



AGENDA

Meeting of the
Scotts Valley City Council
In-Person and Remote Access
Date: October 2, 2024
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference https://us02web.zoom.us/j/83295730901	Agenda posted on 9-27-2024 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at: www.scottsvally.gov

ELECTED OFFICIALS	CITY STAFF MEMBERS
Randy Johnson, Mayor Derek Timm, Vice Mayor Jack Dilles, Council Member Donna Lind, Council Member Allan Timms, Council Member	Mali LaGoe, City Manager Kirsten Powell, City Attorney Taylor Bateman, Community Development Director Susie Pineda, Consulting Planner Cathie Simonovich, City Clerk

MEETING NOTICE AND AGENDA PACKET MATERIALS
Notice regarding City Council Meetings: The City Council meets regularly on the 1st and 3rd Wednesday of each month at 6:00 PM in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066, and via Zoom Webinar remote access. Agenda and Agenda Packet Materials: The City Council agenda and the complete agenda packet are available for review by 5:00 PM the Friday before the Wednesday meeting on the Internet at the City's website: www.scottsvally.gov and in the lobby of City Hall at 1 Civic Center Drive, Scotts Valley, CA. Pursuant to Government Code §54957.5, materials related to an agenda item, submitted after distribution of the agenda packet, are available for public inspection in the lobby of City Hall during normal business hours, Monday-Friday, 8am-12 pm and 1-5 pm. In accordance with AB 1344, such documents will be posted on the City's website at www.scottsvally.gov. Public Participation: The meeting will be available on Zoom and livestreamed to the City of Scotts Valley's YouTube channel: https://www.youtube.com/@cityofscottsvally For those wishing to participate via Zoom you can join the following ways: Zoom Webinar meeting link: https://us02web.zoom.us/j/83295730901

Or dial one of these numbers: (669) 900-9128 or (669) 444-9171
Webinar ID: 832 9573 0901

Whether attendance is in-person or remote, you will be given opportunities to provide public comment at the appropriate times throughout the meeting. The time limit is up to 3 minutes for an individual, or 5 minutes for someone who is representing a group of three or more, at the discretion of the Mayor. Please note that this is not a question-and-answer time, but simply a time to provide comments to the Council. At the appropriate times during the meeting for public comment, on items not on the agenda, and on specific agenda items, the Mayor will announce that public comment will be accepted.

How to comment via in-person attendance:

Please proceed to the public comment podium when the Mayor opens the item for public comment.

How to comment via Zoom Webinar:

Use the webinar attendee option to “raise hand” when the Mayor opens the item for public comment. The Clerk will unmute you when it is your turn. If you have joined via Zoom phone call, dial *9 or your phone to “raise your hand”, and the Clerk will unmute you when it is your turn.

CALL TO ORDER 6:00 PM

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

COMMITTEE REPORTS

Council members are appointed to committees which are either City committees or committees dealing with other jurisdictions. This portion of the agenda allows the committee member to present oral or written reports to the Council regarding their committee assignments. It also allows the Council to make comments and give the committee member direction, as required.

CITY MANAGER REPORT

PUBLIC COMMENT TIME

This is the opportunity for individuals attending in person to make oral comments to the Council on any items within the purview of the Council, which are NOT part of the Agenda. No action on the item may be taken, but the Council may request the matter be placed on a future agenda. Written public comment may be emailed to the City Clerk by 5:00 PM on the day of the meeting at csimonovich@scottsvally.gov.

ALTERATIONS TO CONSENT AGENDA

Council can remove or add items to the Consent Agenda.

CONSENT AGENDA

The Consent Agenda is comprised of items which are intended to be non-controversial and are approved without discussion. Persons wishing to speak on any item may request the item be moved to the Regular Agenda by raising their hand to be recognized by the Mayor. An item will only be moved from the Consent Agenda to the Regular Agenda if a City Council Member requests it to be moved and a majority of the Council agrees.

1. Approve City Council minutes of 09-18-2024
2. Approve check register dated 09-14-2024 through 09-27-2024
3. Beverage Container Recycling Grant Program Application Resolution

PUBLIC HEARINGS

1. Public Hearing to consider a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning Application, Design Review Application, Use Permit Application and Cultural Resources Alteration Application to allow for the construction of a 52,250 Sf three story development on a 1.35-Acre site located at 125 Bethany Drive, on the North side of Scotts Valley Drive between Tabor Drive and Bethany Drive. Proposed land uses would include 10,000 sf of professional and administrative office space, and 42,250 sf of storage/ministorage for up to 227 users after a split decision from the Planning Commission resulting in no recommendation.

ALTERATIONS TO REGULAR AGENDA

Council can remove or add items to the Regular Agenda.

REGULAR AGENDA

Persons wishing to speak on any item may do so by raising their hand to be recognized by the Mayor.

1. Future Council Agenda Items

CONVENE TO CLOSED SESSION

CLOSED SESSION SUBJECT(S)

1. Conference with legal counsel regarding potential litigation
Legal Authority: Government Code Section 54956.9
Number of Cases: 1 case
Staff Present: City Manager, City Attorney, Administrative Services Director,
Labor Counsel

RECONVENE TO OPEN SESSION

REPORT ON ACTION TAKEN DURING CLOSED SESSION

ADJOURNMENT

ADA NOTICE

The City of Scotts Valley does not discriminate against persons with disabilities. The City Council Chambers is an accessible facility. If you wish to attend a City Council meeting and require assistance such as sign language, a translator, or other special assistance or devices in order to attend and participate at the meeting, please call the City Clerk's office at (831) 440-5600 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a City Council meeting be available in an alternative format consistent with a specific disability, please call the City Clerk's Office. The California State Relay Service (TTY/VCO/HCO to Voice: English 1-800-735-2929, Spanish 1-800-855-3000; or, Voice to TTY/VCO/HCO: English 1-800-735-2922, Spanish 1-800-855-3000), provides Telecommunications Devices for the Deaf and Disabled and will provide a link between the TDD caller and users of telephone equipment.

PROCEDURAL INFORMATION FOR THE PUBLIC

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN APPROVAL OF A RESOLUTION:

1. Move the Resolution number for approval.
2. Second the motion.
3. Vote by body, a roll call vote is not required.

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN INTRODUCTION/ADOPTION OF AN ORDINANCE:

1. Move the Ordinance number for introduction (or adoption).
2. Move the Ordinance be introduced by title only and waive the reading of the text.
3. Read the Ordinance title.
4. Second the motion.
5. Vote by body, a roll call vote is not required.

THE FOLLOWING IS THE PROCEDURE COUNCIL SHOULD TAKE IN PUBLIC COMMENT/PUBLIC HEARINGS:

Unless otherwise determined by the presiding officer of the meeting:

1. Three minutes allowed per individual to speak.
2. Five minutes allowed per individual representing a group of three or more.



