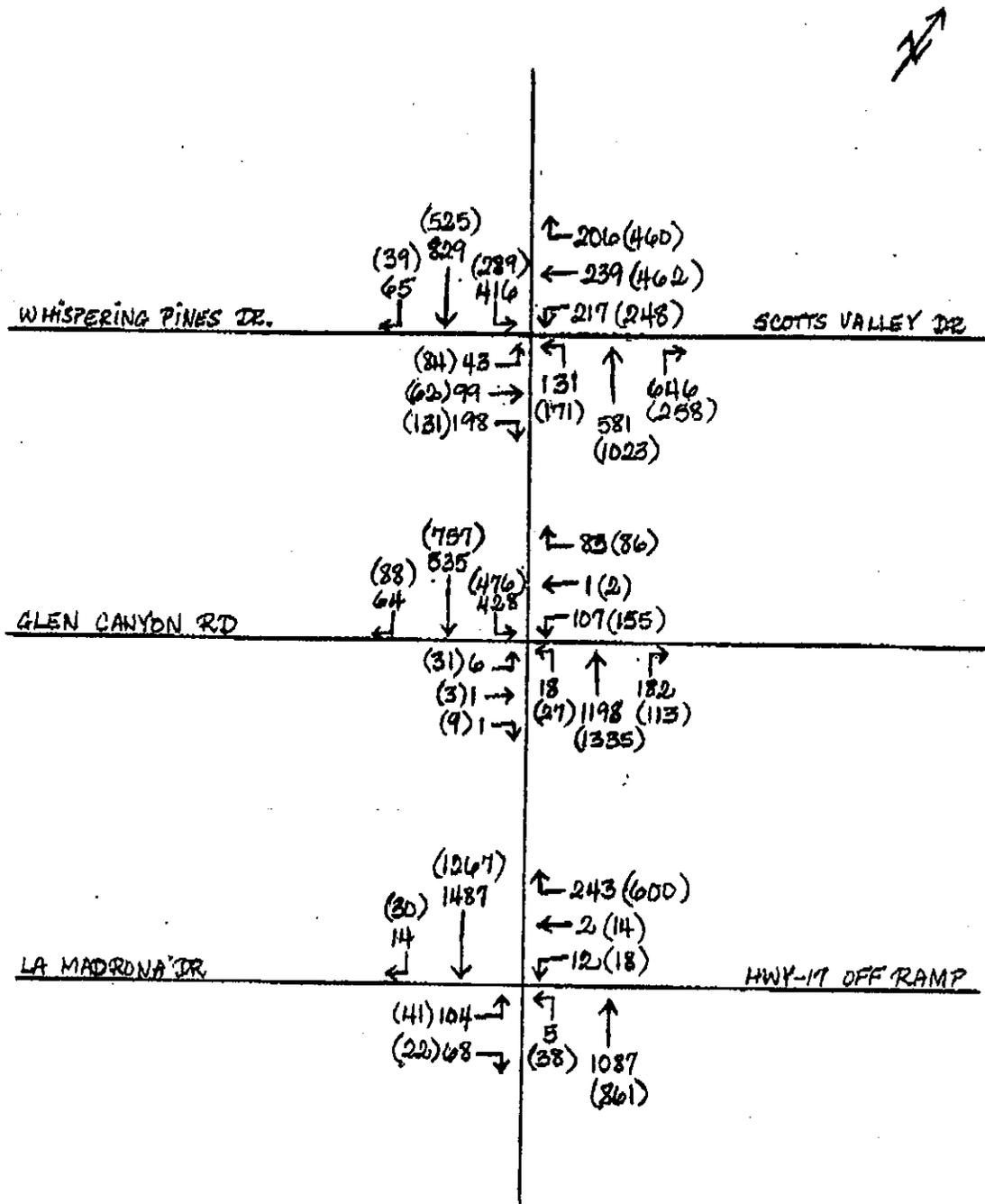
The consultant did not analyze a reduced-density Specific Plan alternative because zoning allowed in the Specific Plan is already a reduction of the density allowed by city zoning designations [see response to comment 5 of this letter and revised consistency analysis discussion of LP-17 in Section 1.5.1 of the Final EIR].

The intent of CEQA is to describe a range of reasonable alternatives focusing on alternatives capable of eliminating any significant adverse environmental effects or reducing them to a level of insignificance. The Draft EIR addresses impacts including those related to biotic and traffic impacts. Potentially significant impacts related to biotic impacts will be mitigated to a level of insignificance with implementation of the mitigation measures presented in Section 2.3, Vegetation and Wildlife. However, it is possible that future development proposals may result in a reduction in density because they will be required to comply with the mitigation measures. According to the consulting traffic engineer, build-out under Specific Plan conditions will not result in a significant impact to traffic and circulation.

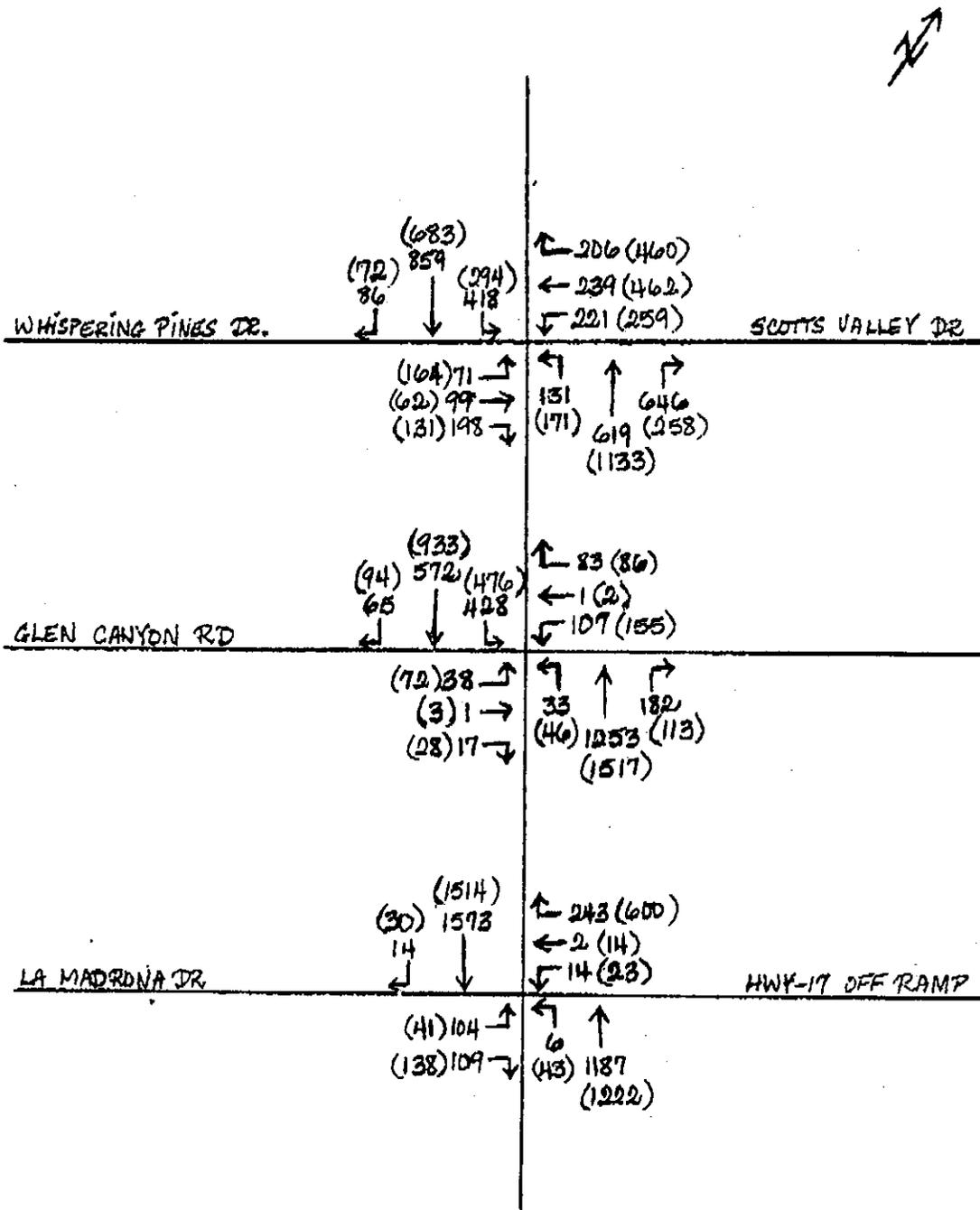
Since all of the impacts resulting from build-out of the Specific Plan have been reduced to a level of insignificance, the consultant believes that the range of alternatives discussed in the Draft EIR meets the intent of CEQA.



