

Appendix A

Notice of Preparation and Initial Study



**Notice of Preparation of an Environmental Impact Report
for the
Scotts Valley Town Center Specific Plan
Scotts Valley, California**

Lead Agency:

The City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

Consulting Firm:

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

Contact:

Susan Westman
Community Development Director

Contact:

Kris Vardas
Senior Planner

Summary: The City of Scotts Valley will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Scotts Valley Town Center Specific Plan. We need to know the views 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 EIR is intended to serve as an informational document to inform decision-makers and the general public of the environmental consequences of the proposed action.

Due to the time limits mandated by State law, your response to this notice must be sent at the earliest possible date but *not later than 30 days from receipt of this notice*. Please send your response to the City of Scotts Valley at the address shown above. We will need the name for a contact person in your agency.

An Initial Study has been prepared for the project and is attached.

Project Title: Scotts Valley Town Center Specific Plan

Project Location: The project is located in the City of Scotts Valley, immediately north of the City of Santa Cruz, in Santa Cruz County. The proposed site is located along the northern side Mt. Hermon Road, east of Sky Park Drive, and south of Blue Bonnet Lane. The proposed site predominately consists of the former location of Sky Park Airport.

Project Description: The Environmental Impact Report will address the environmental impacts associated with construction and operation of the Scotts Valley Town Center Specific Plan. The proposed project would include development of a pedestrian friendly downtown and civic center. The project would consist of commercial retail uses, mixed-use buildings, multi-family housing, parking structures, a town green/plaza, library and possibly a court house.

Potential Environmental Effects: Key issues that the EIR will address include aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use, noise, recreation, transportation/traffic and utility services.

Public Scoping Meeting. A Scoping Meeting to discuss the project and answer questions will be held **March 3, 2008 at City Hall Council Chambers, which is located at 1 Civic Center Drive, Scotts Valley, CA 95066**

If you have any questions regarding this project, please contact Susan Westman at the City of Scotts Valley Community Development Department (831) 440-5630, or Kris Vardas at Rincon Consultants (805) 547-0900.

Prepared By:

Kris Vardas
Senior Planner
Rincon Consultants, Inc.
805-547-0900



February 6, 2008

Signature

Date

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # _____

Project Title: Scotts Valley Town Center Specific Plan Initial Study

Lead Agency: City of Scotts Valley Contact Person: Susan Westman
 Mailing Address: 1 Civic Center Drive Phone: (831) 440-5630
 City: Scotts Valley Zip: 95066 County: Santa Cruz County

Project Location: County: Santa Cruz County City/Nearest Community: Scotts Valley

Cross Streets: Mt. Hermon Rd., Skypark Dr., Blue Bonnet Ln., Kings Village Rd. Zip Code: 95066

Lat. / Long.: 37 ° 25 ' 19 " N / 122 ° 05 ' 06 " W Total Acres: _____

Assessor's Parcel No.: _____ Section: _____ Twp.: _____ Range: _____ Base: _____

Within 2 Miles: State Hwy #: 17 Waterways: _____

Airports: Skypark Airport Railways: _____ Schools: Scotts Valley Middle

Document Type:

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

Local Action Type:

General Plan Update Specific Plan Rezone Annexation
 General Plan Amendment Master Plan Prezone Redevelopment
 General Plan Element Planned Unit Development Use Permit Coastal Permit
 Community Plan Site Plan Land Division (Subdivision, etc.) Other _____

Development Type:

Residential: Units 300 Acres _____ Water Facilities: Type _____ MGD _____
 Office: Sq.ft. _____ Acres _____ Employees _____ Transportation: Type _____
 Commercial: Sq.ft. 275000 Acres _____ Employees _____ Mining: Mineral _____
 Industrial: Sq.ft. _____ Acres _____ Employees _____ Power: Type _____ MW _____
 Educational _____ Waste Treatment: Type _____ MGD _____
 Recreational _____ Hazardous Waste: Type _____
 Other: Public Facility/Retail: 35,000 sf

Project Issues Discussed in Document:

Aesthetic/Visual Fiscal Recreation/Parks Vegetation
 Agricultural Land Flood Plain/Flooding Schools/Universities Water Quality
 Air Quality Forest Land/Fire Hazard Septic Systems Water Supply/Groundwater
 Archeological/Historical Geologic/Seismic Sewer Capacity Wetland/Riparian
 Biological Resources Minerals Soil Erosion/Compaction/Grading Wildlife
 Coastal Zone Noise Solid Waste Growth Inducing
 Drainage/Absorption Population/Housing Balance Toxic/Hazardous Land Use
 Economic/Jobs Public Services/Facilities Traffic/Circulation Cumulative Effects
 Other Utilities

Present Land Use/Zoning/General Plan Designation:

Commercial Service (C-S), Commercial Shopping Center (C-SC), Public Quasi Public (P), and Residential Very High Density (R-VHD)

Project Description: (please use a separate page if necessary)

The Scotts Valley Town Center Specific Plan would include development of a pedestrian friendly downtown and civic center. The project would consist of commercial retail uses, mixed-use buildings, multi-family housing, parking structures, a town green/plaza, library, and possibly a court house.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- | | |
|--|---|
| <input type="checkbox"/> Air Resources Board | <input type="checkbox"/> Office of Historic Preservation |
| <input type="checkbox"/> Boating & Waterways, Department of | <input type="checkbox"/> Office of Public School Construction |
| <input type="checkbox"/> California Highway Patrol | <input type="checkbox"/> Parks & Recreation |
| <input checked="" type="checkbox"/> Caltrans District # <u>5</u> | <input type="checkbox"/> Pesticide Regulation, Department of |
| <input type="checkbox"/> Caltrans Division of Aeronautics | <input type="checkbox"/> Public Utilities Commission |
| <input type="checkbox"/> Caltrans Planning (Headquarters) | <input type="checkbox"/> Reclamation Board |
| <input type="checkbox"/> Coachella Valley Mountains Conservancy | <input checked="" type="checkbox"/> Regional WQCB # <u>3</u> |
| <input type="checkbox"/> Coastal Commission | <input type="checkbox"/> Resources Agency |
| <input type="checkbox"/> Colorado River Board | <input type="checkbox"/> S.F. Bay Conservation & Development Commission |
| <input type="checkbox"/> Conservation, Department of | <input type="checkbox"/> San Gabriel & Lower L.A. Rivers and Mtns Conservancy |
| <input type="checkbox"/> Corrections, Department of | <input type="checkbox"/> San Joaquin River Conservancy |
| <input type="checkbox"/> Delta Protection Commission | <input type="checkbox"/> Santa Monica Mountains Conservancy |
| <input type="checkbox"/> Education, Department of | <input type="checkbox"/> State Lands Commission |
| <input type="checkbox"/> Energy Commission | <input type="checkbox"/> SWRCB: Clean Water Grants |
| <input type="checkbox"/> Fish & Game Region # _____ | <input type="checkbox"/> SWRCB: Water Quality |
| <input type="checkbox"/> Food & Agriculture, Department of | <input type="checkbox"/> SWRCB: Water Rights |
| <input type="checkbox"/> Forestry & Fire Protection | <input type="checkbox"/> Tahoe Regional Planning Agency |
| <input type="checkbox"/> General Services, Department of | <input type="checkbox"/> Toxic Substances Control, Department of |
| <input type="checkbox"/> Health Services, Department of | <input type="checkbox"/> Water Resources, Department of |
| <input type="checkbox"/> Housing & Community Development | |
| <input type="checkbox"/> Integrated Waste Management Board | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Native American Heritage Commission | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Office of Emergency Services | |

Local Public Review Period (to be filled in by lead agency)

Starting Date February 8, 2008 Ending Date March 10, 2008

Lead Agency (Complete if applicable):

Consulting Firm: <u>Rincon Consultants, Inc.</u>	Applicant: <u>City of Scotts Valley</u>
Address: <u>1530 Monterey Street, Suite D</u>	Address: <u>1 Civic Center Drive</u>
City/State/Zip: <u>San Luis Obispo, CA 93401</u>	City/State/Zip: <u>Scotts Valley, CA 95066</u>
Contact: <u>Kris Vardas</u>	Phone: <u>(831) 440-5630</u>
Phone: <u>805-547-0900</u>	

Signature of Lead Agency Representative: *Susan Westman* Date: 2/7/08

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Scotts Valley Town Center Specific Plan

Initial Study

Prepared for:

The City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066

Prepared by:

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

February 2008



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February 2008

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1.0 INTRODUCTION

1.1 PURPOSE OF THE INITIAL STUDY

This Initial Study (IS) has been prepared to identify and assess the anticipated environmental impacts of the Scotts Valley Town Center Specific Plan, which would include development of a mixed-use downtown/civic area that includes a town green, commercial retail stores, parking, library, multi-family housing, and possibly a court house.

This document has been prepared to satisfy the requirements of the California Environmental Quality Act (CEQA) (Pub. Res. Code Section 21000 et seq.) and the State CEQA Guidelines (14 California Code of Regulations [CCR] 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects for which they have discretionary authority before they approve or implement such projects.

The IS is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. In the case of the proposed project, the City of Scotts Valley is the lead agency and would use the IS to determine whether the project has a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either alone or in combination with other projects, may have a significant effect on the environment, that agency is required to prepare an Environmental Impact Report (EIR), a supplement to a previously prepared EIR, or a subsequent EIR to analyze the project. If the lead agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment, a Negative Declaration shall be prepared. If, over the course of the analysis, the project is found to have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less-than-significant level, a Mitigated Negative Declaration (MND) shall be prepared.

1.2 INITIAL STUDY FORMAT AND CONTENTS

In addition to Section 1.0 - Introduction, this IS/MND is organized into the following sections:

- **Section 2.0 - Project Description:** Includes a detailed description of the proposed project.
- **Section 3.0 - Environmental Checklist and Discussion:** Contains the Environmental Checklist Form together with an environmental setting and an impact discussion for each of the checklist questions. The Checklist Form is used to determine the following for the proposed project:
 - 1) “Potentially Significant Impacts” that may not be mitigated even with the inclusion of mitigation measures;
 - 2) “Potentially Significant Impacts Unless Mitigated” which could be mitigated with incorporation of mitigation measures; and,



- 3) “Less Than Significant Impacts” which would be less than significant and do not require the implementation of mitigation measures.
- **Section 4.0 - References:** Identifies the documents (printed references) and individuals (personal communications) consulted in preparing this IS/MND.



2.0 PROJECT DESCRIPTION

The City of Scotts Valley is proposing to develop a Town Center Specific Plan, which would establish a downtown center along Mt. Hermon Road. The Specific Plan includes two to three-story mixed-use buildings that would have commercial retail on the first floor and residential or office above, other non-mixed-use multi-family housing and commercial retail structures. Additionally, the proposed plan would include development of a civic center that would host a town green, library, and possibly a court house.

2.1 PROJECT LOCATION

The project is located in the City of Scotts Valley, immediately north of the City of Santa Cruz, in Santa Cruz County (refer to Figure 2-1). The proposed site is located along the northern side Mt. Hermon Road, east of Sky Park Drive, and south of Blue Bonnet Lane (refer to Figure 2-2).