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MINUTES

Meeting of the
Scotts Valley City Council
Date: September 18, 2024
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference https://us02web.zoom.us/j/83295730901	The agenda was posted on 9-13-2024 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvalley.gov .

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:00 PM.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT:

Randy Johnson, Mayor
Derek Timm, Vice Mayor
Jack Dilles, Council Member
Donna Lind, Council Member
Allan Timms, Council Member

CITY STAFF MEMBERS PRESENT:

Mali LaGoe, City Manager
Kirsten Powell, City Attorney
Steve Walpole, Police Chief
Stephanie Hill, Administrative Services Director
Rodolfo Onchi, Public Works Director
Taylor Bateman, Community Development
Director
Cathie Simonovich, City Clerk

SPECIAL SET MATTER

1. Bike study visit to the Netherlands

Matt Miller, Program Manager for Ecology Action, gave background information about Ecology Action and the bike study delegate trip to the Netherlands in June 2024.

Council Member Dilles, Senior Planner Wikle, and Recreation Division Manager Pfefferkorn were part of this trip and each presented highlights and key takeaways from the lens of their respective positions with the City of Scotts Valley.

Public comment:

- John Lewis, a resident of Scotts Valley, spoke in favor of pedestrian and cycling safety for all, and especially for children.
- Oxo Slayer, a resident of Boulder Creek and one of the delegates on the trip, spoke about his experience on the trip.
- Travis Evans expressed that he is not in support of implementing the ideas learned from the Netherlands trip participants.

COMMITTEE REPORTS

VM Timm attended a meeting of the Association of Monterey Bay Area Governments (AMBAG) where they reviewed the Metropolitan Transportation Budget Improvement Program to ensure that it complies with Title VI. They also voted to move forward with a new Rural Energy Network (REN) within Monterey County and Santa Cruz County, which will enable communities to access government funds for grants towards home improvements (electrical, solar, appliances, etc.)

VM Timm attended the Scotts Valley Chamber of Commerce business meeting where they discussed ways to boost local shopping in Scotts Valley ("shop local"). The Chamber will be doing the Halloween Treasure Hunt event for kids again this year on 10/26 and 10/31. The Chamber is also working on a survey.

CM Timms attended a meeting of the Tobacco Waste Subcommittee. At the Board of Supervisors meeting on 10/8 there will be a discussion and vote on banning single use tobacco products.

CM Lind thanked the volunteers for the Multicultural Fair, including CM Timms who handled the parking areas all day in the heat.

CM Lind attended a Santa Cruz Metropolitan Transit District (METRO) Finance and Budget Committee meeting where they discussed the significant drop in sales tax over the last quarter. METRO will not be extending the free ride program except for students. There has been a 10% decrease in ridership on the Highway 17 route.

CM Lind attended the Housing Matters Harvey West Studios groundbreaking ceremony. This development will provide 120 units to people experiencing chronic homelessness, and the estimated completion is in 2026.

Mayor Johnson attended a meeting of the Regional Transportation Commission (RTC). He noted that Scotts Valley resident Sarah Christensen is the new Executive Director of the RTC.

CITY MANAGER REPORT

Town Center Outreach: The outreach for the Town Center is wrapping up and the survey will close on Saturday. Please access the survey on the City's website if you would like to provide feedback on the Town Center options.

Central Coast Community Energy (3CE): City Manager LaGoe attended the 3CE meeting today. The City of Scotts Valley rotates a seat with the City of Capitola on the operations board and the policy board, and Scotts Valley is scheduled to resume a seat on both boards in 2025.

MidPen Housing: City Manager LaGoe, along with Community Development Director Bateman, met with representatives from MidPen Housing to discuss their current affordable housing projects (none currently in Scotts Valley), changes in state law and other issues.

Meeting with Assemblymember Pellerin: City Manager LaGoe, along with Vice Mayor Timm, met with Assemblymember Pellerin to discuss state housing laws, the implementation of Scotts Valley's Housing Element, how state laws are impacting our community, and they provided input on ways to amend legislation to be more balanced compared to what we have seen from the state over the last couple of years.

Letters to Governor Newsom: In accordance with the City's Legislative Platform, the City has sent three letters, signed by Mayor Johnson, to Governor Newsom: 1) A request for signature on AB 2330 which is a permitting streamlining bill which would help to speed up the permitting process for wildfire vegetation management projects; 2) A request to veto SB 1037 which covers enforcement around cities' housing elements, thus further eroding the local control of cities. This bill gives the Attorney General the authority to take legal action against a city and seek fines up to \$50K per month for failure to adopt a compliant housing element, or if cities do not follow state laws that require ministerial approval of certain housing projects. There are also no provisions for honest mistakes or genuine differences of opinion; and 3) A request to veto AB 98, which is a planning and zoning bill that gives the state authority to dictate our planning and zoning regarding truck routes. An additional letter that staff sent this week was to the Finance and Administration Committee regarding an upcoming CalPERS Board action. The letter makes the case for not further reducing the discount rate which affects our pension liability. The current rate is 6.8%

Senior Center Board Meeting: At the Senior Center Board meeting, Administrative Services Director Hill presented the history of the finances of the Senior Center which looked at levels of activity/revenue pre- and post-pandemic and how they have been rebuilding.

Upcoming Events:

- September 19th at 4:00 PM - The State of the City at the Performing Arts Center, and it will also be live streamed and archived on the City's YouTube channel.
- October 3rd at 8:00 AM - Police Department Annual Inspection at 8:00 AM.
- September 21-22 - Family Campout at Siltanen Park this weekend (full, with waiting list).

Reminders:

- Biweekly newsletter sent out every other week (typically at the beginning of the week of a Council meeting) - sign up on the City's website
- Follow the City on social media!

PUBLIC COMMENT TIME

David Alreck, a resident of Scotts Valley, thanked the audience for attending the meeting and thanked the City Manager and the staff for the newsletter. He is unsure how many people the newsletter is reaching, and he recommends a button on the homepage of the website that links directly to the newsletter. He also feels that the City should request that it be published by our local media outlets.

ALTERATIONS TO CONSENT AGENDA

M/S: Lind/Timms

To approve the Consent Agenda with no alterations.

Carried 5/0 (AYES: Johnson, Timm, Dilles, Lind, Timms)

CONSENT AGENDA

1. Approve City Council minutes of 09-04-2024
2. Approve check register dated 08-31-2024 through 9-13-2024
3. Approve Resolution No. 1228.8 to amend Senior Center Bylaws to reflect change in meeting day

ALTERATIONS TO REGULAR AGENDA

M/S: Lind/Timm

To approve the Regular Agenda with no alterations.