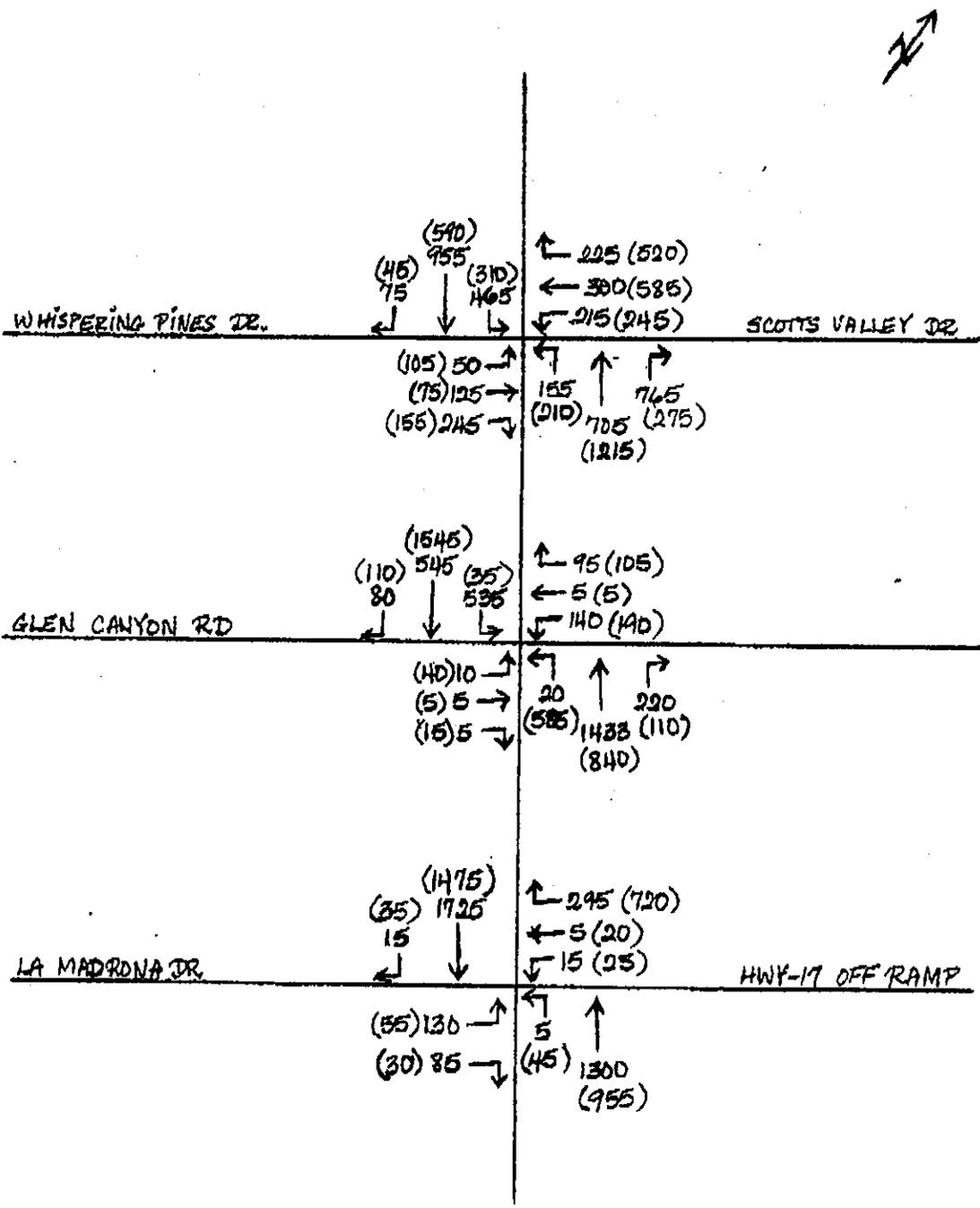
Existing A.M. (P.M.) PEAK HOUR VOLUME



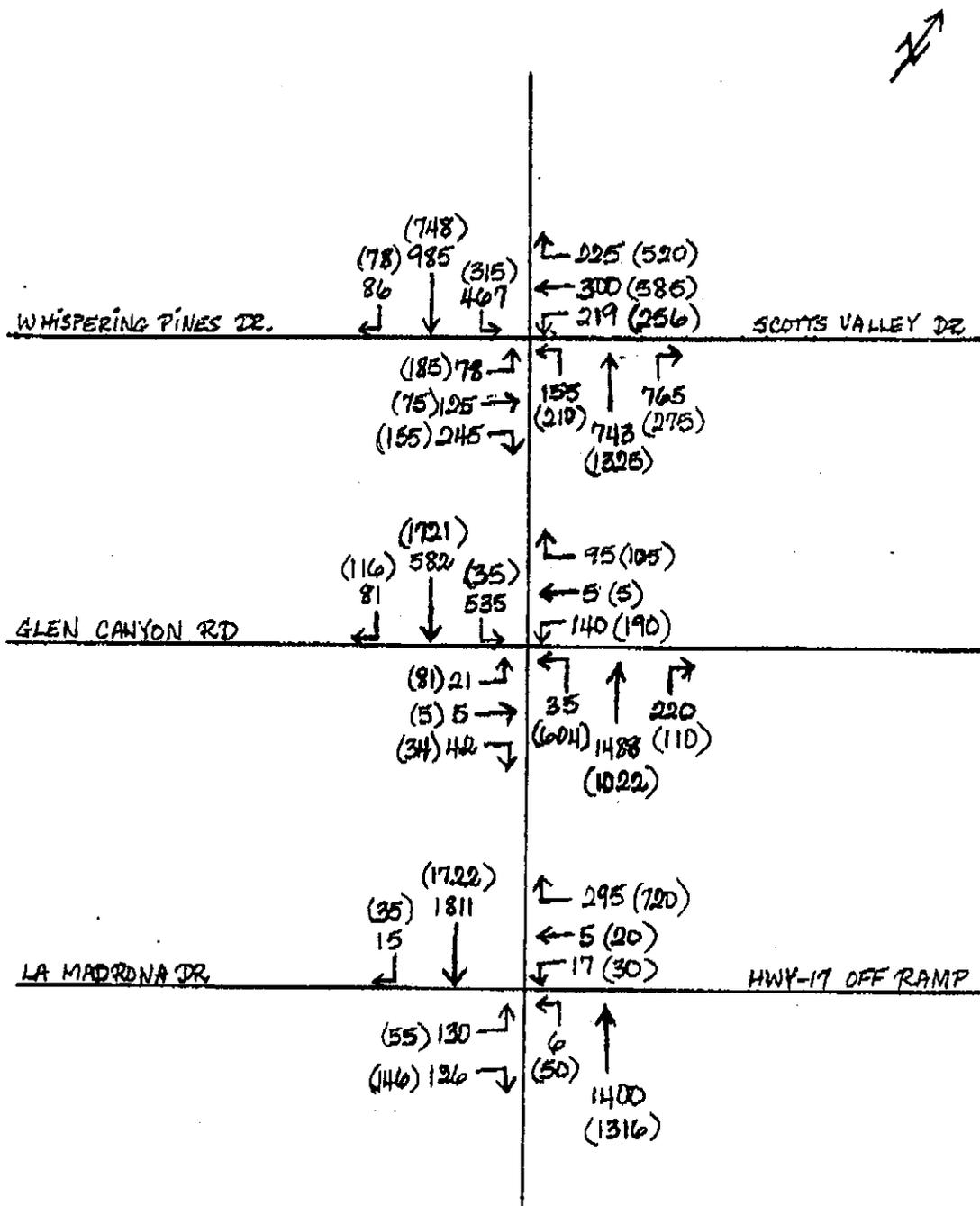
EXISTING + APPROVED PROJECTS AM (PM) PEAK HOUR VOLUME



EXISTING + APPROVED PROJECTS + PROJECT AM (PM) PEAK HOUR VOLUME



YEAR 2005 BASE AM (PM) PEAK HOUR VOLUME



YEAR 2005 BASE + PROJECT AM (PM) PEAK HOUR VOLUME

SCOTTS VALLEY CITY COUNCIL MEETING OF MAY 17TH., 1995

L8

We request consideration of and written response to the following questions and or comments on the Gateway South Specific Plan Draft Environmental Impact Report, April 1995, and Gateway South Specific Plan Draft, February 1995.

GATEWAY SOUTH SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

1 | Page ii Circulation Plan

Comment: Parcels 4-8 in Area A are proposed for residential high density, 100 dwelling units. Parcels 7 and 8 are in close proximity to the Highway 17 off ramp, where right turns onto Mt. Hermon Road are allowed on a red light. In addition traffic turning left across Mt. Hermon Road from Manana Woods and Area B and traffic coming across the overpass into Scotts Valley would be adversely impacted by right turns out.

2 | Page iii Municipal Services Plan

Comment: The second paragraph states "A sewer main also extends up the newly constructed Altenitas Road and serves Manana Woods development. The sewer line does not service Manana Woods.

Hydrology-Surface Water Page v

3 | Impact: "The proposed zoning change will result in only a slight increase in impermeable surfaces (16,840) over that associated with existing zoning.

Comment: This does not seem logical. See comments on Table 5 Change In Impermeable Areas.

4 | Hydrology-Groundwater Page Vi

Mitigation Measure 3 "Artificial recharge can be separated into on-site & off-site recharge projects.

Comment: Off site recharge will only be effective if the recharge site is in the Camp Evers area, or if the District well serving Gateway South is not in the Camp Evers area. Prior Gateway South EIR and Heritage Park EIR stated the District Well #10 would be used to service Gateway South. #10 is in Camp Evers, a distressed portion of the Santa Margarita. Runoff from roofs or other surfaces would not be sufficient recharge.

To be consistent with the full disclosure intent of CEQA the EIR should summarize existing information sources, numerous Todd reports, the Santa Margarita Groundwater Study etc. and make independent conclusions about the adequacy of the groundwater supply. The EIR does not indicate the geological formation from which the water will be drawn to serve Gateway South, or the District well location. In order to avoid cumulative impacts with no mitigation and to be consistent with the intent of CEQA these should be included.

According to the 1986 Todd report Area B was a designated recharge area. When the consultant for Gateway South had a study produced by

4
mt. EMC for Heritage Parks that changed, it was no longer ~~declared~~^{declared} an aquifer recharge area. As recently as the completion of AB3030 by Todd for the Water District the airport property was designated not only an aquifer recharge area but just about the best. With the EIR for development of that property Skypark was no longer considered an aquifer recharge area. It certainly does make a person wonder just where the aquifer recharge areas are, or perhaps they're already paved over.

5 Page xi Air Quality

Comment: Homes to the front of Manana Woods and residences in Area A and the front of Area B will experience ever increasing fumes from development of SkyPark and other development that increases traffic on Mt. Hermon Road, as well as long term construction activities in Area A and B.

I believe it to be highly unlikely that the mitigation measures listed will significantly reduce the impacts of indirect and long term source immissions.

6 Page xiv Land Use Compatibility

Impact Noise : "Adjacent residential uses, as well as on the project site residential uses, may be subject to noise levels that exceed 60 dBA at the property line of future commercial development on the project site."

Comment: Noise Level Readings & Projections (Average Case) 1992-2010 showed Mt. Hermon Road ADT 34,200 at 62 feet 65 dBA, at 185 ft. 60dBA. It seems quite possible, in fact probable that with development of Gateway South and Skypark, those readings will increase to 70 or over. At 70 dba a persons hearing could be damaged. While new development may include soundproofing measures the existing residential developments do not. How would that be mitigated?

7 Figure 3 Existing Conditions & surrounding Land Uses

Question: What does the 15,000 SF building site area refer to?

8 Page 9, 4th. paragraph: "Parcel 11 was approved for the construction of 81 single family homes and is not included as part of the Specific Plan and is, therefore, not discussed in this EIR!"

Comment: The cumulative impacts of Heritage Park, 81 single family homes, should be included and the mitigations included in the Gateway South EIR. Heritage Park is part of the Gateway South Assessment District. The disclosure intent of CEQA is not met with the exclusion of Heritage Park.

9 Page 9 & 10

Comment: Upon reading this it seems that because of delays in construction and the resulting substantial increases in the estimated cost of the project, Ordinance 145, and the subsequent lawsuits from property

May 17, 1995
Gateway South EIR

9a
9b
owners was the primary reason for upzoning the majority of parcels in Gateway South Assessment District. The normal question asked when up zoning is under consideration is will the new zoning provide needed community services or housing. The City of Scotts Valley has not met its quota of affordable housing, but good planning does not place all affordable housing in one location, but rather places it about the city. This area should have its share but not 159 units. The traffic situation at Mt. Hermon Rd. & Highway 17 will be severely impacted with build out of SkyPark and the proposed Gatewaysouth project. Additional commercial is neither desirable nor needed. To place commercial on the outskirts of the city, rather than concentrating all commercial along Scotts Valley Drive or the existing shopping centers on Mt. Hermon Road cannot be good planning, and certainly not good for existing business in those areas. This will be the last chance for Scotts Valley to have somethin that is beautiful at the main entrance and exit of the city. Why not include in the plans a mini park on each side of Mt. Hermon with native plants and trees and two attractive signs one on entering and one on leaving. At this time there is only on lovely sight on entering, and that is the landscaping in the front of a home in our area, a county area. High density housing, and large retail, and fast food places are not lovely to look upon. Surely by now there are enough fast food eating places.

WATER

10
The Dec. 1987 Gateway South Assessment District Draft EIR included a 1.6 million gallon water tank (by EMC Planning Grp. Inc.). At that time there were three general plan land use designations ie: Residential low (2 du. per acre) Rural (1 dwelling unit per acre) and a small area of commercial service. The assessment district was to finance construction of the water tank for needed storage in that area and was also to pay for the water mains, even though all of Area B is not in the Water District. It was stated that the water tank would be needed to supply water for fire suppression, and that the tank would make the project consistent with Policy 9.3.2 - "The City shall require new development to provide adequate improvements for maximun fire protection. That same EIR stated that the Gateway South project was located within the Camp Evers pressure zone. The water tank was cited as a long term positive impact. the EIR state "If future development on the project site is consistent with the 1986 General Plan, the Scotts Valley Water District should have adequate water to serve the Assessment District." That statement included the water tank. At a subsequent Water District meeting it was determined the tank would be too costly.