2.2 PROJECT CONTACT PERSON

Susan Westman - Community Development Director
City of Scotts Valley
1 Civic Center Drive
Scotts Valley, CA 95066
(831) 440-5630

2.3 PROJECT OBJECTIVES

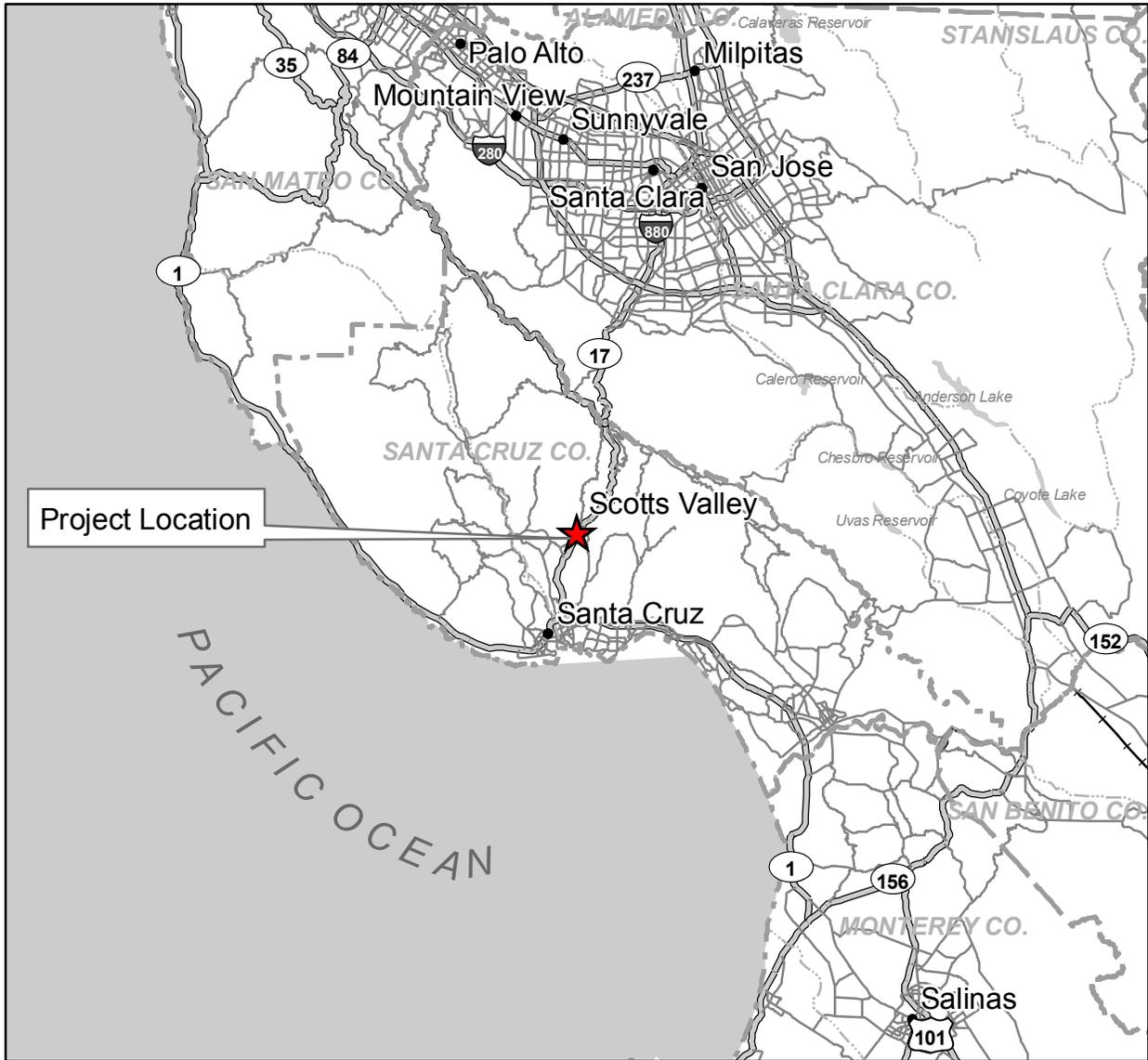
The primary objectives of the proposed project are as follows:

- *Create a pedestrian-friendly City Center with an integrated mix of land uses, woven together by attractive and cohesive buildings.*
- *Create an entertainment hub of the City, within a variety of activities including shopping, restaurants, and other uses.*
- *Establish a Civic Center and Town Green/Plaza that serves the needs of Scotts Valley citizens.*
- *Create a place where businesses are eager to locate.*
- *Focus pedestrian-oriented retail and entertainment uses in the Downtown core, while minimizing the amount of auto-oriented uses.*
- *Provide for mixed uses, including residential development over all retail stores, to encourage affordable housing while reducing trips and related air emissions.*

2.4 PROJECT DESCRIPTION

The proposed project is the Scotts Valley Town Center Specific Plan, a document that guides the long-term development of the Scotts Valley Town Center. The Specific Plan includes detailed guidelines concerning development densities, urban design considerations, and other standards that more fully implement the General Plan's land use designations for the project area (see Figure 2-3).

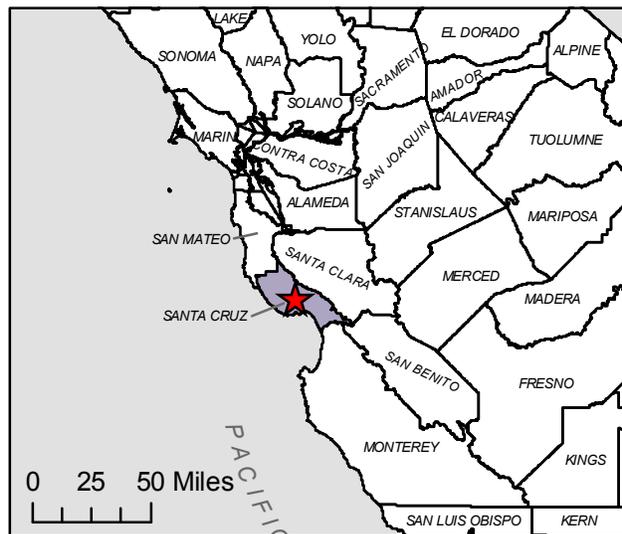




0 2.5 5 7.5 10 Miles



★ Project Location



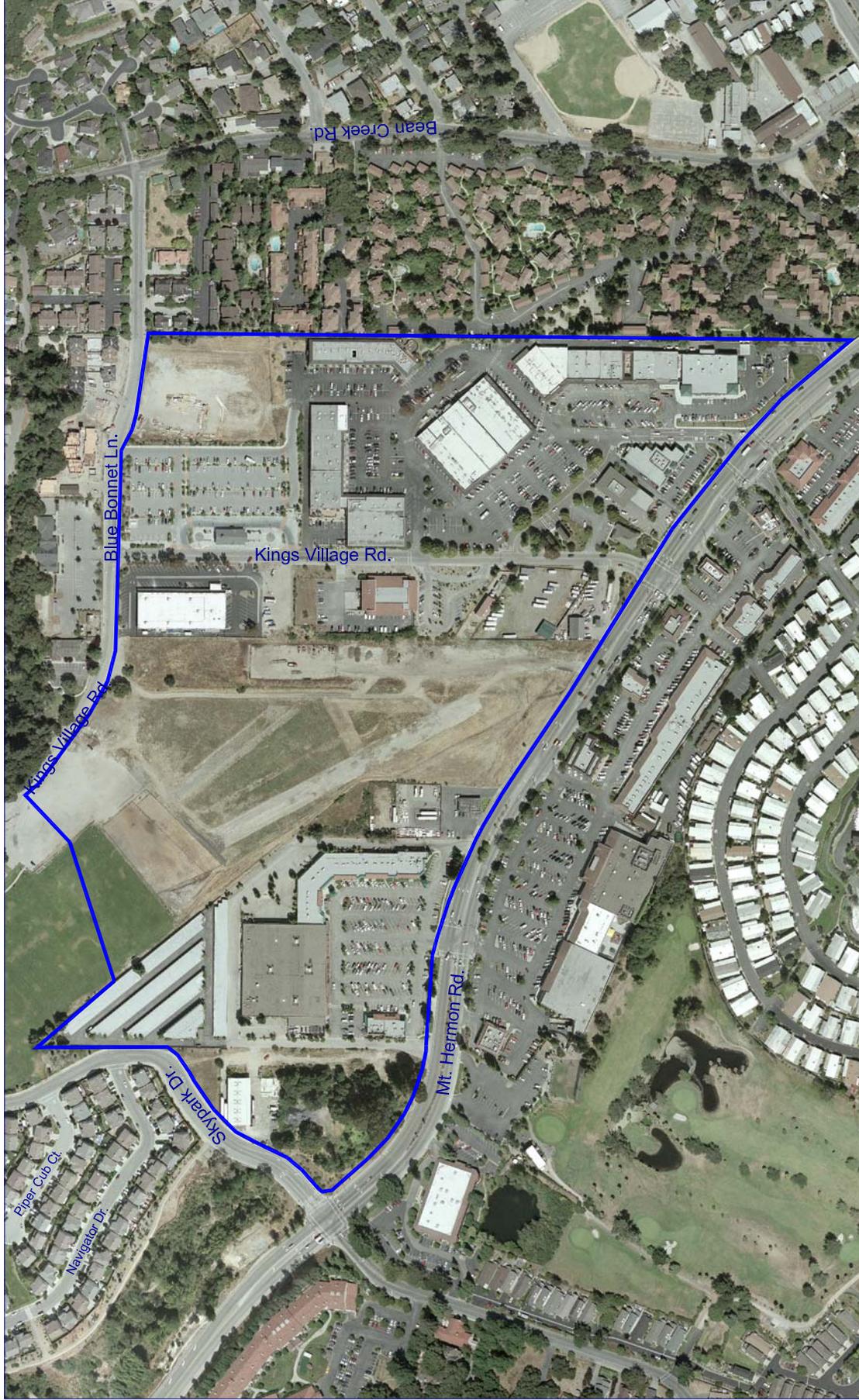
Source: US Bureau of the Census TIGER 2000 data.

Project Vicinity

Figure 2-1



Scotts Valley Town Center Specific Plan Initial Study
Section 2.0 Project Description



Project Location

Figure 2-2

Source: RRM Design Group, 2005 (Aerial), and Rincon Consultants Inc., 2007

City of Scotts Valley



Specific Plan Vision

State law authorizes cities and counties with complete general plans to prepare and adopt specific plans (Government Code Sections 65450 et seq.). These plans serve as bridge between the local general plan and individual development proposals, and contain both planning policies and regulations. They often combine zoning regulations, capital improvement programs, detailed development standards, and other regulatory schemes into one document that can be tailored to meet the needs of the specific area.

In conformance with the requirements of State Government Code Section 65451, the Scotts Valley Town Center Specific Plan will be a document that:

- *Establishes the type and general location of land uses for the property including open spaces;*
- *Describes the means of providing necessary public services to support the future uses;*
- *Identifies on-site resources and constraints;*
- *Establishes standards to guide future development on the site; and*
- *Provides a phasing plan for implementation of the Specific Plan.*

Specific Plan Buildout Potential

Portions of the Town Center area are already developed. The proposed project would direct the types and mix of future development efforts, and apply standards related to parking, building heights, landscaping, and other urban design issues. In general, this may lead to more intensive urban development than would have otherwise been anticipated under the City’s current development practices under its zoning ordinance. Existing development is shown below.

- Kings Village Shopping Center: 194,762 square feet (sf)
- Kmart Center: 87,000 sf buildings
- Mini Storage: 61,000 sf (North of Kmart)
- Sports Complex: approximately 30,000 sf building
- Post Office: approximately 14,000 sf building
- Transit Center: approximately 100,000 sf (includes building and parking lot)
- Miscellaneous Storage: approximately 10,000 sf (west of Kmart)
- Propane Facilities: approximately 100,000 sf (total, includes both sites)

Table 2-1 identifies the buildout potential under the Specific Plan.