Carried 5/0 (AYES: Johnson, Timm, Dilles, Lind, Timms)

REGULAR AGENDA

1. Scotts Valley Drive Complete Street Improvements Presentation

City Manager LaGoe introduced Derek Wu and Frederik Venter from Kimley-Horn who presented this item under the direction of Public Works Director Onchi. The Council Members asked questions and gave input.

Public comment:

- Travis Evans expressed concern that the options do not provide additional safety measures for middle school students because the project area ends at Civic Center Drive, and he also expressed concern that reducing the lane width will affect the response time for emergency vehicles.
- Andrew Cassidy, a resident of Scotts Valley, is concerned about option 3 as it affects cyclists' access to the businesses and residences on the east side of the road. He is pleased to see this project moving forward, and he would be happy with any of the options.
- Jason Holbrook, a resident of Scotts Valley and an avid cyclist, indicated that he does not feel unsafe on Scotts Valley Drive, but definitely feels unsafe on Mount Hermon Road, on any of the side streets, and on any streets not maintained by the City. He is in favor of improving biking safety but does not feel that will increase usage. He would like to see similar cities explored and he would like to see the cost implications, increase in housing, and options for improving Mount Hermon Road included.
- Tim Bennett, a resident of Scotts Valley and business owner in Scotts Valley, does not feel unsafe on Scotts Valley Drive, however Mount Hermon Road feels unsafe for cyclists. Reducing the number of lanes will create a problem for delivery trucks. He is in favor of improvements but feels that Mount Hermon Road should be the focus.
- Kate Kelsey, a resident of Scotts Valley, indicated that she cycled on Scotts Valley Drive before it became a major thoroughfare, and her children currently cycle to the middle school. Ms. Kelsey coordinates the rolling school bus, but also lets the children ride on the sidewalk for safety reasons, if necessary. She expressed that if you want people to choose the healthy choice you also have to make it the easy choice.
- Danny Reber, a resident of Scotts Valley, indicated that he has two children and has experienced first-hand the increase in traffic during school drop-off and pickup. The major difference between Scotts Valley and the Netherlands is that in Scotts Valley many people do not have the luxury of commuting by bike to

work. He does not feel unsafe on Scotts Valley Drive and lets his children ride on Scotts Valley Drive, but not on Glenwood Drive up to the high school. The new housing developments will increase traffic as well. He is in favor of Option 1 but does not feel that Option 4 is practical or logical.

- Lee Kauftheil, who is visiting from Scottsdale, Arizona and also serves on the Scottsdale Transportation Commission, is in favor of Option 4 because it provides trees for shade. He also agrees with the concerns that have been expressed, and he is not in favor of Option 2 because it does not have a center lane. He does not feel that the additional housing will increase congestion because, in his opinion, the traffic issues are a result of tourist traffic.
- Stephen Svete, a member of the Board of Directors of Bike Santa Cruz, applauds the City for adopting the Active Transportation Plan in 2021. In Santa Cruz County there are currently four active Complete Streets projects - Green Valley Road in Watsonville, Bay Avenue in Capitola, Bay Street in Santa Cruz, and Soquel Drive in Santa Cruz County. Bike Santa Cruz County endorses Option 4. Mr. Svete requested that his document, *Fourteen Reasons Why Planning for Cycling Benefits Cities, Commerce, Public Health, and the Planet*, be distributed to the Council Members.
- Dustin Lopez, a resident of Scotts Valley, spoke about the equity in alternative transportation, indicating that protected bike lanes and easier pedestrian and public transport are especially important for the most disadvantaged and vulnerable groups in our community who are more likely to rely on alternative modes of transportation. He feels that we need to flesh out these plans more, while keeping in mind that a lot of the new housing will be affordable housing which makes this issue especially important.
- David Alreck, a resident of Scotts Valley, implored the Council to consider all the development that will happen and then use that as a baseline for traffic flows and other planning. He agrees with Council Member Timm regarding using a holistic approach, and he is in favor of traffic-calming and coming up with a plan.
- Susan O'Connor Fraser, a resident of Scotts Valley, is concerned about the Glenwood Drive-Scotts Valley Drive intersection since it is very congested. She also would like to see better communication with the non-cycling public in the future.
- Josh Salgato, a resident of Scotts Valley, noted that he does not feel that Scotts Valley Drive is the problem, rather Mount Hermon is unsafe. He is in favor of making Scotts Valley Drive beautiful, but concerned about removing lanes, and he is concerned about improving only the section from Civic Center Drive to Victor Square and not including the north and south ends of Scotts Valley Drive. He also expressed concern about the time and expense that will be needed for Option 4.
- Brittany Cavaletto, a resident of Scotts Valley, local business owner, cyclist, and a parent, supports Option 1, not just because of the financial implications, but also because she does not feel that Option 4 is desirable. She is worried because the bike lanes are currently not maintained. She feels that any beautification should consider holding the businesses accountable for their landscaping and the condition of their buildings, and holding the City

accountable for maintaining the bike lanes.

Written public comments were received from Mark Davidson, Lauren Freeman, Francis Gramkowski, Vicki Miller, Charlotte, Carolyn DeLucia, Abe, Evan, Gabe Jones, Martin Spierings, Laurel Siroky, The Larsen family, Matt Werner, Abby Campbell Wong, Brian Harrison, Kevin Karplus, Kate, Karla A. Lopez, Christine Ingesson, Henrik Ingesson, Curt Simmons, Sean Abbey, Nels "Pete" Pearson, Zach Brown, Harry Bidleman, Stepanie Pena, Joanne Syben and Katie Bagley. These comments are attached.

The Council Members unanimously directed staff to pursue Option 1. Secondly, Council Members Dilles and Timms requested further consideration of Option 4 in the future. The Council also requested that the project area include both the north end and the south end of Scotts Valley Drive, if possible.

2. Future Council Agenda Items

CM Lind indicated that she would like to see a discussion regarding short-term rental regulations on a future agenda.

CONVENE TO CLOSED SESSION

The City Council convened to closed session at 9:03 PM to discuss the following item:

CLOSED SESSION SUBJECT(S)

1. Conference with legal counsel regarding liability claim
Legal Authority: Government Code Section 54956.95
Claimant: Nationwide Mutual Insurance Company a/s/o L. Dinos
Staff Present: City Manager, City Attorney, Police Chief, Administrative Services Director

RECONVENE TO OPEN SESSION

The City Council reconvened to open session at 9:21 PM.

REPORT ON ACTION TAKEN DURING CLOSED SESSION

City Attorney Powell reported that the Council voted unanimously to approve the claim filed by Nationwide Insurance Company.

ADJOURNMENT

The meeting adjourned 9:22 PM.