QUESTION: Was a 1.6 million gallon tank constructed elsewhere? If so, where? Will that tank provide the water for fire suppression in Gateway South? If not what will? What is the current water storage capacity of the District?

11 TABLE 6 PG. 62 PROJECTED INCREASE IN WATER DEMAND

Table 6 Existing Zoning

72 Residential Units

Table 1 Existing Conditions Pg. 12

Total acreage 42.15
Less Comm. 7.76 (Area A)
Less Open Sp. 8.87 acres
Res. Acres 25.52
Low Res. 2
Total Res. 52

Table 6 Existing Zoning

8.13 Commercial Acres

Table 1 Existing Conditions

7.76 Commercial Acres

Table 6 Specific Plan Zoning

14.91 Commercial Acres

Table 2 Proposed Land Uses & Acreage

17.02 Commercial acres

12 TABLE 7 PG. 63 CHANGE IN RECHARGE AREA

Shows a total of 64 SFR under existing option. See Table 1 above, should be possible 52 SFR. Did they neglect to reduce the acreage by 8.87 acres of open space?

13 PAGE 79 RE.IMPACT & MITIGATION MEASURES: "The saturated area north of the seep was also impacted by recent construction activities for Altenitas Road, but subdrains were installed to keep water moving under the road."

COMMENT: After just a couple of days of rain the sidewalk on Altenitas began to sink, water gushed out of the small incline where the dirt had been excavated for Altenitas Road and the sidewalk. The sidewalk continued to collapse for a total of approximately 50ft. Water is no longer gushing out, but water continues to flow at a slow rate constantly in that area.

14 PAGE 96 WATER SERVICE SETTING : "A stub out is ^{also} ~~also~~ provided for approximately 200 feet along Altenitas Road for future linkage to a private water mutual company (private well) north of the project site?"

QUESTION: What private water mutual company is referred to here?

15 PAGE. 125 SECOND PARAGRAPH : The Specific Plan is an infill project. The project site is nearly surrounded by existing commercial and/or approval residential development."

COMMENT: This is most misleading. There are presently only two or three very small businesses in Area B, residential development exist on three sides of the project area. The residential areas are County areas therefore the Specific Plan will foster growth by expanding community service facilities into a new area (Area B).
D. H. P. T. 100

May 17, 1995
Gateway South EDR
Pg 5

16 | Pg. 63, Table 7, Change in Recharge Area

Planning Area B Parcels 9, 10 + 12 total
30.58 acres less 8.87 acres open space =
21.71 acres x 2 under existing development
option or a total of 44 dw, maximum
not 64 as listed.

17 | Pg. 69 ~~Mixed Coniferous Forest~~

Project Analysis pg 77: "Approximately
nine acres of mixed coniferous forest and
some of the annual grassland in Planning
Area B will be preserved as open space by
the Specific Plan.

Question: What is the total number of acres
of mixed coniferous forest and what is the
size of the annual grassland (existing)
and what is the size of the grassland area
that will be preserved?

18 | Appendix C Traffic Tables - Table 10

Shows zoning (original) for Area B as
86 single Family Residential, 100 room hotel

May 17, 1995
Gateway South E & R
Pg 6

T8.
continued

and 5000 sq. ft. restaurant. Area B was zoned low density residential, low density residential for 30.58 acres less 8.87 open space would be 21.71 or 44 du. The figures in Table 10, Original zoning are skewed.

Response to Letter L8

(Betty Petersen)

1. The AM peak hour right turn volume from Highway 17 off-ramp in the year 2005 plus project condition of 295 would have minimal affect on the eastbound through on Mt. Hermon Road. The high volume of 600 vehicles during the PM peak hour may impact the eastbound through movement on Mt. Hermon Road; however, vehicles turning right from Highway 17 need to yield to the eastbound vehicles. Residents from Mañana Woods vehicles from La Cuesta Drive would not be able to turn left onto Mt. Hermon Road in the future, only right turn out. The south approach left turning movement from La Madrona Drive onto Mt. Hermon Road is controlled by signal. Therefore, no significant congestion is expected at this location.
2. The commentator is correct. The sentence has been changed to read "A sewer main also extends up the newly constructed Altenitas Road and could be extended to serve Mañana Woods development."
3. This comments refers to comment 11. Please refer to response to comment 11.
4. No single well will be used for this project. All wells pumped by the water district feed into storage tanks. The water is then disbursed to end users from storage. The wells pumped and the pumping rates can be varied without affecting water supply to users. According to Jon Sansing with the Scotts Valley Water District, the Camp Evers well (Well #10) supplied about 15 percent of the districts water last year.

The consulting team has reviewed and abstracted all major groundwater studies for the discussion in the EIR, although written summaries of each data source was not prepared. The conclusions are based on the information reviewed and the consultant's professional judgment.

Also, see response to comment L9-6.

5. The air quality analysis was revised based on comments from the Monterey Bay Unified Air Pollution Control District. The district has determined that the level of analysis performed in the Draft EIR for CO, ROG, NOx, and SOx pollutants was not necessary for this type of EIR (Specific Plan EIR), and therefore, the Specific Plan will not result in a significant adverse environmental impact related to air quality. However, because of cumulative air quality impacts within the city and the region, the consultant believes it is necessary to recommend measures, identified by the air district, in all development projects, as appropriate. The air district has prepared a list of measures designed to reduce pollutant levels associated with development.
6. The commentator is referring to noise level readings and projections as presented in a table on page NOISE-13 in the general plan (1994). The table

continues with year 2010 projections (which include development of Gateway South and Skypark) as continuing to be 60 dBA at 188 feet from Mt. Hermon Road and 65 dBA at 64 feet from Mt. Hermon Road. The 70 dBA is reached in 2010 at 8 feet from Mt. Hermon Road. These increases are insignificant and are due, according to the general plan, to the decrease in traffic associated with implementation of the proposed midtown interchange. Please refer to general plan policy CP-132 and action CA-133.

7. The 15,000 square foot building site area refers to Santa Cruz County zoning designation of R-1-15.
8. The Heritage Park development of 81 residential units is included in the cumulative project discussion in Section 3.2 and listed under cumulative projects in Table 15. Therefore, the intent of CEQA has been met.

Heritage Park was included in the Gateway South Assessment District. A development application for Heritage Park was received by the city and, in October 1989, the *Heritage Parks Subdivision Final EIR* (EMC Planning Group Inc.) was prepared and subsequently certified by the city council. It would not be appropriate to include Heritage Parks in the Gateway South Specific Plan.

- 9a. The Specific Plan includes 159 residential units; however, only a portion of those units are required to be "affordable" as defined and required by city ordinance. The consistency analysis with general plan policy HP-270 has been modified to reflect this.
- 9b. The cumulative traffic impacts will result in the level of service of the Mt. Hermon Rd./Highway 17 intersection to drop from C to D in both the morning and evening peak hours, as identified in Tables 3 and 4 of Appendix C. All development projects are subject to traffic impact mitigation fees in an effort to mitigate these impacts.
- 9c. Future development projects will be subject to design review by the city. The remainder of this comment is acknowledge; however no significant environmental issues are raised. No further response is necessary.
10. After preparation of the Gateway South Assessment District EIR, the water district developed a new master plan which determined that water storage in that area was not advisable; a tank was placed elsewhere. A subsequent master plan, however, was prepared that identified the ridge above the project site as an alternate suitable site for a reservoir. The placement of storage tanks is the responsibility of the Scotts Valley Water District. Also, see response to comment L9-6.
11. Table 6 refers to the projected increase in water demand over build-out under existing zoning. Table 1 is unrelated as it refers to existing conditions on the project site, not existing zoning.

Table 6.1 has been added to reflect the change in existing conditions water use versus build-out under Specific Plan zoning.

12. Existing zoning allows for a maximum of 64 single-family residential units. Table 1 refers to existing conditions (not existing zoning). Existing zoning does not include any acreage for open space.
13. This comment is acknowledged. No response is necessary.
14. The private mutual water company referred to is the Mañana Woods water company. The stub out was not requested by the water company, but was provided for future potential use. This has been clarified in the Final EIR.
15. The term "in-fill development" is certainly open to a vast number of interpretations. The interpretation used by the consultant can be found in *The California General Plan Glossary*, published by The California Planning Roundtable, 1990. It is defined as "development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed." Because the project site (including Planning Area B) is largely surrounded by existing development and/or approved projects, the consultant considers the Specific Plan as in-fill development.
16. The existing development option, or existing zoning, does not include any open space acreage. Refer to Figure 5 EIR.
17. The mixed coniferous forest on the project site is approximately 9.5 acres and the annual grassland is approximately 19.5 acres (minus existing roads and freshwater seep area). The area proposed as open space includes the entire mixed coniferous forest acreage (9.5 acres) and approximately 1.7 acres of grassland. Also, please refer to the discussion in Section R.0, Response to Comments, in the beginning of the Final EIR, for an explanation of the change in acres per land use.
18. The "original zoning" shown in the traffic report and traffic tables does not refer to the existing zoning but to the proposed zoning studied in the Gateway South Assessment District Traffic Engineering Studies by DKS Associates in December 1987. The original zoning was used to develop the street improvements along Mt. Hermon Road and Scotts Valley Drive that are under construction now. Since the current proposed zoning are changes to the original zoning (for traffic study purposes) the comparisons were made between original zoning and current proposed zoning to determine if the improvements recommended in the 1987 study was adequate to accommodate traffic that will be generated by the currently proposed Specific Plan zoning. Since this study has determined that the current proposed zoning will not cause any significant impact to the study intersections, the street improvements that are under construction will be adequate for the additional traffic. Therefore, the comparison between the current proposed zoning and original zoning justifies the improvements that are under construction now and connects this study to engineering work previously done for this project.

We request consideration to and written response to the following questions, and or comments on the Gateway South Specific Plan Draft Environmental Impact Report, April 1995, and Gateway South Specific Plan Draft, February, 1995.

GATEWAY SOUTH SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT REPORT

1 The Specific Plan is not consistent with objective 6 of the General Plan ie: "Encourage commercial activities that meet the retail and commercial/service needs of residents and visitors, and are compatible with surrounding land uses."

Comment: There are six existing commercial areas in Scotts Valley, a seventh is not needed by residents, visitors or the existing retail. The proposed commercial for Area B would be surrounded on three sides by residential. That would not be compatible with the surrounding land uses. Not one of the existing commercial areas in Scotts Valley is surrounded on three sides by residential.

The Specific Plan is not consistent with Policy 6.1. The proposed commercial area in Area B does not compliment or strengthen the City's commercial area.

3 Page 80, Impact, first paragraph: "Development or other actions anticipated under the Specific Plan could result in the removal of riparian forest habitat along Camp Evers and Carbonera Creeks". "Development on Parcel 1,3 & 4 may also encroach into the riparian vegetation associated with the west bank of Camp Evers Creek and result in the removal of some of this habitat. Development on Parcel 8 could result in the removal of riparian forest habitat along Carbonera Creek."

Comment: This is in conflict with Policy OSP-415.

Note: Page 11 Gateway South Specific Plan Draft, top of page a) "A minimum 5 foot setback area, measured from the edge of the bank shall be required in the riparian area adjacent to Glen Canyon Road."

Comment : This is in conflict with Policy OSP-415, Action OSA-417: "The City will continue to require a minimum 25 ft. setback from the top of the bank for all projects constructed along a creek."

3 Page 10-1,3,2 Existing Conditions, first paragraph: "The topography in Planning Area A varies from flat to steeply sloping, with slopes in excess of 40 percent."