Table 2-1. Scotts Valley Town Center Specific Plan New Construction

Use	Square feet (sf) / Dwelling Units (DU)
Retail	Approximately 150,000 - 275,000 sf
Stand alone Retail	50,000 - 100,000 sf
Retail in Mixed Use areas	100,000 - 175,000 sf
Public Facility/Retail	Approximately 35,000 sf
Residential (includes approximately 46 DU in Brooks piece)	150 - 300 DU
Stand alone Residential	50 - 100 DU
Residential in Mixed Use	100 - 200 DU



Land Use Controls

According to the City's General Plan, the site is designated as Commercial Service (C-S), Commercial Shopping Center (C-SC), Public Quasi Public (P), and Residential Very High Density (R-VHD). C-S uses include retail, restaurants, motels and electrical repair shops. C-SC uses include retail and service establishments for the development of community. The sites are also zoned as Commercial Service and Commercial Shopping Center according to the City's zoning code.

Utilities

- **Wastewater.** The City's Wastewater Operations Division in the Public Works Department is responsible for the operation of the City's wastewater treatment plant and the maintenance of the wastewater collection and effluent system. The proposed project would be serviced by the City's wastewater treatment plant.
- **Water.** Water would be provided by the Scotts Valley Water District.
- **Storm Drainage.** The project will utilize the City's stormwater system.
- **Gas/Electricity.** Pacific Gas and Electric Company would provide gas and electricity to the site.
- **Public Improvements.** The project would provide public improvements required in the design process.

Construction

The construction of the proposed project would be completed in phases. Heavy earth-moving equipment would be utilized as needed.

2.5 LIST OF RESPONSIBLE AGENCIES AND REQUIRED PERMITS AND APPROVALS

During the decision-making process, the City of Scotts Valley would utilize the information contained in the EIR for potential approval of the proposed Specific Plan project. Additional subsequent approvals and other permits that may be required from local, regional, state, and federal agencies as individual development occurs pursuant to the Specific Plan are identified below:

- **City of Scotts Valley** – Review and approve all required permits, including grading and building permits;
- **County of Santa Cruz** – Courthouse development review;
- **Monterey Bay Unified Air Pollution Control District (MBUAPCD)** – Air pollution control plan consistency and adopted of transportation control measures;
- **Regional Water Quality Control Board (RWQCB)** - Issuance of RWQCB, Central Coast Region, National Pollutant Discharge Elimination System (NPDES) general permit under Section 402 of the Clean Water Act (CWA) for storm water drainage during construction activities.
- **Scotts Valley Water District** – Will serve letter



2.6 USE OF THIS DOCUMENT BY THE CITY OF SCOTTS VALLEY PLANNING COMMISSION

This is an IS that will be used in the public review and decision-making process for the proposed project. It is the intent of the City of Scotts Valley that this document be circulated and reviewed in conjunction with a Notice of Preparation pursuant to the *State CEQA Guidelines*. The City of Scotts Valley intends to prepare an EIR for the proposed project.

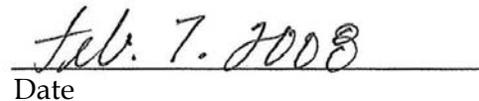
2.7 DETERMINATION

On the basis of this initial evaluation:

I find that 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 in the attached Initial Study have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
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 all potentially significant effects (1) have been analyzed in an earlier EIR pursuant to applicable standards and (2) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.	



Susan Westman
 Community Development Director
 City of Scotts Valley
 1 Civic Center Drive
 Scotts Valley, California 95066



Date



3.0 ENVIRONMENTAL CHECKLIST

The following checklist was developed as a tool to screen potential environmental impacts and is consistent with that contained in the CEQA Guidelines. An environmental impact analysis discussion and finding is included after each issue area.

AESTHETICS - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	X			
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	X			

Setting

The Specific Plan area mostly consists of vacant land that formerly served a variety of uses, including an airport, a lumberyard, and a sand quarry. Sections of the site presently contain a self-storage facility, a recreational vehicle storage yard, post office, commercial, offices, recreational uses, propane facility, and a park and ride lot.

The visual environment surrounding the site varies considerably from north to south, with predominantly natural scenery toward the north and west, and various urbanized surroundings toward the south and east. To the north, older rural residences exist in a wooded setting, sometimes visible from the site between large trees. Lands to the east and south of the project site are presently developed, consisting of various land uses. The uses include, but are not limited to, industrial, a senior center, a church, a roller rink, a post office, a shopping center, and residences along Blue Bonnet Lane.

Answers to Checklist Questions

Question A:

While the proposed Specific Plan site is not located within a City General Plan designated scenic vista or along a designated scenic highway, views along Mt. Hermon Road in both directions have been identified as “important vistas” by the General Plan. Future development within the Specific Plan could potentially affect views of surrounding landscapes, such as the redwood-covered hills visible from Mt. Hermon Road. This issue will be examined further in the EIR.



Question B:

The proposed Specific Plan would not damage scenic resources such as trees, rock outcroppings or historic buildings within a designated scenic highway.

Question C:

The proposed Specific Plan would permanently change the existing character of the area. The adjacent buildings to the site are primarily developed with single story retail centers. The proposed Specific Plan would allow for multistory mixed use retail/residential buildings. Introducing such development would alter the current scale and visual character of the undeveloped site as well as potentially affect existing viewsheds. This issue will be examined further in the EIR.

Questions D:

The development of the proposed Specific Plan would likely require extensive nighttime lighting, including lighting for parking lots. Lighting that would be created from the Specific Plan could generally increase overall ambient light within the vicinity and thus potentially affect nearby residential, retail and commercial uses. This issue will be examined further in the EIR.

Finding:

Aesthetics will be analyzed further in the EIR.

AGRICULTURAL RESOURCES - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?				X

Setting

The site is not zoned for agricultural uses, nor are there any adjacently zoned agricultural uses that could cause a conflict with any of the land uses within the Specific Plan area.



Williamson Act

There are no Williamson Act contracts on the proposed Specific Plan area or adjacent to the area. A Williamson Act contract is a contract between the local government and a private landowner for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value (California Division of Land Resource Protection).

Answers to Checklist Questions

Questions A, B and C:

The Specific Plan would not convert prime farmland, unique farmland, farmland of statewide importance, pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use. It would not, conflict with any existing agriculturally zoned uses or Williamson Act contracts, or result in other changes that would require the conversion of farmland to other non-agricultural uses.

Finding:

The proposed Specific Plan would not affect agricultural resources, and the issue will not be examined further in the EIR.

AIR QUALITY - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	X			
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors?)	X			
d) Substantially alter air movement, moisture, or temperature, or cause any substantial change in climate?			X	
e) Expose sensitive receptors to substantial pollutant concentrations?			X	
f) Create objectionable odors affecting a substantial number of people?			X	



Setting

Climate and Topography

Ambient air quality is commonly determined by climatological conditions, the area's topography, and the quantity and type of pollutants released. The proposed project is located in the North Central Coast Air Basin (NCCAB), which covers an area of 5,159 square miles along the California coast. The northwest sector of the NCCAB is dominated by the Santa Cruz Mountains. The Diablo Range marks the northeastern boundary. The Santa Clara Valley extends into the northeastern tip of the basin. Further south, the Santa Clara Valley becomes the San Benito Valley, which runs northwest-southeast, with the Gabilan Range as its western boundary. To the west of the Gabilan Range is the Salinas Valley, which extends from Salinas at the northwest end to south of King City.

A semi-permanent high-pressure cell in the eastern Pacific is the basic controlling factor in the climate of the NCCAB. In the summer, the high-pressure cell is dominant and causes persistent west and northwest winds over the entire California coast. Air descends in the Pacific High, forming a stable temperature inversion of hot air over a cool coastal layer of air. The onshore air currents pass over cool ocean waters to bring fog and relatively cool air into the coastal valleys. The warmer air aloft acts as a lid to inhibit vertical air movement. The generally northwest-southeast orientation of mountainous ridges tends to restrict and channel the summer onshore air currents. Surface heating in the interior portion of the Salinas and San Benito Valleys creates a weak low pressure that intensifies the onshore air flow during the afternoon and evening. In the fall, the surface winds become weak, and the marine layer grows shallow, dissipating altogether on some days. The airflow is occasionally reversed in a weak offshore movement, and the relatively stationary air mass is held in place by the Pacific High pressure cell, which allows pollutants to build up over a period of a few days. It is most often during this season that the north or east winds develop to transport pollutants from either the San Francisco Bay Area or the Central Valley into the NCCAB.

During the winter, the Pacific High migrates southward and has less influence on the NCCAB. Air frequently flows in a southeasterly direction out of the Salinas and San Benito Valleys, especially during night and morning hours. The general absence of deep, persistent inversions and the occasional storm systems usually result in good air quality for the basin as a whole in winter and early spring.

Regulatory

Federal

Criteria Air Pollutants. The Federal Clean Air Act (CAA) of 1970, as amended, establishes air quality standards for several pollutants. These pollutants are termed "criteria" pollutants because the U.S. Environmental Protection Agency (U.S. EPA) has established specific concentration threshold criteria for them based upon health effects. These National Ambient Air Quality Standards (NAAQS) are divided into primary standards and secondary standards. Primary standards are designed to protect the public health, and secondary standards are intended to protect the public welfare from effects such as visibility reduction, soiling, nuisance,



and other forms of damage. Current federal standards are presented in Table 3-1. Regions of the country are classified with respect to their attainment, or nonattainment, of these standards.

State

The California Air Resources Board (CARB) coordinates and oversees both state and federal air pollution control programs in California. As part of this responsibility, CARB monitors existing air quality, establishes state air quality standards, and limits allowable emissions from vehicular sources. Regulatory authority within established air basins is provided by Air Pollution Control and Management Districts, which control stationary-source and most categories of area-source emissions and develop regional air quality plans. The proposed project is located within the jurisdiction of the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

Criteria Air Pollutants. California has established its own set of ambient air quality standards that are generally more stringent than the corresponding federal standards. The California Clean Air Act, effective January 1, 1989, provides a planning framework for attaining the state standards. Nonattainment areas in the state were required to prepare plans for attaining these standards. Attainment plans are required to demonstrate a five percent per year reduction in the emissions of nonattainment pollutants or their precursors, unless all feasible measures are being employed. The primary criteria pollutants of concern in the NCCAB are carbon monoxide (CO), ozone (O₃), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}). Table 3-1 shows CARB criteria pollutants ambient air quality standards.

Table 3-1 Federal and State Ambient Air Quality Standards

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 PPM
	8-Hour	0.08 PPM	0.070 PPM
Carbon Monoxide	8-Hour	9.0 PPM	9.0 PPM
	1-Hour	35.0 PPM	20.0 PPM
Nitrogen Dioxide	Annual	0.053 PPM	0.030 PPM
	1-Hour	---	0.18 PPM
Sulfur Dioxide	Annual	0.030 PPM	---
	24-Hour	0.14 PPM	0.04 PPM
	1-Hour	---	0.25 PPM
PM ₁₀	Annual	50 µg/m ³	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	15 µg/m ³	12 µg/m ³
	24-Hour	65 µg/m ³	*
Lead	30-Day Average	---	1.5 µg/m ³
	3-Month Average	1.5 µg/m ³	---

* No separate state standard
 ppm = parts per million
 µg/m³ = micrograms per cubic meter
 Source: ARB, February 22, 2007

On May 17, 2006, CARB's new eight-hour average ozone standard became effective, supplementing the existing one-hour ozone standard. As a result of the addition of the eight-hour ozone standard and associated eight-hour ozone monitoring data, CARB staff has proposed changing the NCCAB's designation with respect to ozone from nonattainment-



transitional to nonattainment. The Santa Cruz County (and the remainder of the NCCAB) is designated as attainment with respect to the state CO standard. The NCCAB is designated as nonattainment with respect to the PM₁₀ state standard and attainment with respect to the PM_{2.5} state standard.