Approved: _____
Randy Johnson, Mayor

Attest: _____
Cathie Simonovich, City Clerk

Greetings council members,

It has been brought to my attention that you are seeking public input on improvements to Scotts Valley Drive to make it better for biking and walking.

I've been a Scotts Valley resident since 2008 and have driven my daughter to both the middle school and the high school in that time. Despite that "rush hour" I feel that Scotts Valley drive is underutilized **most of the time** and doesn't really justify the width and the number of lanes for cars.

I believe that we should make the streets safer for those who choose to ride a bike to school. The [increasing use of e-Bikes in this county](#) means that kids and teens can transport themselves to school - which reduces the reliance on parents to transport them. I think we should prepare for this future by providing safer streets for bikes and eBikes.

I've been hit by a car in Scotts Valley while in a green lane while commuting and I can assure you that green paint doesn't offer much protection to cyclists. We need full separated bike lanes and [I support Layout 4 in the proposal](#). I believe that this configuration will slow down traffic on SV drive and provide a more aesthetically interesting street that could make it more pleasant to walk and bike down that street.

Thank you very much for your consideration of this important topic.

--Mark Davidson
Baja Sol Drive

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

I am a resident of Scotts Valley - I walk and bike often. It is unreasonable to think that Scotts Valley won't continue to grow over time. I urge you to not make the same mistakes that Santa Cruz did and not plan for growth while lacking infrastructure. I see children on ebikes with earbuds in that are trying to navigate Scotts Valley streets acting as though they are a motorized vehicle. I constantly cross at Kings Village Road and Mt. Hermon, wondering if cars are going to take a quick right turn and hit me when the light turns green- or even worse, when trying to walk through Kings Village Shopping Center or the shipping center across the way. These shopping centers have incredibly dangerous stop signs or traffic flow that prevent safe walking in the plazas. They are even more dangerous because the majority of residents in Scotts Valley are SENIOR CITIZENS. Or young parents with baby brains. PLEASE FIX THIS in addition to adding more safe bike lanes that are separate from cars. As a 40 year old cyclist, professional, athlete, and soon to be parent, I do not want to raise my children in a town that doesn't prioritize pedestrian safety. Car drivers are not paying attention and if they are, they speed up while they are trying to pass, thinking this is safe. Most motorists have never biked on the road or they don't walk so they don't know how it is that they drive. With the increased amount of distracted driving, increased driving while intoxicated or high, increased MPHs in 'residential areas,' and the increased sizes of vehicles that are becoming the norm (not to mention quiet vehicles)- kids, walkers, and bikers are vulnerable. A protected path isn't much- it may not even save a life- but it's better than nothing.

Please include Layout #4 as one the options for continued study and community outreach.

Thank you for supporting positive change for our community.

Sincerely,

Lauren Freeman
Bean Creek Road Resident

Dear Mayor and Council members

Please include option 4 in future studies for improving Scott's Valley Drive. I worry about the safety of my 8th grade twins ride to the MS every school day down Scotts Valley drive from Granite Creek and this option offers the greatest increase in safety for cyclist, pedestrians and drivers.

We used to live in Sky Park and participated in the rolling school bus to Vine Hill . Safety concerns limited participation in this event and the changes in option 4 will allow more kids to feel safe riding the bikes up down SV drive to the HS, MS and Vine Hill.

Regards
Francis Gramkowski

Good Morning,

I used to walk my dogs frequently along Scotts Valley Drive. I noticed that there were few improvements and it felt barren and unfriendly.

The Drive is extremely wide and the traffic is relatively sparse considering the amount of people that live in and around Scotts Valley. Reviewing the idea of condensing the traffic to 3 total lanes (1 middle turning) seems to me to be a fantastic idea that would allow the beautification of Scotts Valley Drive and allow safe travel for those wishing to traverse via bicycle into the downtown area.

I hope that the City Council votes in favor of making positive change for the safety of pedestrians and bicycle travelers by selecting option 4 which would also allow beautification along the way.

Regards,

Vicki Miller

Are You seriously thinking of removing a Car Lane to add Bicycle Lanes? What kind of Traffic Nightmare are exactly trying to create?

Looking at the proposed plans which were posted on line I have to comment on the logic. SCOTTS VALLEY Dr. "At times" have light traffic. But think about those other times when the middle school has drop off and pick up times. Then there is the traffic on the other end from the high school. We have businesses up and down the corridor getting deliveries through out the day, (some times partially blocking the slow lane.). The bike lanes are hardly used during the week and to turn the drive emphasis into bike and walking therofare is poor planning from the city leaders. Take a look at the condo building taking place on the drive. More cars doing the commute and running erronds. Think about it.

Charlotte

Hello,

I'm very happy to hear of potential bicycle and pedestrian upgrades on Scotts Valley Drive and wanted to write to express my support of this plan, including the removal of two car lanes and wider bike lanes and sidewalks. As a volunteer crossing guard at Scotts Valley Middle School I see frequent traffic violations, including speeding and cars running red lights. These changes could make it safer for students, pedestrians and cyclists. Please note that we also need better signage and flashing lights near the crosswalks at the Middle School, at Scotts Valley Drive and Bean Creek.

Thank you for all you do!

Respectfully,

Carolyn DeLucia

We are all very excited to see what comes of the meeting on Sep 18th.

It is very sad but I won't be able to attend. I will be traveling but will watch the replay later.

As a cyclist who often rides with my kids we really need this in more places. Thank you for working with everyone to make this happen!

Regards,

Abe

To the City Council,

As a bike rider, I support layout 4.

Evan

Hello Scotts Valley City Council,

I'm writing in support of improving the bike lanes on Scotts Valley Drive. I rode from Bean Creek Rd to Vine Hill School with my 7 year old for her first Bike-To-School day and honestly the experience was terrifying.

I'm a proponent of option 2. *Protected bike lanes that are separated from cars with landscaping + two car lanes in each direction with no center turn lane*, but I'd be happy with any of the proposals.

Thank you.

Gabe Jones
Bluebonnet Ln

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

My son rides an e-bike to the High School which I believe more kids could do, reducing the grid lock at Granite Creek Road.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,

Martin Spierings

Dear Mayor Johnson and Council members,

After reading through the various options, I came to my own decision that I liked #4 the best, it made the most sense in keeping everyone safe. I then continued reading the letter from Bike SC County to read that that is the one they are supporting. It makes the most sense to me and I hope to others that view the importance of bike and pedestrian safety. We are a family of bikers with two young children. Right now, my husband bikes them on his e-cargo bike to Vine Hill school every morning, but in a few years I am certain they will want to bike on their own. Scotts Valley Drive is not safe for children (or really anyone) biking as it is currently. I truly hope there will be a protected bike lane. So many other communities have a fully protected bike lane and I believe they thrive and benefit from this option, bringing great value to their town. Keeping everyone safe, encouraging more kids and families out on the roads and lessening traffic. Please consider option #4.