Comment: The EIR should include the percent of slope in excess of 40 percent for each parcel in Area A. In addition the EIR should include the acreage for each parcel in Area A that is in excess of 40 percent

Comment: If development is planned on natural topograph sloped in excess of 40 percent, there will be a conflict with Goal: "Preserve open space areas, areas of scenic value and the city's natural resources."

3
continued

Comment Continued: Policy 2.3 Limit development on steeply sloped lands. a) Areas where natural topography is sloped at 40 percent or more should be designated as open space or dedicated as scenic easements."

4

Page 85, Comparison of Existing Zoning and Proposed Zoning Trip Generation.

Comment: The analysis here is flawed. Table 9 and Table 10 are misleading. Each cite the original zoning in Areas A and B that is not consistent with the original zoning on Figure 5, Existing Zoning. As a result, the Rate In, Rate Out, Trips In, Trips Out, Total Trips, both A.M. and P.M. are incorrect.

5

Page 92, Project Analysis: "Therefore this air quality analysis is a cumulative air quality impact analysis of future projects allowed under proposed zoning."

Comment: Although Heritage Park is not included in the Specific Plan, the impacts of that development will be cumulative with the Specific Plan and should be included in Section 13.3 as well as the impacts of all proposed development in Skypark and the Park and Ride Lot to be located in Gateway South. See correspondence of Jan 18, 1995 from Linda Wilshusen, Exec. Dir, Santa Cruz County Regional Transportation Commission. The proposed mitigations under Mitigation Measure 9 are not adequate and the impacts as listed are not cumulative. CEQA requirements are not met.

6

Page 97, Project Analysis, last paragraph: "the recently installed water lines surrounding the project site were designed to serve proposed future development on the project site. Therefore, development on the project site will not create a significant adverse impact to water infrastructure."

Comment: The EIR should include the existing water storage capacity of the Scotts Valley Water District, whether it is adequate for the existing and proposed developments throughout Scotts Valley, including Skypark, Gateway South, Heritage Park, etc. If the existing storage is inadequate the amount and the location for needed storage should be included. If storage is to be included in Gateway South the location, size, funding source and impact on the environment should be included, as well as mitigations.

7

Page 100, Project Analysis, 4th. paragraph: "The project site under Specific Plan Zoning has the potential to generate 63 new K-8 students and 46 new high school students for a total anticipated new student population of approximately 109." "The existing low density residential zoning for the project site would generate approximately 51 new K-8 students and 21 new 9-12 students, for a total new student population of approximately 72."

Comment: The total acreage in the project site for Area A & B is 42.15 less 7.76 commercial acres in Area A, less 8.87 acres open

7. continued
Comment Continued : space in Area B, equals 25.52 acres of low density residential (see table 1 on page 12). Low density residential has a maximum 2 du per acre, or a maximum of 52 du under the existing zoning for Gateway South. Using the student generation rates on page 100, Project Analysis the correct number of students under the existing zoning should be:

52 du
 $\frac{X .71}{36.92}$ students per household for grades K-8 for
single family residential development.

52 du
 $\frac{X .29}{15.08}$ Students per household for grades 9-12
for single family residential development.

37
15

52 Total students for K-12 under existing zoning

The percentage of increase over the existing zoning and the project site Specific Plan Zoning should be 110 percent increase, not 66 percent increase as stated on page 100.

8 Page 29, 2nd. paragraph: "Access to Planning Area B is provided by Altenitas Road and La Madrona Road."

Comment: Altenitas Road was not constructed to provide access to Area B for Gateway South, just for traffic generated by Manana Wood. The EIR should be corrected to read that Gateway South has one access road into Area B and that is La Madrona Drive.

9 Page 79, last paragraph: "saturated area north of seep in Parcel 9 possibly results from leaking septic systems."

QUESTION: Was a study done to come to the conclusion that the seep could be caused by leaking septics in the Manana Woods area? If so we hereby request a copy of the report. If not this possibility should not be included, and the seep could be from existing springs, and should be preserved for use by wildlife. Previous EIR's stated that area to be part of wetlands. When and by whom was that designation changed?

10 Comment: Altenitas Raod was incorrectly spelled on the following pages of the EIR and should be corrected: once on page 2, three times on page 11, twice on page 27, once on page 28, three times on page 29 and once on page 30.

11 Comment: The local newspaper, May 24, 1995, informed us that there is the possibility that Gilroy outlet stores may locate in Area B of Gateway South. Outlet stores such as those located in Gilroy and Monterey are high traffic generators seven days of the week.

11
continued

Comment Continued: With the significant increase in traffic comes an increase in noise and a decrease in air quality. Outlet stores are by their nature housed in Warehouse like buildings, unattractive on the outside. This type of development would be most inappropriate adjacent to residential development. Skypark would be a far better site, and bring more business to the core of the city. To place outlet stores at the main entrance and exit of the city would destroy any chance of bringing beauty to that area. As for serving visitors, Scotts Valley is not considered a resort or vacation city, just how many visitors does Scotts Valley have over a years period of time. Again, I know of no other area where outlet stores are surrounded on three sides by residential ranging in price from 200,000-1.5 million, why does it have to be here?

12

The EIR has included an explanation of the inconsistencies of the assessments in Gateway South, stating that upzoning is needed to assist the property owners. The Council should take into consideration that purchase of bare land for the prospect of upzoning is speculative, as such the purchaser is gambling, with no promise of making a profit. Considering that the majority of landowners in Gateway South have owned the bare land for a number of years, purchased at extremely low prices (check the County records) and will gain considerably from any type of development, what is the reasoning for any upzoning? And what is the criteria used for upzoning to commercial or commercial/service? It is my understanding that the Council has no obligation to upzone property to benefit a landowner. Is that incorrect? If the consultant for Gateway South had fully explained the method for the determination of the assessments, and the amounts for each property owner there might possibly not be a Gateway South Assessment District. However, each property owner had more than enough time and access to information to make those determinations. Other developments in your planning area, such as Manana Woods and the La Madrona development in the County should not have to pay for those errors with a dramatic increase in traffic, noise and degradation of air quality. Your City merchants should not have their trade pulled away by such commercial development on the outskirts of the city. Please take all this into consideration before you make your decision!

Betty Petersen
107 Elena Dr.
Scotts Valley, Ca. 95066 (Mailing address)

Phone 438-6272

Response to Letter L9

(Betty Petersen)

1. The comments opinions are acknowledged. The consultant believes that service commercial uses are not incompatible with adjacent residential uses provided adequate setbacks and appropriate site design is provided.
2. Please see response to comments L6-8 and L7-8.
3. The area in excess of 40 percent slope, by parcel is as follows:

Parcel Number	>40% Slope Area Square Feet (Acres)
1	6,222
2	4,960
3	1,624
4	10,963
5	5,601
6	2,862
7	11,219
8	44,583
Subtotal Planning Area A	88,034 (2.02)
9	0
10	69,481
12	88,397
Subtotal Planning Area B	157,878 (3.62)
Total	245,912 (5.65)

The consultant concurs with the commentator. Although a specific development plan has not been proposed, future development on slopes in excess of 40 percent would be in conflict with general plan goals. However, it should be noted that the city may make exceptions for roads and other infrastructure in accordance with city ordinances, as they deem appropriate.

4. See response to comment L8-18.
5. The cumulative development analysis referred to in Section 2.5, Air Quality, refers to all of the future individual development projects, combined, within the Specific Plan project area. This project area does not include Heritage Park. See response to comment L8-8. The cumulative development discussed in Section 3.2, Cumulative Impacts, does include the Heritage Park development, already approved by the city. There is no park and ride lot currently

proposed on the Specific Plan project site (see response to comment L2-1. Regarding mitigation measure 9 and air quality impacts, please refer to response to comment L8-5.

6. According to Jon Sansing of the Scotts Valley Water District (telephone conversation with consultant, June 6, 1995), the existing water storage capacity for the district is 3.12 million gallons. The district's master plan identifies a future tank in the "Gateway South Area" somewhere between Heritage Park and Mañana Woods with at least a 0.5 million gallon storage capacity. The storage tank is planned for the 1998-98 budget.
7. Existing zoning does not include any acreage for open space. Therefore, the analysis for development under existing zoning, provided by the commentator, is incorrect.
8. Access to Planning Area B from Mt. Hermon Road is provided by La Madrona Drive. Access to Planning Area B from Mañana Woods is provided by Altenitas Road.
9. The EIR draws no conclusion regarding the origination of the saturated area north of the seep in Parcel 9. It does state that the saturated area *possibly* results from leaking septic systems. This information was submitted as a result of a biotic survey conducted by Zander Associates, Consulting Biologists. The report, in its original form, may be reviewed at the city planning department under cover of *Gateway South Specific Plan Environmental Impact Report Technical Composite* (April 1995). The report, and the EIR, continues to assess the wetlands potential of the saturated area and determines that the saturated area has low habitat value. According to Leslie Zander, with Zander Associates, the U.S. Army Corps of Engineers has made no formal jurisdictional determination. This determination, will however, be required prior to future development on the project site for both the saturated area and the freshwater seep identified in Figure 13.
10. The spelling of Altenitas Road has been corrected throughout the Final EIR.
11. This comment is acknowledged. However, to date, the city has not received an application for development within Planning Area B. With implementation of the new mitigation measure requiring a policy in the Specific Plan to limit development to the Maximum Probable Development Scenario as presented in Table 3 of the EIR, an application for a development with proposed square footage greater than that provided for in the Specific Plan (163,230 square feet), would require a zone change request (amendment to the Specific Plan) and preparation of a subsequent environmental impact report.

It should be noted that, during preparation of the Specific Plan and the Draft EIR, it was determined by the city that the Maximum Probable Development Scenario would be included as a limitation in the Specific Plan. It was, however, inadvertently left out. Therefore, the new mitigation measure in the Final EIR requires that this limitation be included.

12. This comment is acknowledge. However, it does not raise any significant environmental issues. No response is necessary.

TO:	BOB HANNA	FROM:	JOE MILLER
CO:	CITY OF SCOTTS VALLEY		ENVIRONMENTAL BIOTECH
			of Silicon Valley
DATE:	5/25/95	PAGE:	1 OF 12
FAX:	438-2793	FAX:	408-986-9307

This Fax and my public comments of the last meeting include my entire comments for the Gateway South Specific Plan EIR. Thank you for the opportunity to respond.

EXISTING & PROPOSED LAND USES AND ACREAGE (Figs 5, 6 & 7; Table 2):

- 1 o In Planning Area B parcels cross rights of way. Do the land areas include or exclude these rights of way?
- 2 o In Planning Area B new Commercial zoning on both sides of La Madrona is "lumped" together and discussed as one 16.23 Acre unit. It would be desirable to know the actual areas of each site.

MAXIMUM DEVELOPMENT SCENARIO (p28):

- 3 o The building coverage in the City's four largest shopping centers is dominated by King's Village which has large yet to be developed areas and an oversized parking lot. It is most unusual to average a number like this without some other reference, or a limitation in the Specific Plan itself. In fact, Zoning requires four parking places per thousand square feet and 10% for landscaping. If built to those standards, the building coverage can be calculated to be about 38%. To proceed further the actual acreage of the two parcels discussed above must be known. If the large portion were 12 Acres, the allowable building size under our Zoning would be just under 200,000 square feet and the smaller parcel would accommodate more.

There are two possible approaches here. 1) Use the actual zoning and planning scenario discussed above. Keep in mind that the steep portions of the property have already been designated open space and the flatter portions are the proposed development. 2) Limit the Specific Plan building coverage to a number acceptable to the builder and allowed by the underlying zoning.