Ozone. Ozone is a colorless gas with a pungent odor. As shown in Table 3-2, ozone causes respiratory function impairment. Most ozone in the atmosphere is formed as a result of the interaction of ultraviolet light, reactive organic gases (ROG), and oxides of nitrogen (NO_x). ROG (the organic compound fraction relevant to ozone formation, and sufficiently equivalent for the purposes of this analysis to volatile organic compounds, or VOC) is composed of nonmethane hydrocarbons (with some specific exclusions), and NO_x is made of different chemical combinations of nitrogen and oxygen, mainly NO and NO₂. A highly reactive molecule, ozone readily combines with many different components of the atmosphere. Consequently, high levels of ozone tend to exist only while high ROG and NO_x levels are present to sustain the ozone formation process. Once the precursors have been depleted, ozone levels rapidly decline. Because these reactions occur on a regional scale, ozone is considered a regional pollutant.

Table 3-2 Health Effects of Key Criteria Air Pollutants and Hazardous Air Pollutants

Pollutant		Health Effects	Examples Of Sources
Category	Description		
Criteria Air Pollutants ^a	Particulate Matter (inhalable: less than 10 microns in diameter, e.g., PM ₁₀ , PM _{2.5})	Increased Respiratory Disease Lung Damage Premature Death	Cars and Trucks Especially Diesels, Fireplaces, Woodstoves, Windblown Dust from Roadways, Agriculture and Construction
	Ozone (O ₃)	Breathing Difficulties Lung Damage	Formed by chemical reactions of air pollutants in the presence of sunlight. Common sources: motor vehicles, industries, and consumer products
	Carbon Monoxide (CO)	Chest Pain in Heart Patients Headaches, Nausea Reduced Mental Alertness Death at Very High Levels	Any source that burns fuel such as cars, trucks, construction and farming equipment and residential heaters and stoves
	Nitrogen Dioxide (NO ₂)	Lung Damage	See Carbon Monoxide Sources
Hazardous Air Pollutants: Diesel Particulate Matter (DPM) ^{b,c/} Acrolein ^d		<i>Acute Effects:</i> Effects on the lung, such as upper respiratory tract irritation and congestion. Acute inhalation exposure to high levels may result in death. <i>Chronic Effects (Non-cancer):</i> General respiratory congestion and eye, nose, and throat irritation. Greater incidence of cough, phlegm, and bronchitis. Also skin irritation. <i>Carcinogen</i> (per ARB).	Can be formed from the breakdown of certain pollutants found in outdoor air, from burning tobacco, or from burning gasoline. Exposure can occur near automobiles or oil or coal power plants.

a The corresponding term for "Hazardous Air Pollutants" applied by the ARB is "Toxic Air Contaminants".

b ARB, Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles, October 2000. (<http://www.arb.ca.gov/diesel/documents/rpFinal.pdf>).

c ARB, Office of Environmental Health Hazard Assessment (OEHHA), "Initial Statement of Reasons for Rulemaking: Staff Report - Proposed Identification of Diesel Exhaust as a Toxic Air Contaminant", June 1998. (<http://www.arb.ca.gov/toxics/dieseltac/staffrpt.pdf>)

d U.S. EPA, Hazard Summary: Acrolein, April 1992 (revised January 2000). (<http://www.epa.gov/ttn/atw/hlthef/lead.html>)



Carbon Monoxide (CO). CO is an odorless, colorless, gas. CO causes a number of health problems including fatigue, headache, confusion, and dizziness (see Table 3-2). The incomplete combustion of petroleum fuels in on-road vehicles is a major cause of CO. CO is also produced during the winter from wood stoves and fireplaces. CO tends to dissipate rapidly into the atmosphere; consequently, violations of the state CO standard are generally limited to major intersections during peak hour traffic conditions.

Suspended Particulate Matter. Suspended particulate matter (airborne dust) consists of particles small enough to remain suspended in the air for long periods. Fine particulate matter includes particles small enough to be inhaled, pass through the respiratory system, and lodge in the lungs, with resultant health effects. Particulate matter can include materials such as sulfates and nitrates, which are particularly damaging to the lungs. Health effects studies resulted in revision of the Total Suspended Particulate (TSP) standard in 1987 to focus on particulates that are small enough to be considered "inhalable", i.e., 10 microns or less in size (PM₁₀). In July of 1997, a further revision of the federal standard added criteria for PM_{2.5}, reflecting recent studies that suggested that particulates less than 2.5 microns in diameter are of particular concern.

Toxic Air Contaminants (TACs). The state regulates TACs primarily through the Tanner Air Toxics Act (AB 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588). The Tanner Act institutes a formal procedure for designating substances as TACs. This includes research, public participation, and scientific peer review before CARB designates a substance as a TAC. CARB adopts an Airborne Toxics Control Measure for sources that emit designated TACs. If there is a safe threshold for a substance at which there is no toxic effect, the control measure must reduce exposure below the threshold. If there is no safe threshold, the measure must incorporate Best Available Control Technology to minimize emissions. For source categories under the regulatory jurisdiction of the individual air districts (as previously described), those air districts adopt and enforce the control measure locally.

In August 1998, CARB listed "Particulate Matter Emissions from Diesel-Fueled Vehicles" as a TAC. In 2000, CARB developed a Risk Reduction Plan (RRP) to address this source of TACs, and is currently in the process of implementing this Plan. The RRP estimated cancer risk levels from DPM emissions associated with various source categories, including freeways, stationary engines, distribution (trucking) centers, truck stops and locations with concentrations of school bus idling. The RRP contains the following three components:

- 1) New regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel PM emissions by about 90 percent overall from 2000 levels;
- 2) New retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost-effective; and
- 3) New Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 ppm to provide the quality of diesel fuel needed by the advanced diesel PM emission controls.

In 2005, CARB published their *Air Quality and Land Use Handbook: A Community Health Perspective* (referred to hereafter as "Air Quality and Land Use Handbook"). This document includes various siting recommendations for proposed sensitive land uses relative to localized



air pollution sources. Some of its recommendations are driven by exposure to TACs in general and diesel particulate matter (DPM) in particular. The *Air Quality and Land Use Handbook* recommends avoiding the siting of "...new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day...". This recommendation is driven largely by the contribution of DPM to the overall air pollution impact from such transportation sources.

Regional

The MBUAPCD regulates air quality in the NCCAB, and is responsible for attainment planning related to criteria air pollutants, and for district rule development and enforcement. It also reviews air quality analyses prepared for CEQA assessments, and has published the *CEQA Air Quality Guidelines* document for use in evaluation of air quality impacts.

Criteria Air Pollutants. In accordance with the California Clean Air Act, the MBUAPCD has developed the 2004 Air Quality Management Plan (AQMP). The 2004 AQMP proposes adoption of control measures for the following sources: solvent cleaning operations, spray booths (misc. coatings and cleaning solvents), degreasing operations, adhesives and sealants, natural gas-fired fan-type central furnaces and residential water heaters. The 2004 AQMP acknowledges that, even with implementation of its recommendations, "...some areas of the Basin may still not achieve the standard." It attributes ongoing violations of the one-hour state ozone standard, in part, to "...variable meteorological conditions occurring from year to year, transport of air pollution from the San Francisco Bay Area, and locally generated emissions." MBUAPCD rules relevant to the emissions of ozone precursors (specifically, ROG) from sources related to the proposed project include Rule 425 (Use of Cutback Asphalt) and Rule 426 (Architectural Coatings).

MBUAPCD planning related to attainment of the state's PM₁₀ standard was addressed in the 1998 *Report on Attainment of the California Particulate Matter Standards in the Monterey Bay Region* (which updated corresponding 1995 and 1996 reports), and, more recently, in the 2005 *Report on the Attainment of the California Particulate Matter Standards in the Monterey Bay Region (Senate Bill 656 Implementation Plan)*. The latter plan describes the greater vulnerability of coastal locations within the NCCAB to PM₁₀ standard violations, due largely to the contribution from sea salt. It focuses primarily on controlling particulate sources related fugitive dust and smoke related to combustion, but also addresses NO_x- and ROG-related particulate formation.

Consistent with the requirements of SB 656, and with the difficulty in estimating future ambient concentrations of particulate matter substantially influenced by fugitive dust sources (even disregarding unusual burn events), this plan concentrates on identification of and implementation scheduling for available PM emission control measures. Predicted adoption dates for the recommended measures varied from June 2006 to June 2007. Implementation of these measures is currently underway. For instance, the MBUAPCD is currently working on a Cement Manufacturing rule per SB 656 Measure D-5b, best practices and speed limit policies addressed (in non-regulatory fashion) in connection Measures D-1 and D-2, the ARB has approved the MBUAPCD's application of the U.S. EPA's Exceptional Events Protocol in the context of Measure D-4, the MBUAPCD is preparing updates to both their AQMP (per Measure D-6a) and CEQA Air Quality Guidelines (per Measure D-6c) for planned publication in the



Summer of 2007, and they have a school-bus-oriented mitigation grant program that integrates Moyer Program (AB 923) funds and Department Motor Vehicles Renewal Fees.

MBUAPCD Rule 402 (Nuisances) does not specifically address suspended particulate matter, but is perhaps most likely to be applied in the context of human-initiated activities that release particulate matter (e.g., fugitive dust) into the air.

Toxic Air Contaminants. MBUAPCD Rule 1000 (Permit Guidelines and Requirements for Sources Emitting Toxic Air Contaminants) addresses exposure issues for TACs in general. It applies to stationary sources for which the state has not adopted an Air Toxics Control Measure (ATCM). It considers new and modified TAC source review and risk assessment requirements. The MBUAPCD's CEQA Air Quality Guidelines provide the following guidance regarding evaluating the potential significance of project-related TAC impacts:

“Construction...Equipment or processes not subject to Rule 1000 that emit noncarcinogenic TACs could result in significant impacts if emissions would exceed the threshold that is based on the best available data [i.e., acute (1-hour) REL, chronic (annual) REL, PEL/420]... In addition, temporary emissions of a carcinogenic TAC that can result in a cancer risk greater than one incident per 100,000 population are considered significant.

Likewise, a project which would be located adjacent to a source of TACs unregulated by Rule 1000 may also result in significant impacts to air quality and human health and require modeling. Common sources of TACs include diesel fueled internal combustion engines...”

The MBUAPCD assumes that diesel particulate matter is the key element of diesel exhaust with respect to cancer risk. Pending development and release of enhanced guidance from the OEHHA on cancer risk for relatively short-duration exposures, MBUAPCD staff has adopted the conservative approach to such exposures included in the OEHHA's current *Risk Exposure Guidelines*. According to the MBUAPCD, “Acrolein appears to drive the acute hazard index more significantly than any other acutely toxic substance in diesel exhaust, such that the other substances are not significant...” Therefore, the MBUAPCD relies on acrolein as the basis for hazard index calculations related to exposure to diesel exhaust. Table 3.3-3 compares various thresholds established for and health effects associated with acrolein exposure. Note that the acute (one-hour) REL promulgated by the OEHHA and applied by the MBUAPCD as a significance criterion appears to be a conservatively low value relative to the underlying study data and relative to standards and criteria associated with occupational exposure and with higher degrees of health impact.