Here is the rest of the letter: :)

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

*Sincerely,
Laurel Siroky*

Dear council members,

We support option 4 for separated bike lanes and wider sidewalks for a safer ride to school and for cyclists commuting through Scotts Valley. Traffic goes fast and separated lanes would make us feel ok with kids riding to school by themselves.

Thanks for bringing forward thinking about this issue.

The Larsen family

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

I live on Glen Canyon and regularly ride my bike for exercise and local transportation. Just this summer I was almost struck by a driver on Scotts Valley Drive who was speeding and ran a red light. I think Layout #4 has the best chance of making Scotts Valley Drive safer and more pleasant for pedestrians and cyclists.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,

Matt Werner

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

My spouse works at the Kaiser Permanente Scotts Valley location, and this is where our family does our regular medical visits. We are here often, and enjoy the restaurants and shops along Scotts Valley Drive. However, the traffic moves fast and it doesn't feel pleasant for us or safe for our children to walk on this road. It would make a huge difference to have a street that we could enjoy instead of getting into our car to drive a short distance.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Abby Campbell Wong

Dear city councilors

I'm pleased to see the city is finally taking steps to make life safer for pedestrians and cyclists in Scotts Valley. I've lived here for over 30 years and never understood the acres of paved car lanes on Scotts Valley Drive. I've frequently walked or cycled along this road and found it most unpleasant and, in parts, unsafe.

Now is a great time to develop a safer and more attractive road with well separated pedestrian, bike and car lanes plus landscaping. Option 4 of your list clearly offers the best option.

Regards
Brian Harrison.

Dear Scotts Valley City Council,

I am writing with comments on the Scotts Valley Drive Complete Streets Analysis. Although I am not a traffic engineer, I have been a bicycle commuter for over 50 years and a bicycle activist for over 35 years. Some of the analysis presented in the report is badly flawed.

First and most important, Layout 3 with a two-way bike path on one side of the street is not "high bike safety improvement." Indeed it is probably the most dangerous to bicyclists of the 5 options (including the do-nothing option). The problem comes at the intersections with cross streets, where turning cars will not be in a position for their drivers to see bicyclists coming in both directions. The problem will be particularly acute at any commercial driveways, of which I believe there are many in the proposed project area. Your use of Beach Street as an exemplar of this design is particularly striking, as that is one of the most dangerous and unpleasant places in the County to bicycle. About the only time 2-way bike lanes make sense on a street is on the left side of a one-way street, and even then it is better to put the bike lane that is moving with traffic on the right-hand side of the traffic, rather than the left. (See, for example, the one-way block of High Street in Santa Cruz.)

All the new layouts make it extremely difficult for bicyclists to make left turns, effectively cutting them off from half the businesses on the street. The barricades also make it difficult to dodge debris in the bike lane or idiots walking or cycling in the wrong direction.

Probably the best design is one that is not presented—eliminating either the center-turn lane or one lane in each direction and widening the bike lanes to 8' without putting barricades that trap the bicyclist into the lane. Making a 3'-wide striping pattern that indicates a separation without trapping the bikes is a much safer solution.

If you are not willing to consider any layouts but the 4 presented, then Layouts 1 and 4 are probably best: Layout 1 for doing the least harm to bicyclists and Layout 4 for doing the most good for pedestrians.

Kevin Karplus

Dear Mayor Johnson and Council members,

I'm writing to ask your support for Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. As a volunteer crossing guard at Scotts Valley Middle School I see frequent traffic violations, including speeding and cars running red lights. Many times I've seen students and teachers nearly hit in the crosswalk. I'm hoping the proposed changes to Scotts Valley Drive will continue the entire length of it, and not just between Civic Center and Glenwood, as reported by Santa Cruz Local. There also needs to be better signage and flashing lights near the crosswalks at the Middle School (Scotts Valley Drive and Bean Creek).

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

*Respectfully,
Carolyn DeLucia*

Hello,

I am writing in support of improving biking conditions on Scotts Valley drive. As a family with two young children, we ride our cargo bike from our home in Manana Woods up Scotts Valley Drive to Bethany Drive for their daytime care. As our 5 year old gets bigger, he is very interested and capable of riding his own bike *if it was safe enough*. We need better (safer) bike access on thoroughfares through Scotts Valley.

I'm in support of Layout #2 with protected bike lanes on SV Drive.

However, my family is in support of any and all biking safety and access improvements on Scotts Valley drive, in any of the proposed layouts.

Thank you,
Kate

Dear Mayor Johnson and Council Members,

My family recently moved to Scotts Valley in search of a nature-filled, family-friendly environment for our children, ages 5 and 2. We've been thrilled with the schools, local businesses, and community events—it's everything we hoped for.

However, one thing is missing: safe walkability and protected bike lanes. While distances are short, walking and biking around town often feels unsafe. We dream of giving our kids more independence, like biking to Penny's for ice cream before heading to the park with friends, or grabbing some pastries at the brand new Adorable French Bakery without worrying about traffic or dangerous roads. Just this weekend we biked to the new bakery and had a lovely time, but the bike ride up Scotts Valley drive was definitely not enjoyable or safe.

This is why I urge you to include Layout #4, Street Beautification, in your study for Scotts Valley Drive. It would make our streets safer for pedestrians and cyclists, while also creating an inviting space that benefits local businesses and fosters community.

Right now, Scotts Valley Drive feels unsafe, with traffic exceeding speed limits and a history of bike and pedestrian accidents—many involving students. It lacks shade and walkable destinations, making it less appealing for families to enjoy.

But with Layout #4, Scotts Valley Drive could become a vibrant, walkable street—where kids bike to school safely, families stroll to restaurants, and visitors come to enjoy our town, much like Pacific Avenue in Santa Cruz.

Please include Layout #4 in the options for further study and outreach. Thank you for considering this step toward positive change for our community.

Sincerely,
Karla A Lopez

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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My children have been biking to the local schools (Vine Hill, SVMS, and now SVHS) for many years. We felt the need to spend numerous hours coaching them how to share the streets with cars absent a protected bike lane. Unfortunately, cars don't always yield and parents don't spend the time coaching and there have been close calls. Many children feel the need to ride on the sidewalk absent a safer, designated space for them to ride. My son's friend was hit on his bike (he was riding on the sidewalk) last year on Scotts Valley Drive. Ebikes have become ever more popular. It is great that kids are getting out and exercising and socializing and these bikes offer the ability to do just that. Just a few short years ago, they were all indoors playing video games. Let's take this momentum and create a safe place for them to ebike! The community has been worried about a serious ebike accident happening in our town for months. A fully protected, designated bike lane would create the infrastructure needed for this healthy activity to remain popular with the public.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely, Christine Ingesson

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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I have personally encouraged elementary school children to bike to school by helping to start the roiling school bus to Vine Hill School. I did this in hopes of getting more students out of their parents' cars and on to bikes to create a critical mass. This was and still is an uphill battle due to the dangerous conditions for young bikers on SV Drive. Many parents don't feel safe letting their kids bike along SV Drive.