- 4 o The "Maximum Development Scenario" also envisions General Office development of 12,230 square feet. The development actually proposed has none of this. This again demonstrates the dominance of a single shopping center in the development of these numbers. This shopping center and the others used are strip malls and that would probably not be suitable for this site.

1.5.3 REDEVELOPMENT PLAN (p44):

The Gateway South Assessment District did not widen the overpass at Mt. Hermon Road and Highway 17. The Gateway South Assessment District widened portions of Mt Hermon Road and moved the freeway on-ramps to improve access to the area. The more expensive widening is still an active project of the RDA. This statement should be reworded.

IMPERMEABLE AREA ASSOCIATED WITH PROPOSED COMMERCIAL USE (p57):

We have difficulty extracting the 10% landscaped area from most commercial developers. The Impermeable area is 90%.

TABLE 5 (p57):

- 7 o We should not be comparing "existing development options" (i.e. what might have been) to the Specific Plan. While this may be an interesting curiosity, we

should compare what is actually in place to what is proposed. Figure 3 indicates that the site contains 12 Single Family homes and one commercial business in a converted single family home, for a total of 38,500 square feet of impervious surface at 4500 square feet per home.

- 8 o There is 16.38 Acres of C-S zoning at 90% coverage (parcel 1 will not achieve this coverage but is insignificant to the total). This results in 642,000 square feet of impervious surface. Assuming all other numbers in the table are accurate this results in a new impervious surface of 1,209,000 square feet. An increase of 1,150,000 square feet or over 26 Acres. The "Net Change" of 16,480 square feet is grossly incorrect.

9
cont.
10
increase, but admits "... development of the project site will result in a significant increase in impermeable surfaces over existing conditions on the project site." I should say so.

Due to the negligence in calculating the impact properly, this whole section needs to be rewritten. Mitigations could include:

- Roofing parking areas.
- Directing roof and sidewalk runoff to major detention basins.
- Consultation with the Water District to mitigate loss of recharge.
- Greater than 10% landscaping.
- etc.

11
TABLE 6(p62)

While assessing the increase in Water Demand from existing zoning is useful to the Water District in planning their system, we also need to know the increase in Water Demand from existing conditions so that we can understand the amount of recharge necessary to satisfy the conditions of the City Council on recharge.

There are only 12 existing residences compared to 159 proposed. The net increase is 147 residences which consume 47.33 AF/Y. There is one commercial site of .79 Acres and there will be 17.02 Acres of commercial use, for an increase of 16.38 Acres, resulting in an increase of 10.56 AF/Y. This means that there will be 57.89 AF/Y increase in consumption and a requirement to recharge this much to the aquifer as a condition of the project.

12
TABLE 7(p63):

Again, it is pointless to calculate impacts on natural phenomena such as recharge against projects never built. The impact should be based on what exists, versus what will be built.

At this time there is a single structure on parcels 9, 10 and 12, which has an impact of 4500 square feet of recharge. Again the calculation for C-5 should be 90% of the land area of 16.38 Acres. This results in 642,000 square feet not 302,000 square feet. This results in 744,000 square feet or a 739,500 square foot loss of recharge area.

13
ENVIRONMENTAL CHECKLIST:

- o According to the first impact, p58, the answer to 1e and 3c should have been maybe.
- o Since we are covering 17 Acres of recharge area up gradient from the Camp Evers well field, 3i should have been maybe.

Response to Letter L10

(Joe Miller)

1. The land area in Planning Area B totals approximately 30.7 acres. This acreage does not include La Madrona Drive and Alténitas Road.
2. The actual commercial acreage in Planning Area B is approximately 13.75. See discussion in Section R.0, Response to Comments in the beginning of the Final EIR. The commercial acreage east of La Madrona Drive is approximately 3.2, and the commercial acreage west of La Madrona Drive is approximately 10.5.
3. During preparation of the Specific Plan and the Draft EIR, it was determined by the city that the Maximum Probable Development Scenario would be included as a limitation in the Specific Plan. Therefore, as discussed in the Draft EIR, the Maximum Probable Development Scenario was utilized for analysis purposes. However, this development scenario was inadvertently left out of the Specific Plan. Therefore, a new mitigation measure in the Final EIR requires that this limitation be included.
4. See response to comments L9-11 and L10-3.
5. The consultant concurs with this comment. The discussion in Section 1.5.3 has been modified.
6. As discussed in the Draft EIR, and clarified in response to comments L9-11 and L10-3, the Maximum Probable Development Scenario will be a limitation in the Specific Plan. Therefore, the analysis conducted is correct.
7. The intent of the EIR is to disclose the impacts of implementation of the Specific Plan, including the impacts of build-out of the project site *and* the change in impacts resulting from the change in zoning. This is the standard method utilized when the proposed project include a general plan amendment and/or a zone change. See also response to comment L7-6.
8. See response to comments L9-11 and L10-3.
9. This comment is acknowledge. No response is necessary.
10. See response to comments L9-11 and L10-3. The analysis is correct. Mitigation measures 2 and 3 of the Draft EIR have been modified per this comment.
11. Table 6.1 has been added to the Final EIR to reflect the change in existing conditions water use versus build-out under Specific Plan zoning.
12. See comment and response to L7-7 and responses to L9-11 and L10-3.

13. This comment is acknowledged. The environmental checklist is prepared by city staff, prior to preparation of the EIR, in an effort to guide the EIR consultant in their scope of work. However, it does not necessarily limit the scope of work if an impact, not identified in the environmental checklist, is subsequently identified. Revising the environmental checklist after preparation of the EIR is not necessary, nor required by the California Environmental Quality Act.

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET
ACRAMENTO, CA 95814

L11

May 22, 1995

ROBERT J. HANNA
CITY OF SCOTTS VALLEY
ONE CIVIC CENTER DRIVE
SCOTTS VALLEY, CA 95066Subject: GATEWAY SOUTH SPECIFIC PLAN, GEN. PLAN AMEND. AND
REZONING SCH #: 95013016

Dear ROBERT J. HANNA:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Chiriatta, Jr.", written over a faint, illegible background.

Michael Chiriatta, Jr.
Chief, State Clearinghouse

SCH # 95013016

Project Title: Gateway South Specific Plan, General Plan Amendment & Rezoning
Lead Agency: CITY OF SCOTTS VALLEY
Street Address: One Civic Center Drive
City: Scotts Valley Zip: 95068
Contact Person: Robert J. Hanna, Plng Dir.
Phone: (408) 438-2326
County: Santa Cruz County

Project Location
County: Santa Cruz City/Neural Community: SANTA CRUZ
Cross Street: State Highway 17
Assessor's Parcel No. See below "Project Description" Total Acres: 42.15
Within 2 Miles: State Hwy #: 17 Waterways: N/A Twp. Range: Sect:
Airports: N/A Railways: N/A Schools: Scotts Valley Middle
Brook Knoll Elementary

Document Type

- CEQA: NOP Supplemental/Subsequent NOI Joint Document
 Early Cons EIR (Prior SCH No.) EA Final Document
 Neg Dec Other Draft EIS FONSI Other

Local Action Type

- General Plan Update Special Plan Administration
- General Plan Amendment Master Plan Redevelopment
- General Plan Element Planned Unit Development Coastal Permit
- Community Plan Site Plan Other

Development Type

- Residential Under N/A Acres 16.26
- Office: Sq. Ft. N/A Acres 8.51 Employees
- Commercial: Sq. Ft. N/A Acres 8.81 Employees
- Industrial: Sq. Ft. Acres Employees
- Educational
- Recreational
- Water Facilities: Type MGD
- Transportation: Type
- Mining: Mineral
- Power: Type Wells
- Waste Treatment: Type
- Hazardous Waste: Type
- Other

Project Issues Discussed in Document

- Aesthetics/Visual Flood Plain/Flooding Schools/Universities
- Agricultural Land Forest Land/Pine Hazard Sewer Systems
- Air Quality Geologic/Seismic Sewer Capacity
- Archaeological/Historical Minerals Soil Erosion/Compaction/Grading
- Coastal Zone Noise Solid Waste
- Drainage/Abandonment Population/Housing Balance Toxic/Hazardous
- Economic/Job Public Services/Facilities Traffic/Circulation
- Flood Recreation/Parks Vegetation
- Water Quality Water Supply/Groundwater
- Wetlands/Riparian Wetlands
- Wildlife Growth Inducing
- Land Use Landmarks
- Cumulative Effects Other

Present Land Use/General Plan Use: Eight parcels designated Special Treatment Area to be rezoned to Service Commercial & Low Density. Three parcels designated Low Density Residential to be rezoned to High Density & Multiple Residential & Service Commercial & Open Space.

Project Description

See attached "Project Description"

Assessor's Parcel Numbers: 22-151-3,4,5,7,8,9,11
21-141-1,4,8

CLEARINGHOUSE CONTACT: Michael Christetti
(916) 445-0613

STATE REVIEW BEGAN: 4-7-95
DEPT REV TO AGENCY: 5-15
AGENCY REV TO SCH: 5-19
SCH COMPLIANCE: 5-22

Resource checkmarks: Resources, Conservation, Fish & Game, Parks & Rec/CRP, DNR, Water Quality, Wetlands, Wet Rights, App. MGS # 5, State Lands Com.

NOTE: SEE NUMBERS ON ALL COMMENTS

PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY

DMD/APCD: 20 (Resources: 4/18)

Response to Letter L11

(Office of Planning and Research)

1. This correspondence does not raise any significant environmental issues. No response is necessary.

May 11, 1995 Planning Commission Minutes - POSTED 5/13/95 Appeal period ends 5/30/95.

driveway clear to allow a vehicle to back into the space and access Granite Creek Road in a forward motion. The condition does not prohibit all parking; but limits any parking or storing materials that may restrict vehicle access.

The Commission discussed the fence height along the edge of the property line on the street and asked if there were any requirements for sidewalks, curb and gutter. AP Bidleman stated the applicant will be bonding for improvements until the Sidewalk Master Plan has been completed and adopted and fencing in the front yard setbacks cannot exceed three foot in height. Chair Brown opened the public hearing at 6:50 p.m.

Mrs. Novin stated Captain Bush had visited the site and explained their requirement to keep the "U" shape area clear of cars and storage materials and requested the condition be deleted. Mrs. Novin also requested the existing six foot fence on the Burlwood side be allowed to stay. No one else wishing to speak, the public hearing was closed at 6:55 p.m.

The Commission and staff discussed the fencing on the site. Director Hanna clarified that the existing six foot fence on Burlwood would require a variance to remain at that height; a three foot maximum in the front yard setback is what is allowed in the zoning ordinance.

The Commission discussed deleting condition #16 relating to parking in the "U" area of the driveway. It was noted that the second sentence of the condition allows parking as long as it does not prohibit the ability to back-up in that area.

The Commission requested clarification of staff's statement that conditions #35 and #40 of the original conditions of approval were deleted in the new conditions. AP Bidleman stated that original conditions #34 and #39 are both longer applicable to this application not original conditions #35 and #40.

M/S Heald/Brown

To approve SUP95-001 by the adoption of Resolution #1110, subject to the conditions contained in Exhibit A as presented.

4/0 Carried (Seidel absent)

2. Draft Environmental Impact Report for the Gateway South Specific Plan, General Plan Amendments, and Rezoning for Assessor's Parcels: 21-141-1,4,5; 22-141-04; and 22-151-3,4,5,7,8,9 & 11

LOCATION: East and west sides of Mt. Hermon Road between La Madrona Road, Highway 17 off-ramp, and Glen Canyon Road.