Table 3-3 Various Acrolein Concentration Values and Associated Standards or Observed Health Effects

Information Source	Referencing Agency	Reference Concentration		Context		Health Effects	
		ug/m ³	ppb ^a	General	Specific	Description	Based On
OEHHA	OEHHA, MBUAPCD	0.19	0.08	REL	Acute (1-hour)	Eye irritation	Conservative adjustment of study data extrapolation to reflect uncertainty
OEHHA		11.5	5	Extrapolation of study results	1 hour	Eye irritation	Extrapolation of study results
Darley et al., 1960	OEHHA	138	60	Laboratory exposure	5 minutes	Eye irritation	Study observation
ACGIH ^b	U.S. OSHA	250	100	Permissible Exposure Limit (PEL) ^c	8-hour TWA ^d	[Not specified in applicable regulations] ^e	
IARC: Fassett, 1962	OEHHA	2,300	1,000	Acute toxicity	5 minutes	Tearing and irritation of the eyes, nose, and throat	Study observation

a Typically based on indicated ug/m3 concentration and an air temperature of 25° C, or (in the case of the OSHA regulations) reported as the primary concentration measure, with the corresponding ug/m3 value being estimated.
 b American Conference of Governmental Industrial Hygienists.
 c 29 CFR 1926.55 App A. (This would be applicable to construction workers, for example.)
 d Total weight average.
 e Reference ACGIH document is Threshold Limit Values of Airborne Contaminants for 1970. SOURCES: MSW, 2006 and as indicated above.

Sensitive Receptors. Sensitive receptors or populations are more susceptible to the effects of air pollution than is the general population. Sensitive receptors tend to be represented largely within the following land uses: residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, and convalescent and retirement homes.

The receptor exposure areas that should be considered in the analysis of carbon monoxide levels include the following, as set forth in the MBUAPCD CEQA Air Quality Guidelines:

- Sidewalks where general public has access on a continuous basis (1-hour)
- Parking lots where pedestrians have continuous access (1-hour)
- Property lines of hospitals, rest homes, schools, playgrounds, childcare centers, etc. (1-hour and 8-hour)
- Property lines of residences where continuous outdoor exposure is expected (1- and 8-hour)
 Setbacks of residences where continuous exposure is expected (1-hour and 8-hour)

Emissions. As shown in Table 3-4, on-road motor vehicles represent only one of many categories of emissions sources within the County and NCCAB. However, such vehicles account for nearly half of total human-generated CO and NO_x emissions.



Table 3-4 Santa Cruz County and NCCAB Emissions*

STATIONARY SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5
Fuel Combustion	1.5	0.4	1	2.2	0	0.2	0.2	0.2
Waste Disposal	85.4	0.6	0.2	0	0	0	0	0
Cleaning and Surface Coatings	5.7	5	-	-	-	-	-	-
Petroleum Production and Marketing	0.8	0.8	-	-	-	-	-	-
Industrial Processes	0.1	0	8.5	2.5	1.6	1.9	0.9	0.4
Total Stationary Sources*	93.5	6.9	9.6	4.8	1.6	2.2	1.1	0.7
AREA-WIDE SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5
Solvent Evaporation	5	4.7	-	-	-	-	-	-
Other Processes	4.2	1.2	15.8	0.8	0.1	21.4	12.2	4.2
Total Area Wide Sources*	9.2	5.9	15.8	0.8	0.1	21.4	12.2	4.2
MOBILE SOURCES	TOG	ROG	CO	NOX	SOX	PM	PM10	PM2.5
On-Road Motor Vehicles	8.2	7.6	66.6	11.2	0.1	0.3	0.3	0.2
Other Mobile Sources	2	1.8	15.7	3.8	0	0.3	0.3	0.3
Total Mobile Sources*	10.2	9.3	82.3	15	0.1	0.6	0.6	0.5
TOTAL NORTH CENTRAL COAST	112.9	22.1	107.7	20.5	1.8	24.2	13.9	5.4

* Measured in Tons Per Day. Source: ARB California Emissions Inventory, 2005
http://www.arb.ca.gov/app/emsmv/emseic1_query.php?F_DIV=-4&F_YR=2005&F_SEASON=A&SP=2006&F_COAB=Y&F_AREA=CO&F_CO=44&F_DD=Y

Both area-wide and mobile sources contribute substantially to emissions of ROG. For PM₁₀, emissions from “miscellaneous processes” are dominant. Construction-related activities also contribute to regional air pollutant emissions. Such activities account for an estimated six percent of County- and Basin-wide PM₁₀ emissions under the “Area-Wide Sources: Miscellaneous Processes” category, a large proportion of the approximately six percent of “Area-Wide Sources: Solvent Evaporation” emissions of ROG attributed to the application of architectural coatings and asphalt paving, and a small proportion of the estimated emissions in the “Mobile Sources: Other Mobile” category.

Toxic Air Contaminants. Table 3-5 summarizes estimated County-wide emissions of TACs relevant to the project. (No data were available for asbestos from this reference.) While Table 3-4 reported emissions estimates in units of tons per day, this table reports such estimates in units of tons per year. Note that “Other Mobile” sources are estimated to account for more than half of County-wide emissions of DPM, while County-wide acrolein and lead emissions are attributed primarily to area-wide sources (which, for the latter, could include demolition-related activities).

Table 3-5 2004 Estimated Daily Average Emissions of Selected Toxic Air Contaminants for Santa Cruz County

Pollutant	Emissions (tons/year) by Source Category					Total
	Stationary	Area-wide	On-road Mobile	Other Mobile	Natural	
Acrolein	0.00	6.67	3.20	2.10	0.29	12.26
Diesel engine exhaust, particulate matter (DPM)	4.67		43.07	87.09		134.83
Lead	0.00	1.47	0.01	0.01		1.49

Source: ARB, California Toxics Inventory (CTI), 2004. (<http://www.arb.ca.gov/toxics/cti/cti.htm>)



Air Pollutant Concentrations, Standards Violations and Risk Levels

Criteria Air Pollutants. Ambient air pollutant concentrations are affected by the rates and distributions of corresponding air pollutant emissions, as well as by the climactic and topographic influences discussed above. The primary determinant of concentrations of non-reactive pollutants (such as CO and PM₁₀) is proximity to major sources. As previously discussed, ambient CO levels usually closely follow the spatial and temporal distributions of vehicular traffic.

CARB (occasionally with the assistance of private sector partners) and relevant air pollution control districts operate a number of ambient air quality monitoring stations throughout the County and the remainder of the NCCAB. For each of the previous three years, Table 3-6 summarizes the number of violations for selected key state air quality standards recorded at each of the applicable monitoring stations. (As previously discussed, the NCCAB is designated as Unclassified/Attainment with respect to the less stringent federal air quality standards for the key criteria air pollutants, and violations of those standards have not recently been an issue within the NCCAB.)

Table 3-6 Air Monitoring Network / Monitored Exceedances: NCCAB, 2003-2005

Station	Parameters Measured	Monitored Exceedances of the State 1-Hour Ozone Standard and the State 24-Hour PM ₁₀ Standard							
		2005		2004		2003		3-Yr Total	
		O ₃	PM ₁₀	O ₃	PM ₁₀	O ₃	PM ₁₀	O ₃	PM ₁₀
SL	O ₃ , NO ₂ , NO _x , CO, PM ₁₀ , PM _{2.5} , WS, WD, T	0	0	0	0	0	4	0	4
HL	O ₃ , PM ₁₀ , WS, WD, T	0	0	0	0	0	0	0	0
CV	O ₃ , PM ₁₀ , T	0	0	0	0	0	0	0	0
SC	O ₃ , PM ₁₀ , PM _{2.5} , WS, WD, T	0	0	0	1	0	0	0	1
WT	O ₃ , PM ₁₀ , WS, WD, T	0	0	0	0	0	0	0	0
SV	O ₃ , WS, WD, T	0	NM	0	NM	1	NM	1	NM
DV	O ₃ , NO ₂ , NO _x , SO ₂ , CO, PM ₁₀ , WS, WD, T	0	2	0	7	0	5	0	14
KC	O ₃ , PM ₁₀ , WS, WD, T	0	0	0	0	0	0	0	0
PN	O ₃ , WS, WD, T	2	NM	0	NM	2	NM	4	NM
ML*	PM ₁₀ , WS, WD, T	NM	1	NM	2	NM	7	NM	10
TOT	O ₃ , PM ₁₀	2	3	0	10	3	16	5	29

*Moss Landing Station Closed 7/31/2005

<p>Station Abbreviations: SL – Salinas, 855 E. Laurel Dr. HL – Hollister, 1979 Fairview Rd. CV – Carmel Valley, 34 Ford Rd. SC – Santa Cruz, 2544 Soquel Ave. WT – Watsonville, 444 Airport Blvd. KC – King City, 1001 Industrial Way SV – Scotts Valley, 4859 Scotts Valley Dr. PN – Pinnacles National Monument, 5000 Hwy 146 DV – Davenport, Marine View and Center Ave. ML – Moss Landing, 7539 Sandholt Rd. TOT – Total Station Exceedances</p>	<p>Parameter Abbreviations O₃ – Ozone PM₁₀ – Particulate Matter smaller than 10 microns PM_{2.5} – Particulate Matter smaller than 2.5 microns NO₂ – Nitrogen Dioxide NO_x – Oxides of Nitrogen SO₂ – Sulfur Dioxide CO – Carbon Monoxide NM – Pollutant Not Monitored WS – Wind Speed WD – Wind Direction T – Temperature</p>
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Source: MBUAPCD, "Ambient Air Quality – Exceedances of Standards," March 15, 2006.
(<http://www.mbuapcd.org/index.cfm?Doc=385>).



The nearest of these monitoring stations to the project site is the Scotts Valley station on Scotts Valley Drive. Among the few violations of the one-hour state ozone standard recorded within the NCCAB over the preceding three years, Table 3.3-6 shows that most were recorded at the Pinnacles National Monument station, an inland monitoring station where topography and meteorology tend to favor the concentration of this regionally-significant, photochemically-generated pollutant. By contrast, the largest number of violations of the state PM₁₀ standard within the NCCAB have been recorded at the Davenport and Moss Landing stations along the coast, where sea salt (and, at Davenport, cement dust from a nearby plant) appears to have an important influence on overall PM₁₀ concentrations.

Toxic Air Contaminants. For TACs, impacts are often evaluated ultimately in terms of cancer risk or (for non-cancer effects) in terms of proportions of applicable risk exposure levels (RELs). At the present time, one can infer from the cancer risk mapping published by the ARB's Emission Inventory Branch that most areas within the City of Scotts Valley are exposed to average inhalation cancer risk levels between about 250 and 500 parts per million. The ARB has established 250 per million as the cutoff point because it easily establishes the trend between urban and rural cancer risks. The vast majority of rural areas within California pose a less than 250 per million risk, whereas urban areas (e.g. L.A. and S.F.) generally pose a greater than 250 per million risk. Table 3-6 show exceedances of NCCAB cities from 2003-2005.

Existing Air Quality

The NCCAB does not meet the State Ambient Air Quality Standards for ozone or inhalable particulate matter (PM₁₀). The health-based State ozone standard is exceeded when ozone levels exceed 0.09 parts per million during a one hour period. From 2003 to 2005, the State ozone standard was exceeded on five station days and PM₁₀ was exceeded on 29 station days.

The NCCAB remains on the borderline between attainment and nonattainment in part due to variable meteorological conditions occurring from year to year, transport of air pollution from the San Francisco Bay Area, and locally generated emissions. The attainment status of the NCCAB is shown in Table 3.3-7 below:

Table 3-7 Current Attainment Status of the North Central Coast Air Basin March 2006

Pollutant	Federal	State
Ozone (O3) - 1 hour	Maintenance*	Nonattainment-Transitional
Ozone (O3) - 8 hour	Unclassified/Attainment	Not Available**
Carbon Monoxide (CO)	Unclassified/Attainment	Monterey - Attainment San Benito - Unclassified Santa Cruz - Unclassified
Nitrogen Dioxide (NO2)	Unclassified/Attainment	Attainment
Inhalable Particulates (PM10)	Unclassified/Attainment	Nonattainment
Fine Particulates (PM2.5)	Unclassified/Attainment	Attainment

* The Federal 1 hour standard was revoked in the NCCAB on June 15, 2005.