SV Drive is a major artery for our community, and it would be great to see more residents enjoying it and use it for active transportation. Get people out of their cars and on to bikes and sidewalks. If residents need a fast way to get from one side of town to the other, we do have 17 as a better alternative.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Henrik Ingesson

Dear Santa Cruz City Council Members,

>

> I am not a Scotts Valley resident, but I live close by in Rolling Woods and bike regularly through town for errands and recreation. Biking is my primary form of transportation. I am very encouraged by your "Active Transportation Plan", which was adopted in 2021. I look forward to improvements along Scotts Valley Drive.

>

> Scotts Valley is a perfect community to promote active transportation. It is a relatively small geographic area. It is relatively flat. It has great weather. There are lots of essential businesses. However, Scotts Valley is dominated by cars, wide streets, poor cycling paths and scant bike parking. So many trips could be accomplished by simply walking or biking. Yet it is rare that I see any bike traveling along the road or parked in front of a store or business. It does not feel safe or pleasant to walk or cycle.

>

> My thoughts regarding improvements along Scotts Valley Drive:

>

> 1. Yes, reduce traffic lane widths (all concepts)

> 2. Yes, reduce number of traffic lanes (concept-3)

> 3. Lower the speed limit.

>

> According to the City's Active Transportation Plan, there are three design options. Each one recommends a traffic lane width reduction from 12 to 11 feet, allowing for more space for cyclists, pedestrians and landscaping. This is great news and I am a proponent of narrowing traffic lanes when possible. A study by the Johns Hopkins Bloomberg School of Public Health published November 1, 2023, states among other conclusions that "decision-makers should set the standard lane width at 10' in low speed urban settings and provide justification for wider lanes". Any lane narrowing will be a design change for the better. It will help motivate drivers to drive more slowly.

>

> Concept-3 reduces the number of traffic lanes to one in each direction. Fewer lanes encourage slower driving speeds and I am in favor of that. Fewer lanes also means more room for active transportation infrastructure and landscaping.

>

> Currently, the speed limit is 35mph. If drivers were limiting themselves to the 35mph posted (which many do not), it is still way too fast when cyclists are in the mix. Each of the large number of driveways along the road presents a conflict point and potential for collision. There are also areas of conflict at each roadway intersection. Lowering speed limits by road design and signage will greatly lessen the crash potential. Cyclists and pedestrians have a

far better chance of surviving a crash when impact is at lower speeds.

>

> According to a study published in 2011 by the Foundation of Traffic Study "results show that the average risk of severe injury for a pedestrian struck by a vehicle reaches 10% at an impact speed of 16 mph, 25% at 23mph, 50% at 31 mph, 75% at 39 mph, and 90% at 46 mph." I would think that collisions between cyclists and cars might be worse.

>

> I look forward to cycling in a more welcoming environment while traveling through Scotts Valley. I hope that following work on Scotts Valley Drive you will begin to make improvements on Mount Hermon.

>

> I regret that I cannot attend this Wednesday's council meeting to voice my opinion in person.

>

> Respectfully,

>

> Curt Simmons

I would like to voice support for complete street design being implemented on Scotts Valley drive. I have reviewed the presentation for Agenda item 1 for your meeting on September 18th, and it confirms what has been my experience of driving and riding a bike on Scotts Valley Drive for the last 20+ years. Scotts Valley Drive is dramatically oversized for the amount of car traffic that is on it and the design is hostile to those who are outside of a vehicle.

I would strongly encourage the Council to begin considering Layout 4, which reduces the number of lanes to 1 for this segment while making the space much safer and more appealing to cyclists and walkers. As noted in the presentation, this would not dramatically affect the flow of cars in this segment. I would also argue that doing this could improve flow near the highway on ramps because it would create a safe way for student to ride to the high school, which causes the vast majority of the traffic in that area. Even if this option does reduce the flow speed on SVD, folks that would like to drive more quickly across town already have an alternative in Highway 17.

I am most supportive of Layout 4 because it brings something to this part of town that feels lacking. A sense of community. This would make the corridor, and all the businesses along it, seem more inviting and increase the FOOT traffic that passes by. It would create a place where current residents and newer arrivals can see each other outside of a car.

Thank you for taking my comment. I look forward to watching this project progress.

Sean Abbey

Dear Mayor Johnson & Council Members;

As safety and education director of the largest cycle club in Santa Cruz County, and as a retired law enforcement supervisor, I urge you to move forward with traffic calming measures on Scotts Valley drive. The current width and straight line of the roadway is conducive to speeding vehicles.

Three schools are serviced by the roadway, as well as a number of businesses and two medical centers. Traffic calming measures will not only help our children, but will also make the street safer for left and right turn movements.

The Glenwood drive intersection is particularly complicated for drivers, cyclists and pedestrians to maneuver.

I have long admired Scotts Valley for its beauty and well run management. I have a connection with Scotts Valley through law enforcement, my family and grandchildren. This will be another opportunity to beautify the Scotts Valley drive corridor and provide a safety net for all children.

Sincerely;

Nels "Pete" Pearson
Santa Cruz County Cycle Club
Retired: Santa Clara Police Department

Dear Scotts Valley City Council,

Thank you so much for considering this project!

I ride my bike to work and back along Scotts Valley Drive daily and I have loved seeing more and more kids and parents riding bikes to work and to school. I want to keep riding my bike without fearing for my safety and the safety of others. This plans would help us!

For the safety of our cyclists and pedestrians and for the beautification of our town, I implore you to move forward with the proposed plan for improving/adding pedestrian sidewalks, landscaping and wider bike lanes.

Sincerely,

Zach Brown

Honorable Scotts Valley City Council members,

I would like to add my thoughts about the four different proposed layouts for revising Scotts Valley Drive. After reviewing them I would advocate for proposal 1 or to leave it as is. I don't believe there is enough of a safety issue with the existing road design that would warrant the major revisions proposed in layouts 2-4. I have ridden in these bike lanes hundreds of times since they were first installed and can find nothing in need of major changes. The one exception would be to possibly add the painted barrier on the asphalt indicating the separation of the bike lane from the roadway traffic discussed in layout 1.