The Planning Commission will review and take comments from the public on the Draft EIR prepared to address possible impacts as a result of the adoption of a Specific Plan, General Plan Amendment, and Rezoning to Service Commercial, High Density Residential and Open Space.

Director Hanna presented the staff report and introduced Ms. Teri Wissler, EMC Planning Group (EIR consultant). Ken Anderson, City Engineer, and Gene Scothorn, Civil Consultants Group, were present to answer questions from the Commission.

Commissioner Fogel asked if the proposed zone changes would require General Plan amendments. Director Hanna clarified that the Specific Plan intends to amend the General Plan and rezone the properties noted above. Commissioner Fogel stated that he had been reading articles in the newspaper and hearing people complain that there were not enough opportunities for citizens to participate in the review process of development in the City and hoped those in the audience were aware of the process and would provide input.

Chair Brown opened the public hearing at 7:25 p.m. Director Hanna explained that the Specific Plan was designed to set limits of development on the property and is intended to be a guideline only - not list specific construction requirements.

1 - Craig Julin, 151 Miraflores, stated his backyard borders parcels 10 & 12 and the existing water problems on the site needed to be addressed prior to development. Mr. Julin stated he was told the area had been designated a wetland and asked when that designation had been changed from wetland to residential.

Director Hanna stated the Army Corps of Engineers and State Dept of Fish and Game designates land "wetlands" and he was not aware of its current designation or if it had been changed. Current zoning of the land is R-1-20 and the analysis of hydrology in the Draft EIR addresses the increase in flooding potential.

Mr. Julin stated his concern with future runoff if the area develops and asked how much of parcel #10 was to be open space. Director Hanna stated it would depend on the physical construction of a project, but generally the steeply sloped areas are designated as open space. Mr. Hanna noted that the wetland/seep area section of the Draft EIR on page 70 addressed some of Mr. Julin's water concerns. Mr. Julin asked if there were any parks being considered in the Heritage Parks subdivision. Mr. Hanna stated there were none other than the open space area and none were proposed in the Gateway South Specific Plan. Mr. Hanna asked Mr. Julin to indicate on one of the City's maps exactly where his property was located in relationship to the Gateway South parcels. No one else wishing to speak, the public hearing was closed at 7:40 p.m.

2 Commissioner Ainsworth noted the following:

- Appendix B was difficult to work with; suggest it be integrated into the Draft EIR.
- Disagree radically with the zoning changes proposed and can't separate the zoning from the Draft EIR.
- Seriously object to call his this an "in-fill" project.

Director Hanna stated that Exhibit B was the original recommended mitigations from the 1986 Gateway South Assessment District EIR. Chair Brown asked staff to review the process they were to follow. Director Hanna explained that the Specific Plan was designed to set general guidelines for development prior to a project being constructed. Chair Brown stated it was extremely difficult to look at an EIR and be unbiased when you don't like the Specific Plan.

Commissioner Ainsworth listed the following comments:

- 2
continued
- Can't agree with Area B as a in-fill project.
 - Planning Area A zoning is disjointed. The road from Mt. Hermon to Glen Canyon connects at two different elevations and will require grading that can be avoided by using an existing dirt road located at the HWY 17 side of parcel 8 that has already been graded. This would reduce impervious surfaces and the impact on the creek.
 - The noise level is very loud from the traffic on Highway 17 and can't see residential use on Parcel A because of these noise considerations.
 - The traffic table in Appendix C is confusing.
 - Circulation issue: the Commission recently denied a project because of the traffic impact on Mt. Hermon and Glen Canyon Roads so how can we approve this.
 - Water table: nothing shows the residential use per unit. Need gallons per day for high density and low density residential use.
 - Encourage sewer lines to be connected.
 - Riparian Corridors: inconsistent easements in Specific Plan and Draft EIR (25' in DEIR, 5' in Specific Plan). Want to gain the riparian corridor as open space and eventually use as a pedestrian path to the creek.
 - Parcel Area B wildlife accessibility; create an open environment and no solid fencing to impede wildlife.
 - Like to include the requirement that whatever is built is reviewed by the Design Guidelines subcommittee.
 - Cattails on Parcel 8 on the lower area indicate it might be a wetland area and should be addressed in the Draft EIR.
 - Any septic tanks should be abandoned and required to be removed.

3 | Chair Brown asked if page 11 of the Specific Plan indicating a 5' setback was a typo. Director Hanna stated it was not; the intent was to allow some flexibility.

Commissioner Fogel stated the following:

- 4 | -High density housing would have an impact on traffic and more specifics on where people could catch the bus in the Glen Canyon area are needed.
- 5 | -A park-and ride lot is needed and is not addressed in Draft EIR.
- 6 | -Lack of recreation facilities is not consistent with General Plan policies.
- 7 | -Area B housing and fishing park exists but there is nothing on the other side of Mt. Hermon.
- 7 | -Bicycle paths would be nice along Mt. Hermon Road to the shopping centers.

Commissioner Heald stated the following:

- 8 | -Sound concerns could be addressed with landscape and sound wall barriers.
- 9 | -This is a significantly large item and it was not a full Planning Commission this evening.

Chair Brown stated the following:

- 10 | -Highway 17 is designated as a scenic highway and in her opinion the Specific Plan is not going to be scenic and is much too dense.
- 11 | -Park and ride needs to be addressed; underground parking is preferable.
- 12 | -Preservation of the creek and riparian corridor necessary and make them open to the public.
- 13 | -Endangered species need to be addressed in the Draft EIR.
- 14 | -Impact on schools, mitigations too general and not adequately addressed.
- 15 | -Recreation needs to be addressed.

Gene Scothorn, C2G, stated the endangered species were very thoroughly addressed in the Draft EIR.

Commissioner Ainsworth stated the Brook Knoll principal had expressed concern with all the new projects being developed now.

Director Hanna reviewed the process and again noted the uniqueness of reviewing an EIR without a project in that the Draft EIR is intended to anticipate effects resulting from changes in density and how they would impact traffic, circulation, water and wildlife. Mr. Hanna emphasized that the Commission should consider the impacts and analysis outlined in the Draft EIR even if they did not like the Specific Plan because the EIR should be the basis of any recommendation to be made to the Council. Commissioner Seidel has an opportunity to put his comments in writing and submit them prior to May 25th, the last day for comments.

Gene Scothorn stated the letters contained in Appendix A were in response to the Notice of Preparation the City had sent out to affected agencies and noted that if any part of the comments received from the Notice of Preparation were not adequately addressed in the Draft EIR, the consultant should be directed to again review the comments and respond accordingly.

Commissioner Fogel stated the Planning Commission needed to think this item through and noted that on pages 128 and 129, statements regarding alternative locations were given listing Skypark and the Polo Ranch site. Mr. Fogel noted that if Skypark had been developed with multiple housing, it would not be necessary to put multiple housing on the edge of the City and the Polo site did not have access through Borland. The Commission needs to be forward thinking when considering all development in the City.

Commissioner Ainsworth stated she did not understand the inclusion of alternate locations in the Draft EIR. Ms. Wissler stated CEQA requires that alternative locations be looked at where impacts could be reduced and these two locations were reviewed by EMC and City staff.

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Commissioner Ainsworth stated that during her site visit the tributary upstream from the new fishing pond smelled of sewer and she had concern with the health of the creek; the Draft EIR did not address toxic substances, i.e., storm drain runoff. Ms. Ainsworth noted filters could be installed in the storm drain system and that solution was not addressed in the Draft EIR; she would like to see no lawn used in landscaping and would discourage pesticides and herbicides as an ongoing issue. Chair Brown noted that page 59 in the Draft EIR addresses storm drainage. Commissioner Ainsworth asked what the cost would be to place filters on the storm drains. City Engineer Ken Anderson stated the City uses the "California Storm Water Best Management Practice Handbook", which gives criteria for installing filters and traps and it recommends their use in isolated areas with intense commercial use and is not recommended for high water volume areas such as residential areas. Mr. Scothorn noted that if Commissioner Ainsworth believed there to be a sewer spill, it should be reported immediately and noted that there are 4-5 residential units currently on septic in the Gateway South area. Drainage problems in Manana Woods are partly due to failing septic systems in the County and future development should improve the situation.

Ms. Wissler noted the Draft EIR is divided into sections or issues to be looked at. The discussion of an issue may be addressed in different sections. The abandonment or removal of septic tanks is addressed in the "Groundwater Quality" section on page 67. The previously approved EIR mitigates the groundwater impact with the requirement that septic tanks shall be abandoned and the parcels shall connect to sewer. Mr. Scothorn noted that the removal of the septic tank is not necessarily better than abandoning as abandonment requires pumping it out and back-filling the tank with sand. Commissioner Fogel suggested monitoring the creek in that area to mitigate any significant water that comes out of the area. Mr. Scothorn stated that the State Department of Fish and Game and the Scotts Valley Water District are actively discussing the creeks, fish habitat, etc., and are actively pursuing a plan for the creeks and tributary.

Commissioner Ainsworth stated she had heard Parcel 8 had an abandoned mine on it. Mr. Scothorn and Mr. Anderson stated they had no knowledge of an abandoned mine but there was an abandoned well on the lower corner by the Hart's property and they were currently dealing with the property owner regarding it.

Director Hanna stated that all comments received this evening would be forwarded to the City Council prior to the May 17, 1995 public hearing.

The Commission took a break from 8:50 to 9:05 p.m.

3. AGO-001 Ordinance No. 16.93 Amendment to the Zoning Ordinance Consideration of an amendment to Zoning Ordinance section 17.44.110 relating to surface mining and reclamation. The amendments are required to make the City Code consistent with state law.

Response to PC1

(Planning Commission Minutes)

1. See response to comment L9-9.
2. See response to letter L6 submitted by this commentator.
3. See response to comment L6-8.
4. Traffic impacts are discussed in Section 2.4, Traffic and Circulation, of the EIR. When the city reviews development applications for proposal within the project site, they should consider the feasibility of placing bus stops along the project frontage on Mt. Hermon Road.
5. See response to comment L2-1.
6. These comments are acknowledged. Future development within the project site will be required to pay the applicable city park and recreation fees and therefore, will be consistent with general plan recreational policies.
7. The city has recently incorporated Class II bike lanes along Mt. Hermon Road.
8. See response to comment L7-11.
9. This comment is acknowledged. It does not raise an environmental issues; no response is necessary.
10. This comment is acknowledged. The EIR addresses visual impacts in Section 2.7.1, Aesthetics.
11. See response to comment L2-1.
12. Preservation of the creek and riparian corridor are addressed in Section 2.3, Vegetation and Wildlife. Also, see response to comment L7-8.
13. Endangered species are addressed in Section 2.3, Vegetation and Wildlife. Also, see comment letter L1.
14. The city is currently discussing mitigation alternatives with the school district. Future developments will be required to pay impacts fees, per State law, as well as any other mitigation which may be determined to be legal and appropriate as a result of the discussions between the city and the school district.
15. Connecting to existing trail systems will be considered when specific development application are submitted to the city. At a minimum, applicable park and recreation fees will be assessed.

PUBLIC HEARINGS

3. Draft environmental impact report for Gateway South Specific Plan, general plan amendment and rezoning for APN 21-141-01, 04 and 05; APN 22-141-04; and APN 22-151-3,4,5,7,8,9 and 11 (east and west sides of Mt. Hermon Rd between LaMadrona Rd, Hwy 17 off-ramp, and Glen Canyon Rd)

Planning Dir Hanna presented the written staff report.