** Area designations in relation to the California 8-hour ozone standard are expected to be made by ARB in November 2006, after the rule is finalized. It is expected that the NCCAB will be designated as a nonattainment area for the California 8-hour standard

Source: 2004 Air Quality Management Plan for the Monterey Bay Region



Answers to Checklist Questions

Questions A:

According to the MBUAPCD's CEQA Guidelines, calculation of VOC and NO_x emissions from typical construction equipment is not necessary because the temporary emissions of these ozone precursors have been accommodated in the MBUAPCD AQMP (i.e., in its air quality inventories of regional air pollutants). The proposed project would require grading and earthmoving that, absent standard mitigation, would result in PM₁₀ emissions that may exceed the MBUAPCD threshold of 82 lbs/day and could cause or substantially contribute to localized, temporary exceedances of the applicable PM standards at the nearest pre-existing receptor locations.

Due to the District's transitional status for the ozone 1-hour standard, future development within the Specific Plan area would require implementation of the MBUAPCD's best management practices intended to reduce PM₁₀ and Ozone emissions. This issue will be examined further in the EIR.

Question B:

Ozone and PM₁₀ are the only regional pollutants of concern to the MBUAPCD, based on the local attainment status. The types of uses proposed by this project would not directly emit substantial amounts of regional pollutants of concern, and fossil fuel generators are not proposed as part of the project. However, project operation would result in indirect vehicular and area source generation of ROG/VOC. Therefore, the project may contribute to exceedances of the ambient air quality standards for ozone. This issue will be examined further in the EIR.

Question C:

The proposed project could result in cumulatively considerable net increase of any criteria pollutant due to increased average daily vehicle trips and general operations. Such cumulative increases could result in exceedances of ambient air quality standards. This issue will be examined further in the EIR.

Question D:

None of the project components would result in a substantial alteration of air movement, moisture, or temperature, or cause any change in local or regional climate conditions. This issue will not be examined further in the EIR.

Question E:

The proposed project involves development of a pedestrian friendly downtown area for the City of Scotts valley; allowed uses within this area would not likely include those that would generate substantial pollutant concentrations. This issue will not be examined further in the EIR.



Question F:

Proposed uses within the area would include retail, residential, and other general commercial uses, such uses would not likely create objectionable odors that would affect a number of people. This issue will not be examined further in the EIR.

Finding:

Air quality will be analyzed further in the EIR. In addition, although not listed in the above checklist, the EIR will also contain a discussion of Global Climate Change and the project's potential contribution of Greenhouse Gases (GHG's), per current Air Resources Board (CARB) direction.

BIOLOGICAL RESOURCES - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	X			
c) Have a substantial effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	X			
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	X			
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			X	
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

A Rincon biologist conducted a reconnaissance-level site visit on May 4, 2007. The site visit was not intended to formally classify habitat types, identify special status species, or delineate any potential wetland/jurisdictional areas. Instead, the purpose of the site visit was to identify any potential constraint areas that may require additional technical investigation.



Setting

Regulatory authority over biological resources is shared by federal, state, and local authorities under a variety of statutes and guidelines. Primary authority for general biological resources lies within the land use control and planning authority of local jurisdictions; the plan area is under of the City of Scotts Valley.

Under the state and federal endangered species acts, the Californian Department of Fish and Game (CDFG) and the United States Fish and Wildlife Service (USFWS) have direct regulatory authority over species formally listed as threatened or endangered. Section 3503 of the California Fish and Game Code (CFGC) prohibits the take, possession, or needless destruction of birds, their nests, or eggs. Additionally, Section 3503.5 of the CFGC protects birds of prey, their nests and eggs against take, possession, or destruction. Potential nesting and roosting sites for birds-of-prey and other migratory birds are also protected by the Migratory Bird Treaty Act (MBTA). Abiding by the CFGC code and the MBTA usually means to avoid removal of trees with active nests or avoid disturbance of the nests until such time as the adults and young are no longer reliant on the nest site. The provision also includes any disturbance that causes a nest to fail and/or a loss of reproductive effort.

Answers to Checklist Questions

Question A, B and D:

The Specific Plan area contains trees that have the potential to support nesting habitat for raptors or other birds protected under the MBTA. The southwestern portion of the Plan area is vegetated with native plant and tree species. This issue will be examined further in the EIR.

Question C:

The reconnaissance-level site visit identified an area containing wetland indicating species. The location of the potential wetland is between two of the old airport runways. The project could have a substantial effect on federally protected wetlands as defined by Section 404 of the Clean Water act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. This issue will be examined further in the EIR.

Question E:

The project is not expected to conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Question F:

The project is not expected to conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.



Finding

Impacts to biological resources will be further analyzed in the EIR.

<i>CULTURAL RESOURCES</i> - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	X			
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			

Setting

As reported in the 1992 Final Environmental Impact Report for the Skypark Specific Plan, a general surface reconnaissance of the project site revealed historical remains that could be impacted by the proposed project of that time.

Pursuant to State Public Resource Code (SPRC) §5097.9, state and local agencies cooperate with and assist the Native American Heritage Commission (NAHC) in its efforts to preserve and protect locations of special and spiritual significance to Native Americans. The NAHC would be contacted to request a sacred lands search and to obtain the names and addresses of local Native American groups who may have knowledge about cultural resources in the study vicinity.

Along with standard Native American consultation required by SPRC under §5097.9, the City must meet its obligations under Senate Bill 18 (SB 18). This statute calls for direct consultation between tribes and local government for projects involving the creation of or amendments to specific and or general plans.

Pending results of a recommended California Historical Resources Information System records search conducted by the Northwest Information Center at Sonoma State University and the results of Native American consultation required by SPRC under §5097.9 and the SB 18 consultation process, site specific cultural resource evaluations may be recommended.

Answers to Checklist Questions

Question A:

The Specific Plan area contains some existing structures that by virtue of their age (i.e., 50 years or older), may qualify as historic resources. Because of potentially historic resources on site, a



qualified historian shall evaluate the historical significance and their eligibility for the California Register of Historic Resources. This issue will be examined further in the EIR.

Question B:

The proposed project would involve grading; thus, there is the potential that the proposed project may disturb land with some degree of potential to contain cultural resources. This issue will be examined further in the EIR.

Question C:

The proposed project would involve grading; thus, there is the potential that the proposed project may directly or indirectly impact a unique paleontological resource or site or unique geologic feature. This issue will be examined further in the EIR.

Question D:

The proposed project would involve grading; thus there is the potential that the proposed project may disturb human remains. This issue will be examined further in the EIR.

Finding

Impacts to cultural and historical resources will be further analyzed in the EIR.

GEOLOGY AND SOILS – Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	X			
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			X	
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?		X		
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	X			
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	X			
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			X	



Setting

The Specific Plan area is located in the south central Santa Cruz Mountains in the heart of the Central Coast ranges of California. This is a seismically active region that is influenced by numerous named and unnamed faults in the area.

The City of Scotts Valley General Plan Safety Element has the following objectives and policies regarding geologic resources:

SO-486 Objective
Reduce the risk resulting from seismic and other geologic hazards, by regulating development in areas of high seismic and other geologic hazards.

SP-487 Policy
The City utilizes liquefaction and landslide maps prepared by the County (Figures S-3 and S-4) to assess geotechnical hazards within the Planning area. These maps shall be updated as new and more accurate information becomes available.

SP-489 Policy
In a geologic hazard area, development shall be approved only after a detailed geotechnical evaluation is completed by a registered geologist, and only if adequate measures are provided to avoid or substantially reduce any identified hazard.

As directed by the City's General Plan Safety Elements policies, the Santa Cruz County's online Geographic Information Systems' online map gallery was reviewed for geotechnical hazard maps. The County's liquefaction hazard area, fault zone hazard area, and the landslide hazard area maps were reviewed relative to the Specific Plan area.

Answers to Checklist Questions

Question A) i-iv:

Portions of Scotts Valley have been mapped with a "high" and "moderate" liquefaction potential rating. While the City is not within any of the County's identified fault zone area or 0.5 mile fault zone buffer area, the City is with the seismically active Santa Cruz Mountains. Major named faults in the area include the Zayante Fault, San Andreas Fault, and the San Gregorio Fault, which potentially could expose people or structures to adverse effects including injury, loss or death. Faults generally produce damage in two ways: ground shaking and surface rupture. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance of the site to the seismic source, soil conditions, and depth to groundwater. Surface rupture is limited to very near the fault. An Alquist-Priolo Hazard Zone is an area within 500 feet from a known fault trace. The Specific Plan area is not in an Alquist-Priolo Hazard Zone. However, the County's landslide hazard area map identified areas within the City of Scotts Valley that have a landslide hazard. Additionally, portions of Scotts Valley have been mapped with a "high" and "moderate" liquefaction potential rating. This issue will be examined further in the EIR.



Question B:

Construction pursuant to the proposed Specific Plan project could result in soil erosion or loss of topsoil. This issue will be examined further in the EIR.

Questions C and D:

Development under the project could result in localized subsidence, liquefaction, and collapse. This issue will be examined further in the EIR.

Question E:

Development under the proposed project would not use septic systems.

Finding

Geology and Soils will be analyzed further in the EIR.

HAZARDS AND HAZARDOUS MATERIALS - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 1/4-mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f) For a project in the vicinity of a municipal airstrip, would the project result in a safety hazard for people residing or working in the area?				X
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			X	



Setting

Past land use activities on the site may have resulted in soil and groundwater contamination levels that are not acceptable to the EPA. ENGEIO Incorporated prepared an environmental site assessment for the Skypark Airport, the Graham property, and the Harmony Foods parcels in March of 1990. The scope of work of the assessment included a level one and limited level two site assessment. Based on the performed walkover survey, records search, and personal communications with public agency personnel, several areas of potential soil contamination were noted on site. At the time of the report, the Skypark Leachfield was included on the EPA's CERCLIS list and the Department of Health Services' ASPIS and Cortese Lists. Additionally, at the time of the report, the Abandoned Site Program Information List listed the Watkins-Johnson facility as an active Superfund site, with state and federal funding. Currently, two propane tank facilities exist on the proposed project site. The existing propane tank facility may possibly have resulted in past soils and groundwater contamination.

Answers to Checklist Questions

Questions A through D:

Hazardous contamination could be present on the project site. Relocation of the existing on site propane tank facilities may also pose a hazard.

Questions E and F:

The proposed project site is not located near an airport.

Question G:

The project will not interfere with an adopted emergency response plan or emergency evacuation plan.

Question H:

The potential for wildland fires near the proposed project may be high considering the presence of nearby forests.

Finding

Hazards and Hazardous Materials related to contaminated soils and relocation of the onsite propane facility will be analyzed further in the EIR.



HYDROLOGY AND WATER QUALITY - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	X			
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation?	X			
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	X			
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	X			
f) Otherwise substantially degrade water quality?	X			
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j) Inundation by seiche, tsunami, or mudflow?				X

The existing on-site development contains a complete storm drainage system that carries runoff south to Mt. Hermon Road in a network of pipes and catch basins. Storm water is detained to some degree while on-site before being released into a 36-inch reinforced concrete culvert that runs west in Mt. Hermon Road. The undeveloped portion of the site drains in a southeast direction to the project boundary where it is collected in a 15-inch reinforced concrete culvert running along the edge of Mt. Hermon Road. Runoff is carried across the street in a 30-inch reinforced concrete culvert before being introduced into the larger storm drainage system that runs southeast. The majority of existing drainage is carried to detention basins on the southwest side of town.