Raised barriers or curbs of any kind, commonly referred to as "road furniture" in Europe are despised by cyclists in general as they can often lead to crashes if unseen or by being forced into them. I've spent many hours cycling in Europe and can attest to the dangerousness of these unseen road hazards. Speed limits are determined by an official speed survey and are not simply set at a speed that people would like it to be. Suggesting that reducing roadway widths as a means to reduce the speed of traffic is a dangerous assumption.

Removing the center turn lane would restrict access to businesses along Scotts Valley Drive. I can recall when the original proposed improvements for Scotts Valley Drive were discussed over 20 years ago, the businesses felt very strongly about the need for the center turn lane and not just several turn pockets along the length of the street. I doubt that sentiment has changed. The old saying of, if it ain't broke, don't fix it might be of some use for these proposed revisions.

Harry Bidleman,
Scotts Valley resident, retired police captain and avid cyclist for 40 years

Dear Mayor Johnson and Council members,

I'm a resident of Scotts Valley off Granite Creek rd. and my name is Stephanie Peña.

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

Scotts Valley Drive is currently not an enjoyable place to walk or bike. Traffic often goes faster than the 35 mph speed limit, and Scotts Valley Drive, along with Mount Hermon, is a top location for bicycle and pedestrian collisions. Many of these collisions involve students who are walking or biking to school. There is little shade and few destinations to walk to along this main commercial corridor.

Scotts Valley Drive could be so much more: a place for people to walk after work to their favorite restaurant and sit outside under shady trees. A place where parents feel safe letting their kids walk and bike to school, and where families can bike to the library or the park on the weekends. A place where businesses are thriving along a street that draws visitors from across the region, like Pacific Avenue in Santa Cruz.

Almost every Saturday morning, I walk to the farmers' market, and I think about how lifeless Scotts Valley Drive is—and how much better it could be with a road diet. The sidewalks are too narrow and the traffic drives by too fast. Cycling is dangerous. There's no one there except motor vehicles whizzing by. It seems like a place that is designed for cars, not people. I would guess that many residents currently travel to Santa Cruz for an urban environment that's more walkable and inviting.

Please include Layout #4 as one of the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Stephanie Peña

Dear Mayor Johnson and Council members,

Please include Layout #4, Street Beautification, as you continue to study options for Scotts Valley Drive. This option does the most to make it safer to walk and bike on Scotts Valley Drive, offers us an opportunity to transform our street into a place where people want to be, and offers opportunity for businesses and economic development in our city.

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Given that we do not have a school bus, I think Layout 4 is the most beautifying and the safest option. If we do ranked voting, my second vote would be for Layout 2, followed by Layout 3. I would definitely walk more often to businesses and restaurants on SV Drive if we had trees (shade) and it were more attractive and safe.

Please include Layout #4 as one the options for continued study and community outreach. Thank you for supporting positive change for our community.

Sincerely,
Joanne Syben

After studying the four proposals I would like to add to the discussion these points; the renovation of Scotts Valley Dr. was much anticipated and debated with "new" sidewalks, lighting, etc. back in ????. I feel that our SV drive is working as well as it stands. I'm in favor of buffered bike lanes. I am in favor of Layout #1. But not layout #4.

I would like to point out that the state mandated housing units is 1220 units by 2031. As Scotts Valley Drive is just one of two major roadways in our community, I would think that reducing a lane would greatly impact traffic flow to this road. With more residents , more cars on the roadways, the number of bike and pedestrian collisions is very low to take such a radical action. Imagine reducing Mt. Hermon Dr. to one lane in each direction! What is different, besides schools, here? Citizens ride bikes along Mt. Hermon Rd. too. Should we reduce Mt. Hermon Rd. to one lane each direction?

I agree with Ms. Lind about the housing impacts and students from the middle school who are riding their bikes on the wrong side of the road, which is dangerous.

Katie Bagley

Mr. Timms says Proposal #4 has a lot of support based on emails. Please research who is sending these emails, do they live in our community?

Check Number	Check Date	Vendor Name	Net Check Amount	Check Status	Check Type
Cash Account: 999-10100-000-000-000000					
132551	09/20/24	ABSOLUTE SOFTWARE, INC.	5,427.00	0	Regular
132552	09/20/24	AT&T MOBILITY	1,510.03	0	Regular
132553	09/20/24	BENJAMIN NOBLE	13,035.00	0	Regular
132554	09/20/24	BRISHAN INC.	1,975.10	0	Regular
132555	09/20/24	BUSINESS WITH PLEASURE	63.07	0	Regular
132556	09/20/24	CAL-WEST LIGHTING & SIGNAL INC	1,375.00	0	Regular
132557	09/20/24	CHAD PRICE	405.00	0	Regular
132558	09/20/24	CIVICPLUS	5,402.04	0	Payment Manager
132559	09/20/24	COMCAST	757.45	0	Payment Manager
132560	09/20/24	COMCAST	1,050.55	0	Regular
132561	09/20/24	CSAA INSURANCE EXCHANGE	2,041.86	0	Regular
132562	09/20/24	CSG CONSULTANTS, INC	1,462.00	0	Regular
132563	09/20/24	DOCTORS ON DUTY	40.00	0	Regular
132564	09/20/24	EMERYVILLE OCCUPATIONAL	125.00	0	Regular
132565	09/20/24	EWING IRRIGATION PRODUCTS	63.93	0	Payment Manager
132566	09/20/24	FEDERAL EXPRESS	65.86	0	Regular
132567	09/20/24	GOOD CITY COMPANY	9,282.50	0	Regular
132568	09/20/24	HERWIT ENGINEERING	7,130.50	0	Regular
132569	09/20/24	INTERWEST CONSULTING GROUP	2,596.25	0	Regular
132570	09/20/24	K & D LANDSCAPING, INC.	1,736.00	0	Regular
132571	09/20/24	KIMLEY-HORN & ASSOCIATES INC	4,637.00	0	Regular
132572	09/20/24	LIEBERT CASSIDY WHITMORE	11,966.21	0	Regular
132573	09/20/24	LLOYD'S TIRE SERVICE INC.	1,301.54	0	Regular
132574	09/20/24	LOGAN & POWELL, LLP	17,302.09	0	Regular
132575	09/20/24	M-GROUP	4,506.25	0	Regular
132576	09/20/24	MBASIA	10,863.77	0	Regular
132577	09/20/24	MESITI-MILLER ENGINEERING	2,975.00	0	Regular
132578	09/20/24	MICRONICS ENGINEERED FILTRATIO	3,040.15	0	Regular
132579	09/20/24	MONTEREY REGIONAL	9,016.20	0	Payment Manager
132580	09/20/24	PALACE BUSINESS SOLUTIONS	219.09	0	Regular
132581	09/20/24	PHILLIP D NEUMAN	52.65	0	Payment Manager
132582	09/20/24	PLACEWORKS, INC.	1,782.45	0	Regular
132583	09/20/24	PRESS BANNER	152.20	0	Regular
132584	09/20/24	SANTA CRUZ OCCUPATIONAL	260.00	0	Regular
132585	09/20/24	SCARBOROUGH LUMBER	968.46	0	Regular
132586	09/20/24	STERICYCLE INC	249.88	0	Regular
132587	09/20/24	SUZANNE CLARK	150.00	0	Regular
132588	09/20/24	THE PIED PIPER INC.	155.50	0	Payment Manager
132589	09/20/24	TIRECHOICE AUTO SERVICE CENTER	209.50	0	Regular
132590	09/20/24	TRIAD ELECTRIC	254.00	0	Payment Manager
132591	09/20/24	URBAN FIELD STUDIO OAKLAND	25,423.96	0	Regular
132592	09/24/24	STATE WATER RESOURCES CONTROL	85.00	0	Regular
132593	09/27/24	AFLAC-FLEX ONE	411.86	0	Regular
132594	09/27/24	AMAZON CAPITAL SERVICES	127.23	0	Regular