PUBLIC HEARING OPENED - 8:55 p.m.

- 1 | Rev Retzlaff, Montevelle: Stated the City Council was anti-business and questioned how City staff could determine what type of business should be placed in certain areas of the City and prezone for that decision. He believed that large companies would not locate in Scotts Valley, only small town businesses.
- 2 | Betty Petersen, Manana Woods: Presented Exhibit B to the Council and reviewed it in detail with them. Ms. Petersen suggested commercial professional development in this area; incorporating a landscaped area at the entrance to Scotts Valley, maybe with a "welcome to Scotts Valley" sign.
- 3 | Ed Allender, Montevelle: Was concerned with increased traffic on Mt. Hermon Rd; especially planning area 'A' would increase traffic. Development in this area would also increase traffic at the Mt. Hermon Rd/Scotts Valley Dr intersection. He suggested Mt. Hermon Rd have 6 travel lanes to avoid further congestion.

PUBLIC HEARING CLOSED - 9:25 p.m.

Council provided numerous comments to the EIR:

- 4 | o General Plan policies conflict with Specific Plan ; inconsistencies exist.
- 5 | o Prefers commercial office rather than commercial service designation at City's entrance.
- 6 | o Concerned with frequent use of "insignificant water usage" phrase.
- 7 | o Concerned with recharge and lack of water storage issues.
- 8 | o Timeline for comment and public awareness too brief.
- 9 | o EIR doesn't assess full impact of development, it's merely an off-spring of the previous EIR which may not be fully accurate.
- 10 | o Prefers some type of "landmark" structure at the City's entrance in a park-like setting.
- 11 | o City's entrance to lead travelers to the downtown core.
- 12 | o Problems with noise pollution in this area as a result of too much density.
- 13 | o Needs to incorporate pedestrian and bicycle pathways.
- 14 | o Commercial service could be incorporated within the commercial office development, serving that development only; thereby decreasing employee traffic.

- 15 ○ Provide explanation of use of grease traps in storm drains.
- 16 ○ Discussion of drought should include: "There has been no recovery of pumped wells."
- 17 ○ Traffic study contains numerous errors in table mathematical calculations and requires more work.
- 18 ○ Aesthetic issues are grossly oversimplified; a shopping center in this location would be ugly. Hotel/motel may be suitable at this site.
- 19 ○ EIR should address density and slopes policies in General Plan that differ from the Specific Plan.
- 20 ○ Should require construction of park and ride space.
- 21 ○ Should indicate that residential development should be phased so as not to exceed a preset amount of consumptive water as determined by the local water purveyor.
- 22 ○ Should include statement: "Water purveyor shall create adequate water storage on the project."
- 23 ○ EIR and General Plan inconsistent regarding citations of intersection traffic levels of service.
- 24 ○ Appendix B, #16 condition in Specific Plan should read: "they have to follow our resolution and mitigate their water use by recharge."
- 25 ○ Page 9: Current road improvements do not meet needs of high density development.
- 26 ○ Figure 7 - proposed zoning for parcels 2 and 3 confusing; should take into consideration future use and not existing use.
- 27 ○ Figure 8 contrasts with Figure 10; road patterns cut across 40% slopes, which are otherwise stated as being preserved. Circulation plan does not follow contours of the land very well.
- 28 ○ Page 29: Why is there no roadway connection between parcels 1 thru 3 and 4 thru 8?
- 29 ○ Pages 32-33: Open space should provide for recreational opportunity as called for in the General Plan. Some parkland should be a condition.
- 30 ○ Migratory corridor protection for wildlife should be addressed in development plan for parcels 7 and 8.
- 31 ○ Pages 34 and 36: Pedestrian crossing at Mt. Hermon Rd needs to be made safer and be addressed in the plan.
- 32 ○ Page 37: EIR does not properly address affordable units per the General Plan.
- 33 ○ Page 11: Set back area stated as 5 ft should be 25 ft.
- 34 ○ Page 41: EIR noise levels are inconsistent with those in the General Plan; and official noise measurements probably have never been taken at this site.
- 35 ○ Page 42: Geological hazards in riparian corridor - what construction techniques exist that would mitigate liquefaction without replacing some of the subsoil areas?
- 36 ○ Table 5: Change in impermeable surface should reflect change from existing to proposed use.
- 37 ○ Skypark development needs to be considered in cumulative impacts.
- 38 ○ Page 59: The plan needs to accommodate for "run off" facilities.
- 39 ○ Have parcels 9 and 10 met the Army Corp of Engineers criteria as a wetland?

- 40 | o Table 6 and Table 7: Should base on current use to proposed buildout.
- 41 | o Page 77: Could not find "several" policies addressing protection of riparian corridors as stated. Page 81 states that grading shall be monitored by qualified biologist; this is no mitigation.. No grading should occur at all within the stated boundaries, possibly identified by a qualified biologist.
- 42 | o Page 102: Impact fees do not pay for salaries or operations, as indicated here under police services.
- 43 | o Fire protection services: Should more clearly clarify fire hazard areas.
- 44 | o Page 125: Growth inducing impacts - Site B is not an infill project.
- 45 | o Alternatives: Open space can only be increased if the plan provides for it; the number of units proposed will not provide significant amount of open space.
- 46 | o Page 128: Alternatives considered and rejected - the City does not have to be bound by the necessity of the developer's economic benefit , lower density should be a reasonable alternative for planning area 'A'.

Staff assignment:

Mayor Shulman requested staff respond to the County of Santa Cruz letter dated February 2. The letter speaks to proposed residential development in San Lorenzo Valley; does the County's EIR consider impacts on Mt. Hermon Rd in its buildout plan and how will they mitigate it? And why are they asking for Hwy 17 right-of-way reserved for future expansion with HOV lanes.

- o The Specific Plan does not speak to the County's proposal for bicycle lanes along LaMadrona Road.
- o Traffic tables can be improved by depicting intersection capacities for different movements.
- o Table 22: Is not accurate.
- o Environmental Checklist: Transportation and circulation questionable. There will be substantial impact on existing transportation.

No action was taken by the Council. The item was referred back to staff and the EIR consultant for amendments.

REGULAR AGENDA
(Resumed)

Reagendize 5/31:

4. Discussion: Scotts Valley Drive Assessment District

M/S: Miller/Lopez to delay discussion to the special meeting on May 31.
Carried 5/0

5. Future agenda items

None stated.

6. Committee reports

Councilmember Miller spoke to the Library task force activities. They will pursue an assessment district and County service area for expansion of library services.

Response to Letter CC1
(City Council Minutes)

1. This comment is acknowledged. It does not raise a significant environmental issue; no response is necessary.
2. Please see response to letter L8.
3. This comment is acknowledged. Section 2.4, Traffic and Circulation, of the EIR addresses the increase in traffic.
4. See response to comment L7-5 and changes to Section 1.5, Consistency with Local and Regional Plan.
5. This comment is acknowledged. It does not raise a significant environmental issue; no response is necessary.
6. The "insignificant water usage" phrase was used in conjunction with the increase in water usage resulting from the Specific Plan zone change request. The increase in water usage from build-out of the project site over existing use was determined to be potentially significant and mitigation measures were presented.
7. See response to comment L9-6.
8. This comment is acknowledged. The California Environmental Quality Act requires a 45-day public review period for draft environmental impact reports. The 45-day public review period for this Draft EIR began on April 10, 1995 and ended on May 25, 1995.
9. The Draft EIR does address impacts resulting from build-out of the project site, as well as the impacts resulting from adoption of the Specific Plan (and zone change).
10. This comment is acknowledged. It does not raise a significant environmental issue; no response is necessary.
11. This comment is acknowledged. It does not raise a significant environmental issue; no response is necessary.
12. Noise impacts are discussed in Section 2.7.2, Noise.
13. This comment is acknowledged. Bike paths are currently located along Mt. Hermon Road and La Madrona Drive. Pedestrian pathways will be considered when specific development projects are submitted to the city.
14. This comment is acknowledged. It does not raise a significant environmental issue; no response is necessary.

15. The silt and grease traps recommended for use in treating parking lot run-off combine two treatment elements:
- a. A stilling tank or basin that traps and detains the water to allow sediment to settle out.
 - b. A baffle or barrier that traps floating contaminants such as oil or grease. The baffle is a wall or barrier in the tank with holes at the bottom. The floating debris stays on the water surface and can't pass by the barrier, while clean water flows underneath or through the bottom of the barrier. Newer designs for more critical applications combine a baffle system with absorbent materials or filters that actually trap oil and grease.

The simplest type of silt and grease trap is a traditional septic tank. See drawing of a septic tank design on the following page.

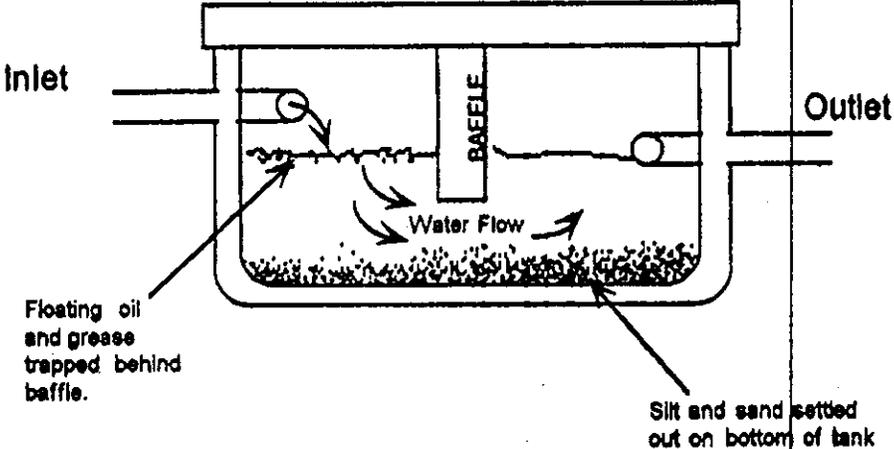
16. "Recovery" in this instance should be defined. There has been a rise in water levels to pre-drought conditions, and such recovery is not necessarily expected, since water use has increased during that time period. However, the uniform water level decline observed during the drought has stopped and there has been recovery of groundwater levels, notably in well #10 in the Camp Evers area.

It should be understood that production of water from an aquifer will charge water levels and alter discharge amounts to streams even when the rate of production is less than the sustainable long term yield. The goal of basin management is not to maintain groundwater elevations at pre-development levels, but to manage basin resources and demands in aggregate so that no unacceptable adverse impacts occur. Lowering of groundwater levels can induce more recharge, reduce discharges, and therefore make more water available for use without long term exhaustion of the groundwater supply.

The sustainable yield concept does recognize that there is a level of groundwater production that will result in exhaustion of the groundwater supply. Existing studies of the basin by Todd Engineers and Stollar Associates indicate that the sustainable yield has not been exceeded. However, some adverse impacts such as drying up portions of the Santa Margarita Aquifer and increase pumping lifts have occurred. For these reasons, there is an increasing emphasis on groundwater recharge projects by the Scotts Valley Water District.

17. See response to comments L7-1 and l7-9.
18. Aesthetic issues are discussed in Section 2.7.1, Aesthetics. Because no development proposal has been submitted to the city, the analysis was based on the generic maximum probable development scenario as presented in Table 3 of the EIR. Further environmental review, including a visual

Septic Tank Design



C:\KIM\GEOREPONSE

analysis, will be required if a development not consistent with the maximum probable development is proposed. In addition, any development proposal will be required to undergo design review. See also response to comment L6-12.