Answers to Checklist Questions

Questions A through F:

Future development that would result in increased impervious surfaces may result in onsite and offsite drainage issues if not properly designed and engineered. This issue will be examined further in the EIR.

Questions G through I:

The specific plan area is not within a Federal Emergency Management Agency mapped Flood Insurance Rate Map as no major waterways are on site or immediately adjacent to the area that could result in flood hazards. Therefore, the proposed project would not exposure people or structures to a significant risk or loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.

Question J:

The proposed project site would not be subject to inundation by seiche, tsunami, or mudflow.

Finding

Hydrology and Water Quality issues associated with onsite and offsite drainage issues will be analyzed further in the EIR.

LAND USE AND PLANNING - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?			X	
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	X			
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?			X	

Setting

The Land Use Element of the City's General Plan, along with the Zoning ordinance, are the primary land use planning guidance documents for the development pattern of the City. The Land Use Element is intended to protect the hillside forests that provide the essential character of the Valley, develop the urban core near major transportation corridors, foster a healthy business community which can provide most of the goods and services for the City and ensure a broadly based housing supply.



Existing Site Land Use Designations

The Land Use Element land use plan map indicates that the Specific Plan area's land use designations are *C-S: Service* and *C-SC: Shopping Center*.

The land use description for the *C-S: Service* land use designation is as follows:

Retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. High density residential is conditionally permitted, providing adjacent uses are compatible and the residential use is a secondary to retail use.

The land use designation for the *C-SC: Shopping Center* land use designation is as follows:

Retail and service establishments for the development of community and/or regional shopping centers. Examples of uses in this category would include stores, shops, and offices included in the professional office and service commercial categories, providing adjacent uses are compatible.

Existing Site Zoning

The City's zoning map indicates that the Specific Plan area is within the Commercial zoning district. The area is zoned *C-SC: Shopping Center*, *C-S: Service*, *P-H: High Density Residential*, and *P: Public Quasi Public*.

Surrounding Zoning

Land to the north of the site is zoned *P: Public/Quasi Public*. Land to the west has a mix of zoning, including *R-1-10: Medium Density residential*, *R-VHD: Very High Density residential*, *C-S: Service commercial*, *OS: Open Space*, and *R-M-6: Medium High Density residential*. Land to the south, across Mt. Hermon Road is zoned *C-SC: Shopping Center*. Land to the east is zoned *R-VHD: Very High Density Residential*.

Answers to Checklist Questions

Question A:

The proposed project largely entails the redevelopment and intensification of an existing shopping center, in addition to the development of vacant land. The proposed project would not physically divide an established community.

Question B:

The applicant may have to apply for a General Plan Amendment (GPA) to ensure that the project is consistent with the General Plan Land Use Map. With the Planned Development overlay zone, the applicant would have to follow the Town Center Specific Plan standards. Additionally, if the site is determined to be contaminated with hazardous materials, it could potentially result in land use conflicts. Other land use conflicts may result from aesthetic, air quality and noise impacts as a result of the proposed project. This issue will be examined further in the EIR.



Question C:

The proposed location of the Specific Plan is not an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Finding

Land use issues will be analyzed further in the EIR.

MINERAL RESOURCES - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

Answers to Checklist Questions

Questions A and B:

The proposed project site does not provide any known mineral or natural resources, such as timber, oil, or gas that would be of value to the region and the residents of the state.

Finding

The project would not result in significant impacts to mineral resources.

NOISE - Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	X			
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	X			
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	X			



NOISE - Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?				X

Setting

The primary noise sources in the Specific Plan area are from vehicles traveling along Mt. Hermon Road, and to a lesser degree, from vehicles traveling along Skypark Drive. Adjacent commercial land uses also generate noise at the site. As stated in the City’s General Plan Noise Element, vehicular traffic along Highway 17, Mt. Hermon Road and Scotts Valley Drive is the single most significant source of noise in the City of Scotts Valley. At the time of the General Plan Noise Element adoption in 1993, it was estimated that a section of Highway 17 had 60,000 average daily trips (ADT). Today the ADT volumes are likely higher, thereby resulting in even louder roadway noise levels. However, the Specific Plan area is adjacent to Mt. Hermon Road, one mile northwest of Highway 17 and ¼ mile northwest Scotts Valley Road.

The Noise Element includes a table and figure that shows noise level readings and projections at various sites along Mt. Hermon Road, Scotts Valley Drive, and Highway 17. Site number six is the closest noise monitoring station to the Specific Plan area. Noise Element traffic and volumes projects for this site indicate that in the year 2010, the ADT will be 40,543 and the 60 dBA contour will be at 225 from the edge of the roadway. The 65 and 70 dBA contours are projected to be at 80 and 15 feet from the edge of the roadway, respectively.

Noise Standards and Policies

Table 3-8 below lists acceptable noise increase levels typically deemed acceptable based on the existing adjacent use.



Table 3-8 Noise Increase Standards

Proposed New Use/Location of dBA Reading	Maximum Noise Increase in dBA Adjacent to Existing			
	Sensitive	Residential	Commercial	Industrial
<i>Sensitive Uses</i>				
At property line	3	5	5	5
50 feet from property line	3	3		
<i>Residential Uses</i>				
At property line	3	5	5	5
50 feet from property line	3	3		
<i>Commercial Uses</i>				
At property line	3	5	5	5
50 feet from property line	3	3		
<i>Industrial Uses</i>				
At property line	3	5	5	7
50 feet from property line	3	3		

Source: Table 3 from the Scotts Valley General Plan Noise Element

Some related Noise Element policies and actions are listed below.

NO-441 Objective
Promote new land uses which have noise generation/sensitivity characteristics that are compatible with neighboring land uses, based on the day-night average A-weighted noise levels.

NP-442 Policy
New Development which may increase the day-night noise level by more than the levels shown in Table 3 shall be approved only when proper noise attenuation design measures have been incorporated to the City's satisfaction.

NA-446 Action
New development shall not be approved which may increase the noise levels more than those increases specified in Table 3 of the General Plan Noise Element

NP-451 Policy
New development shall include noise attenuation measures to reduce the effects of existing noise to an acceptable level.

NA-452 Action
In area where the annual day-night noise level exceeds 60 dBA, the City shall require an acoustical engineering study for proposed new construction or renovation of structures(s). Each acoustical analysis should recommend methods to reduce the interior day-night annual average noise level to below 45 dBA for private dwellings, motels, hotels, offices and noise sensitive uses.

NA-454 Action
Exterior noise levels measures at the property line of proposed new residential development shall be limited at or below an average annual day-night level of 60 dBA.



NA-461 *Action*
Outdoor recreation areas, especially in residential neighborhoods, should incorporate noise attenuation barriers, such as multiple rows of dense conifers, if the day-night noise levels exceed 60 dBA.

Answers to Checklist Questions

Questions A through D:

Construction-related activities at the project site would result in a temporary increases in noise and groundborne vibrations from multiple pieces of construction equipment operating at the same time. Construction noise may create additional nuisance noise to the existing residential uses adjacent to the plan area. This may temporarily affect noise-sensitive land uses (e.g., residences) located near the project site. Short-term construction-related noise is considered a potentially significant impact. Construction of later phases of development may also create nuisance noise that affects residents of earlier phases of development.

Over the long-term, the proposed project would cumulatively generate noise primarily from motor vehicle trips that could adversely affect nearby noise-sensitive land uses. Other operational activities (non-transportation) that would generate noise that could affect the noise environment of nearby sensitive receptors. This issue will be examined further in the EIR.

Questions E and F.

The proposed project site is not located near an airport. There are two airports in Santa Cruz County: (1) Bonny Doon Village Airport is a private airport which is located in the community of Bonnie Doon, approximately 10 miles west of Scotts Valley; and (2) The Watsonville Municipal Airport, which is located approximately 20 miles southeast.

Finding

Noise issues will be analyzed further in the EIR.

POPULATION AND HOUSING - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X



Answers to Checklist Questions

Questions A through C:

Based on the CEQA environmental review prepared for the recently adopted 2002-2007 General Plan Housing Element, buildout under the new Housing Element would result in a total population of 13,395 in the City (Scotts Valley General Plan EIR, 1994). This population level is below the 2005 population projections of 15,000 assumed in the 1994 General Plan. The Specific Plan may designate portions of the project area as mixed-use or another type of residential use that would allow housing development. Using the number of residences per dwelling unit that was included in the Housing Element CEQA analysis (2.5 people/unit) the Specific Plan could include 642 dwelling units without exceeding the General Plan EIR buildout population of 15,000. It is not envisioned that the Specific Plan would propose more than 642 dwelling units.

The proposed site currently includes commercial buildings, and no housing units exist on the site. The proposed project would redevelop some existing commercial structures and develop new structures on vacant land. Additionally, the proposed plan would potentially provide 642 dwelling units. Thus, proposed project would not result in the displacement of housing or people. The project is intended to provide a mix of commercial and housing opportunities, so there is a balanced land use mix in the center of the town.

Finding

The project would result in less than significant impacts to population and housing. This issue will not be examined further in the EIR.

<i>PUBLIC SERVICES</i>	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:			X	
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?			X	
iv) Other public facilities?			X	

Answers to Checklist Questions

Question A i-iv:

As stated in the City’s General Plan Public Services Element, public services and utilities were planned for a population of 15,000; this was addressed in the General Plan EIR as well. As



stated above, the recently adopted 2002-2007 Housing Element has estimated a City buildout population of 13,395, which is lower than the population assumed in the Public Services Element. The Specific Plan could include 642 dwellings units (based on an occupancy of 2.5 people/unit) without exceeding the planned buildout population of 15,000 or exceeding the capacities of the planned Public Services. However, the City would still require the developer to pay development impacts fees to Public Service Providers to offset any incremental increase in demand.

Fire protection is provided by Scotts Valley Fire Protection District. The district provides service to the City of Scotts Valley and surrounding unincorporated areas, providing service to approximately 20,000 people. The district operates two fire stations, 33 shift firefighters, six fire engines, two command unit trucks and one hazardous materials response truck. The proposed project would increase demand for fire services, but services would remain adequate. The proposed Specific Plan would accommodate an approximately 15,000 sf library and 20,000 sf courthouse. City development fees would address potential impacts.

Police protection is provided by Scotts Valley Police Department. The patrol division is staffed with one division commander, four sergeants, and ten patrol officers. Santa Cruz County Sheriffs and the California Highway Patrol also operate within Scotts Valley. The goal of the police department is to provide 2.59 policemen per 1000 residents. Code 3 (highest priority) call have a 1 ½ to 3 minute response time. The proposed project would increase demand for police services, but police services would remain adequate. City development fees would address potential impacts.

Scotts Valley Unified School District operates four public schools within the City, Brook Knoll Elementary, Vine Hill Elementary, Scotts Valley Middle School and Scotts Valley High School. The proposed plan would increase demand for school services, but the increase would be minimal.

The Scotts Valley Library is 5300 square feet in a store front building in Kings Village Shopping Center. The branch was enlarged and redecorated in 1997, reopening in January of 1998. The proposed project would increase demand for library services; however, the project would develop an additional library.

Finding

Standard City requirements, including development impacts fees, would mitigate impacts to a less than significant level.



RECREATION	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

Setting

The proposed Specific Plan will not likely generate a population that will cause the overall City population to exceed the population analyzed for the in the General Plan EIR. The proposed Specific Plan would not place a larger demand for recreational services than was anticipated in the General Plan. The General Plan EIR analyzed for a population of 15,000. The Recently adopted Housing Element has estimated a Housing Element buildout population of 13,395. As long as the Specific Plan does not propose more than 642 dwelling units, the City population will not exceed that of the General Plan EIR.

However, the Specific Plan area currently includes an area of land that is being used as a dog-park recreation area. Land to the northwest is designated for and used as a recreational facility.

Answers to Checklist Questions

Questions A:

The proposed project would not increase park usage such that substantial physical deterioration of park facilities would occur or be accelerated. The Specific Plan would include an approximately 15,000 sf library and possibly an approximately 20,000 sf courthouse.

Questions B:

An existing presence of a dog-park recreation area within the Specific Plan boundaries would be displaced as a result of future development. Land of equal size may need to be designed as a dog-park to offset the potential loss of recreational area, which could result in adverse environmental effects elsewhere. The project would include a town green that would serve as a park/plaza for the community, thereby creating a strong connection to the existing Community Park. This issue will be examined in the EIR.

Finding

Recreation issues will be analyzed further in the EIR.



TRANSPORTATION / TRAFFIC - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	X			
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	X			
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	X			
d) Substantially increase hazards due to a design feature (e.g. sharp curves or dangerous intersections) or incompatible use (e.g. farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity?	X			
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	X			

Setting

The City of Scotts Valley Circulation Element classifies its roadways according to the *Manual of Traffic Engineering Studies (1976)*.

Highway 17 is located approximately one mile from the proposed Specific Plan site. Mt Hermon Road, which is the primary access route to the Specific Plan area, is the only principal arterial road in Scotts Valley. The Circulation element states that a 1992 traffic count on Mt. Hermon Road had an average daily traffic (ADT) volume of 34,650 vehicles.

The Circulation Element identifies several road and highway improvements planned over a 5 to 15+ year period that are intended to increase efficiency and safety of existing roadways; constructing new facilities that promote better access to larger areas of the City; and alleviating pressure on the existing circulation system.

The Circulation Element states “Of special concern are the two arterials in the City that serve the commercial areas, Scotts Valley Drive and Mt. Hermon Road. The projected level of traffic on Mt. Hermon Road and Scotts Valley Drive would require widening Mt. Hermon Road and Scotts Valley Drive to seven lanes (three in each direction with a center turn lane), to achieve level of service “C” at the intersections. Mt. Hermon Road and Scotts Valley Drive require eight lanes at their intersection. Without this substantial widening, the intersections of Scotts Valley Drive and Mt. Hermon Road cannot be expected to provide better than Level of Service “D” at General Plan Buildout” (Scotts Valley General Plan Circulation Element, 1992, p.11).



Answers to Checklist Questions

Questions A through C:

The proposed Specific Plan may result in increased vehicle trips that will affect intersections and roadways and overall transportation/circulation. This issue will be examined in the EIR.

Questions D and E:

The proposed Specific Plan would consist of standard vehicular access points and roads. It also emphasizes pedestrian friendly design, which would not increase hazards or result in incompatible uses. Furthermore, prior to approval, the project would be required to meet all California Fire Code regulations regarding emergency parking. This issue will be examined in the EIR.

Questions F and G:

The proposed project's parking capacity and alternative transportation policy consistency will be analyzed further in the EIR.

Finding

A traffic/circulation study shall be prepared to determine the transportation/circulation impacts of the proposed project and to develop mitigation measures, which will be included in the EIR.

<i>UTILITIES AND SERVICE SYSTEMS -</i> Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	X			
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	X			
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	



UTILITIES AND SERVICE SYSTEMS - Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
g) Comply with federal, state, and local statutes and regulations related to solid waste?			X	
h) Result in a Substantial increase in demand of existing sources of energy or require the development of new sources of energy?			X	

Setting

Water Supply

The Scotts Valley Water District (SVWD) is located six miles north of the City of Santa Cruz, along State Highway 17 and covers approximately six square miles, including most of the incorporated area of the City of Scotts Valley, California (population 11,600) and a portion of the unincorporated area north of the City of Scotts Valley. The SVWD has 55 miles of drinking water (potable) mains, seven (7) drinking water (potable) storage tanks, nine (9) drinking water (potable) booster pump stations, six (6) active production wells and four (4) drinking water treatment plants/facilities. In addition, the SVWD operates a 625,000-gallon recycled water storage tank, a recycled water booster pump station and six (6) miles of recycled water distribution mains to supply irrigation water to its landscaping customers.

The District utilizes groundwater to serve its customers. The groundwater is stored in the Santa Margarita Groundwater Basin which is made up of the Santa Margarita Sandstone, Monterey Shale, Lompico and Butano formations. Rainfall is the source of recharge to the basin.

The District shares the groundwater basin with other users including the neighboring San Lorenzo Valley Water District, Lompico Water District and Mañana Woods Mutual Water Company, as well as local businesses and residents using private wells. While total pumping from the basin has historically been below the reported perennial safe yield each year (e.g., estimated safe yield has been reported as 4200 AFY), the groundwater basin has reportedly lost an average of 125 AFY each year for the past ten years while total basin demand was estimated at only 2600 AFY in 2002-03, of which the District's portion was 1400 AFY).

As of December 31, 2004, the District had the following potable water services in place:

- 3,700 active water meter connections consisting of:
 - 3,027 single family residential
 - 274 multi-family residential
 - 267 commercial/industrial
- 281 other services including institutional, fire service and potable landscape.

The District currently has a total of six (6) wells with a combined capacity of 1,664 gallons per minute or 2.4 million gallons per day. The average daily demand for Year 2003 was 1,259 gallons per minute or 1.8 million gallons per day and the peak demand was 2.9 million gallons per day or 2,014 gallons per minute.



There are four (4) water treatment plants in the District. The largest is the El Pueblo Water Treatment Plant. This plant treats water from two of the District's six wells (11A and 11B) and has a capacity of 1.44 million gallons per day. The Orchard Run Water Treatment Plant treats water from wells 7A and 3B and has a capacity of 1.37 million gallons per day. On-site water treatment plants serve the other two wells, 9 and 10.

The groundwater is pumped from wells that vary from 350 feet to 1,750 feet deep. Water is treated in pressure filters that remove the iron, manganese and hydrogen sulfide. The filters contain sand, gravel and anthracite. Chemicals are introduced before and after filtration to oxidize the iron and disinfect the water. This treatment enables the District water to meet all the drinking water standards set under federal and state laws and regulations.

A 10-inch potable water line runs in Mt. Herman Road and provides service to fire hydrants located approximately every 300 feet as well as laterals along south side of the site. An 8-inch looped line carries potable water up both access driveways surrounding the developed area and a stubbed line extends further up the more western driveway to the intersection of Skypark Drive and Navigator Drive. There are four hydrants on the proposed site supported by the looped line and one by the stubbed line in addition to one on Skypark Drive, which is supplied by a 10-inch line off site line. On the north side of the proposed development, there is a 10-inch ductile iron pipe line in Blue Bonnet Drive connecting the King's Village Road line to the east with the Skypark Drive line, to the west.

An 8-inch Polyvinyl Chloride reclaimed water service line runs from the 10-inch main line on Mt. Hermon Road up the access driveway at the center of the site and provides service to the fields located off Blue Bonnet Drive.

According to Mr. Charles McNeish, General Manager of the SVWD (pers. comm. April 24, 2007), water supply within the City of Scotts Valley is limited, but sustainable to serve present populations. However, the Scotts Valley Town Center Specific Plan will need to identify the overall potential water use and provide mitigation to make up for this increased water demand. Currently, there are several recycled water distribution projects available to offset the increased water use.

Wastewater Service

The City's Wastewater Operations Division in the Public Works Department is responsible for the operation of the City's wastewater treatment plant and the maintenance of the wastewater collection and effluent system. The plant has a permitted capacity of 890,000 gallons of effluent per day. The Regional Water Quality Board can authorize an additional 60,000 gallons per day. In 1994, the capacity of the plant was expanded to 1.5 million gallons per day. It is estimated that ultimate capacity for General Plan buildout is 1.5 million gallons per day.

The proposed site is served by a 10-inch vitrified clay pipe (VCP) sewer main running south-east along Mt. Hermon Road with slopes ranging from 0.3% to 0.5%. One tributary 8-inch VCP line runs due south for approximately 1,000 feet from the intersection of Skypark Drive and Navigator Drive to Mt. Hermon Road. There are currently four service manholes along this line which provides service to parcel 662, 668, 272, 274 and 276. Another 8-inch VCP line runs down



the center of the site for about 750 feet between parcels 270 and 260. This line supports most existing on-site development and contains four service manholes and a cleanout at the end of the line. All the wastewater from the proposed site is carried to the Scotts Valley Waste Water Treatment Plant, which is located 0.25 miles away at the intersection of Mt. Hermon Road and Scotts Valley Drive. The plant uses an activated sludge treatment method and currently processes 0.95 million gallon per day, but its permitted capacity is 1.5 million gallons per day.

Solid Waste

The City of Scotts Valley directs all solid waste to Santa Cruz County landfill at Buena Vista. Citizens generate on average 18 pounds of solid waste per day and commercial/industrial uses produce 60 cubic yards per month. Recycling efforts in Scotts Valley consist of mandatory curbside recycling of tin, glass, plastic and green waste. Scotts Valley, in conjunction with other neighboring cities, has initiated a regional recycling program to prolong the life of the Buena Vista landfill site.

Storm Drainage

The existing on-site development contains a complete storm drainage system that carries runoff south to Mt. Hermon Road in a network of pipes and catch basins. Storm water is detained to some degree while on-site before being released into a 36-inch reinforced concrete culvert that runs west in Mt. Hermon Road. The undeveloped portion of the site drains in a southeast direction to the project boundary where it is collected in a 15-inch reinforced concrete culvert running along the edge of Mt. Hermon Road. Runoff is carried across the street in a 30-inch reinforced concrete culvert before being introduced into the larger storm drainage system that runs southeast. The majority of existing drainage is carried to detention basins on the southwest side of town.

Gas/Electricity

Pacific Gas and Electric Company provides gas and electricity to the City of Scotts Valley. Electric is provided by the fossil fuel burning power plan located in Moss Landing. The Moss Landing Plant is one of the largest gas power plants in the word, using 75% gas and 25% low sulfur oil. The plant uses 70,000 barrels of oil per day and can generate enough electricity to power four cities the size of San Francisco.

Answers to Checklist Questions

Question A:

The proposed Specific Plan would not exceed wastewater requirements of the applicable Regional Water Quality Control Board because the proposed plan does not exceed expected wastewater flows under the General Plan EIR.



Question B and D:

There is potential for the proposed Specific Plan to exceed available water supplies and thus potentially require expansion or development of new facilities. This issue will be examined in the EIR.

Question C:

The proposed Specific Plan would utilize existing drainage facilities within the area. Any exceedance of drainage facility capacity would be mitigated by the developer through payment of impact fees.

Questions E:

The proposed project would not result in a determination by the wastewater treatment provider because the project would not exceed buildout under the General Plan.

Question F:

The Santa Cruz County landfill would provide adequate solid waste disposal through buildout of the General Plan.

Questions G:

The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.

Questions H:

The proposed project would not result in a substantial increase in demand of existing sources of energy or require the development of new sources of energy because the project would not exceed buildout in the General Plan.

Finding

Water supply and service will be analyzed further in the EIR.



MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, 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 impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, and the effects of probable future projects)?	X			
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

An EIR will be prepared for the proposed project to address several issues that were found to be significant.



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