19. See response to comments L7-3 and L7-5.
20. See response to comment L2-1.
21. The consultant concurs with this comment. A mitigation measure has been incorporated into the Final EIR to address this comment.
22. See response to comments L8-4, L8-10, and 19-6.
23. See response to comment L7-1 and L7-9.
24. Mitigation measure 16 in Appendix B (Gateway South Assessment District EIR mitigations) was approved in 1989 as a condition of approval of future development within the project site and cannot be changed at this point. However, mitigation measure 3 in this current EIR was prepared to address the city's resolution to mitigate water use by recharge. This mitigation measure has been modified to clarify this.
25. From the analysis results, all three study intersections would operate at acceptable levels of service for the existing plus cumulative plus project conditions. In the future no-build conditions, Scotts Valley Drive and Glen Canyon Road would operate at levels of service E and F, respectively during the PM peak hour. The same levels of service would result in the future build conditions with the project also. Since the project will not cause deterioration in level of service at these intersections, no mitigations were recommended for the project.
26. Figure 7 accurately illustrates the proposed zoning for parcels 2 and 3.
27. See response to comments L6-5, L7-2, L7-3, and L9-3.
28. See response to comments L6-5, L7-2, and L7-3.
29. See response to comments PC1-6 and PC1-15.
30. Wildlife migratory corridor on the project site consists of the riparian corridor along adjacent Camp Ever Creek. Protection of the riparian corridor is discussed in Section 2.3, Vegetation and Wildlife. While the Specific Plan contains policies to protect this corridor, the Draft EIR does include a mitigation measure requiring additional protection.
31. There is currently a pedestrian crosswalk at the Mt. Hermon Road/Highway 17 off-ramp intersection. The Specific Plan includes policies to ensure the provision of facilities for safe and pleasant pedestrian travel. The city should

adhere to these policies when reviewing specific development projects are submitted.

32. See response to comment L8-9a.
33. See response to comments L6-4, L6-8, and L7-8.
34. The noise levels discussed in the EIR were taken from the noise element of the general plan. The general plan noise element identifies that noise measurements were taken on Mt. Hermon Road (reference pages NOISE-13 and -14 of the general plan). In addition, the EIR includes a mitigation measure requiring additional noise analysis for future development project within the project site.
35. The most common construction technique used to mitigate liquefaction is a structural mat foundation, consisting of a large thick slab with steel so the foundation will not bend or break. This technique may require digging up and compacting about five feet of soil. It should be noted however, that although Figure S-3, Liquefaction Potential, of the general plan identifies a portion of Planning Area A as having moderate liquefaction potential, this area is most probably confined to the creek bed itself. However, since Figure S-3 is general in nature, a mitigation measure requiring the site specific geotechnical analysis' for future development proposal is included in the *Gateway South Assessment District EIR*. Therefore, as discussed in Section 2.1 of the current EIR, future development proposals are required to comply with this mitigation measure.
36. Table 5 reflects the change in impermeable surface from existing conditions to proposed build-out (893,460 ~~649,460~~ square feet), as well as the change in impermeable surface from existing zoning build-out to proposed zoning build-out (16,840 square feet).
37. As reflected in Table 15, Cumulative Project, Skypark development is included.
38. Mitigation measure 2 requires preparation of a plan for an engineered drainage system. The plan is required to include, among other features, detention and metering of runoff to pre-development flow.
39. No formal determination by the U.S. Army Corps of Engineers has been made for the freshwater seep and saturated area on Parcels 9 and 10. Wetlands determination criteria include site hydrology, site vegetation, and site soils. This determination will be required to be made prior to development on these parcels. Mitigation measure 4 has been modified to clarify this requirement.
40. See response to comment L7-7.
41. Specific Plan policies addressing protection of riparian corridors and limit development on steeply sloped lands include the following: Land Use (Policy 2.1, 2.2, 2.3, and 2.4.

Mitigation Measure 5 has been revised to clarify the responsibility of the qualified biologist.

42. See response to comment L7-10.
43. General Plan Figure S-1, Fire Hazard Areas, does not identify the project site as being within a fire protection problem area. However, this figure does identify adjacent Mañana Woods as having a lack of fire hydrants, and the adjacent La Madrona/Graham Hill Ridge as having water supply, access, topography, and fuel loading problems.
44. See response to comment L6-7.
45. The consultant does not know what the commentator is referring to here. However, the reader is referred to Section R.0, Response to Comments, in the beginning of the Final EIR, for an explanation of the change in acres per land use. The change in acres includes a small increase (or adjustment) in the amount of open space.
46. See response to comment L7-12.

Appendix G

Maximum Probable Development Scenario
Background Data

Scenario 2 - Retail Commercial on Parcels 10 and 12

Parcel No.	APN	Property Owner	Gross Area (Acres)	Current		Proposed		Assumed		Percent of Maximum
				Zoning	Maximum Development	Zoning	Maximum Development	Land Use	Probable Maximum Development	
1	22-151-11	Ewing	1.16	C-P	17,690	SF	22,740	SF	Office	54%
2	22-151-03	Jaeger	1.07	R-1-20	2	DU	9	DU	Multi-family	67%
3	22-151-04	Quinn	0.58	R-1-20	1	DU	2	DU	Single-family	100%
4	22-151-05	Hart	1.72	R-1-20	3	DU	24	DU	Multi-family	71%
5	22-151-07	Miller	0.82	R-1-20	1	DU	11	DU	Multi-family	73%
6	22-151-08	Miller	0.52	R-1-20	1	DU	7	DU	Multi-family	71%
7	22-151-09	Beauchamp	1.42	C-S	27,830	SF	20	DU	Multi-family	70%
8	22-141-04	Beauchamp	5.55	C-S	108,790	SF	80	DU	Multi-family	70%
9	21-141-01	Bei	2.04	R-1-20	4	DU	29	DU	Multi-family	76%
10	21-141-04	LDS Church	3.64	R-1-20	7	DU	71,400	SF	Retail	57%
		LDS Church	3.74	R-1-20	8	DU	32	DU	Multi-family	90%
		LDS Church	2.21	R-1-20	4	DU	--	--	Open Space	--
12	21-141-05	La Madrona Partners	10.11	R-1-20	22	DU	198,200	SF	Retail	55%
		La Madrona Partners	8.99	R-1-20	19	DU	--	--	Open Space	--

Land Use	Probable		AM Peak Trips	PM Peak Trips
	Max Development Amount	Unit		
Single Family	2	DU	3	3
Townhouse/Condo	157	DU	69	90
General Office	12,230	SF	37	40
General Retail	151,000	SF	245	991
Totals			354	1,124

Commercial Building Coverage City of Scotts Valley

Summary - Shopping Centers

<u>Shopping Center</u>	<u>Land Area (Ac)</u>	<u>Floor Area (sf)</u>	<u>Bldg Coverage</u>	<u>Allowable Coverage</u>	<u>% of Allowable</u>
Kings Village	17.443	177,607	23%	35%	67%
Victor Square	3.615	46,201	29%	45%	65%
Scotts Village	15.492	129,621	19%	35%	55%
Scotts Valley Square	8.895	86,495	29%	35%	82%
Totals	43.445	439,924	23%	36%	65%
Average Values =	10.861	109,981	23%		

Summary - Office Buildings

<u>Building</u>	<u>Floor Area (sf)</u>	<u>Parcel Area (ac)</u>	<u>Bldg Coverage</u>	<u>Allowable Coverage</u>	<u>% of Allowable</u>
Willow Pond	43,890	3.802	27%	35%	76%
Quien Sabe *	4,380	0.286	35%	35%	100%
Canada Court	15,914	0.891	41%	45%	91%
Shadow Oaks	9,986	1.073	21%	45%	47%
Seagate	70,000	4.649	35%	50%	69%
Scotts Valley Plaza *	15,194	0.654	53%	45%	119%
5435 Scotts Valley D	5,830	0.339	39%	45%	88%
5437 Scotts Valley D	5,830	0.334	40%	45%	89%
Granite Creek	90,000	5.319	39%	45%	86%
NASCAR	7,160	0.435	38%	45%	84%
Totals	268,184	17.782	35%	44%	79%
Mean	26,818	1.778	37%		

Appendix H

CO Model Results

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MEMORANDUM

TO: MATTHEW SUNDT

FROM: DON BALLANTI

DATE: MAY 30, 1995

SUBJECT: RESPONSES TO COMMENTS RECEIVED ON THE AIR QUALITY SECTION OF THE GATEWAY SOUTH SPECIFIC PLAN EIR

The following are suggested responses to comments 8 through 10 from the Monterey Bay Unified Air Pollution Control District.

Response 8:

A screening-level analysis of CO concentrations near the Glen Canyon Road/Mount Herman Road intersection for cumulative traffic conditions in the year 2005 with and without the proposed project was prepared using a methodology described in the MBUAPCD's CEQA Air Quality Guidelines¹ for predicting concentrations of CO near intersections.

The methodology required calculation of an average volume in vehicles per hour per lane for approaches to the intersection. Assuming an average approach speed of 25 MPH and a distance of 5 meters from the receptor to the roadway edge, 1-hour concentrations were obtained from Table 7-6 of the MBUAPCD's CEQA Air Quality Guidelines. The predicted volumes per lane fell between 400 and 600 vehicles per hour, so concentrations were obtained for both these volumes and linear interpolation used to obtain concentrations with and without the project. Correction factors were used to obtain estimated concentrations for 2005.

A persistence factor of 0.7 was used to estimate 8-hour averaged conditions. Background concentrations were taken from Table 7.7 of the MBUAPCD's CEQA Air Quality Guidelines.

The resulting 1-hour averaged concentrations were 8.5 PPM without the project and 9.3 PPM with the proposed project. The predicted

¹ Monterey Bay Unified Air Pollution Control District, Draft CEQA Air Quality Guidelines, February 1995.

8-hour averaged concentrations were 5.6 PPM without the project and 6.2 PPM with the proposed project. These worst-case predicted concentrations are well below the state and federal ambient air quality standards.

Response 9:

A screening level analysis of CO concentrations near SR-17 south of Mount Herman Road under cumulative traffic conditions in the year 2005 with and without the proposed project was prepared. Since the MBUAPCD's methodology contained in the MBUAPCD's CEQA Air Quality Guidelines addresses only intersections and not freeway links, another screening method was used. A method developed by the Bay Area Air Quality Management District² was employed. The method utilizes normalized concentrations for various road sizes and configurations generated by the CALINE-4 computer model. The normalized concentrations are adjusted for traffic volumes and emission rate. The emission rate was taken from Table 7-8 of the MBUAPCD's CEQA Air Quality Guidelines.

A worst-case calculation of CO concentration was made for a location 25 feet from the road edge. Vehicle speed (which determines the emission rate) was assumed to be 10 MPH (congested conditions). Background concentrations were taken from Table 7.7 of the MBUAPCD's CEQA Air Quality Guidelines.

The resulting 1-hour averaged concentrations were 7.0 PPM without the project and 7.2 PPM with the proposed project. The predicted 8-hour averaged concentrations were 4.6 PPM without the project and 4.7 PPM with the proposed project. These worst-case, roadside predicted concentrations are well below the state and federal ambient air quality standards.

Response 10:

See response 8 and 9.

<u>CO Standards</u>		
	State	Federal
1 hr	20 ppm	35 ppm
8 hr	9 ppm	9 ppm

² Bay Area Air Quality Management District, Air Quality and Urban Development- Guidelines, 1985.