Check Number	Check Date	Vendor Name	Net Check Amount	Check Status	Check Type
132595	09/27/24	ANDREW LEE	241.04	0	Regular
132596	09/27/24	AT&T	150.62	0	Regular
132597	09/27/24	AT&T	286.21	0	Regular
132598	09/27/24	AUTOLIFT SERVICES, INC.	4,141.33	0	Regular
132599	09/27/24	BAKER TILLY US, LLP	480.94	0	Regular
132600	09/27/24	BUSINESS WITH PLEASURE	2.18	0	Regular
132601	09/27/24	CATHIE SIMONOVICH	22.78	0	Regular
132602	09/27/24	CHLOE GRAHAM	57.45	0	Regular
132603	09/27/24	COMMUNITY TREE SERVICE, INC.	2,450.00	0	Payment Manager
132604	09/27/24	CORIE L. ASCANI, PSY.D.	225.00	0	Regular
132605	09/27/24	COUNTY OF SANTA CRUZ	702.00	0	Regular
132606	09/27/24	CRYSTAL SPRINGS WATER CO	51.50	0	Regular
132607	09/27/24	CUSHMAN CONTRACTING CORPORATIO	96,900.00	0	Regular
132608	09/27/24	DUNCAN AUTO TECH	464.93	0	Regular
132609	09/27/24	ENVIRONMENTAL INNOVATIONS	2,491.60	0	Regular
132610	09/27/24	ERNIE'S AUTO CENTER	252.08	0	Regular
132611	09/27/24	FEDERAL EXPRESS	318.90	0	Regular
132612	09/27/24	FIRST ALARM	138.90	0	Regular
132613	09/27/24	INTEGRITY AUTOMOTIVE	97.50	0	Regular
132614	09/27/24	JOANNA HAROS	135.00	0	Regular
132615	09/27/24	KENNEDY-JENKS CONSULTANTS	10,357.96	0	Regular
132616	09/27/24	LINCOLN FINANCIAL GROUP	2,204.67	0	Regular
132617	09/27/24	MEREDITH ROBERTS	74.65	0	Regular
132618	09/27/24	NATIONAL SUBROGATION SERVICES	4,821.36	0	Regular
132619	09/27/24	NBS GOVERNMENT FINANCE GROUP	4,510.11	0	Regular
132620	09/27/24	NORTH CENTRAL LABORATORIES	1,155.61	0	Payment Manager
132621	09/27/24	PACE ANALYTICAL SERVICES, LLC	660.00	0	Regular
132622	09/27/24	PALACE BUSINESS SOLUTIONS	1,900.38	0	Regular
132623	09/27/24	PHOENIX GROUP	395.13	0	Regular
132624	09/27/24	PRINCIPAL LIFE INSURANCE CO	9,036.91	0	Regular
132625	09/27/24	ROSS RECREATION EQUIPMENT INC.	48,103.68	0	Regular
132626	09/27/24	S.V. WATER DISTRICT	9,688.10	0	Regular
132627	09/27/24	SANTA CRUZ CO ENVIRONMENTAL	4,963.00	0	Regular
132628	09/27/24	SCARBOROUGH LUMBER	1,030.94	0	Regular
132629	09/27/24	SCOTTS VALLEY SPRINKLER	52.13	0	Regular
132630	09/27/24	SOUTHLAND INDUSTRIES	1,801.63	0	Regular
132631	09/27/24	STANDARD INSURANCE COMPANY	1,086.06	0	Regular
132632	09/27/24	STATE WATER RESOURCES CONTROL	5,525.00	0	Regular
132633	09/27/24	STATE WATER RESOURCES CONTROL	155.00	0	Regular
132634	09/27/24	SUMMIT UNIFORMS	465.94	0	Regular
132635	09/27/24	SUPERIOR ALARM COMPANY	96.00	0	Regular
132636	09/27/24	SYCAL ENGINEERING INC	97.50	0	Regular
132637	09/27/24	TIRECHOICE AUTO SERVICE CENTER	422.08	0	Regular
132638	09/27/24	TYLER HEBARD	355.82	0	Regular
132639	09/27/24	U.S. BANCORP OFFICE	1,300.62	0	Regular

Check Number	Check Date	Vendor Name	Net Check Amount	Check Status	Check Type
132640	09/27/24	VERIZON WIRELESS	178.34	0	Regular
132641	09/27/24	WATSONVILLE DIESEL	16,075.03	0	Payment Manager
132642	09/27/24	WIZIX TECHNOLOGY GROUP, INC	965.28	0	Payment Manager

81	Checks total:	352,395.33
0	ACH total:	
0	EFTPS total:	
0	Wire transfer total:	
11	Payment Manager total:	36,347.69
92	GRAND TOTALS	388,743.02

City of Scotts Valley
CITY COUNCIL STAFF REPORT

DATE: 10/2/2024
TO: Honorable Mayor and City Council
FROM: Rodolfo Onchi, Public Works Director
APPROVED: Mali LaGoe, City Manager
SUBJECT: **Beverage Container Recycling Grant Program Application Resolution**

SUMMARY OF ISSUE

The Department of Resources Recycling and Recovery (CalRecycle) offers the Beverage Container Recycling City County Payment Program pursuant to Public Resources Code (PRC) Section 14581 (a)(3)(A) of the California Beverage Container Recycling and Litter Reduction Act. In Fiscal Year 2024-2025, CalRecycle is distributing \$10,500,000 to eligible cities and counties specifically for beverage container recycling and litter cleanup activities. The purpose of the beverage container recycling program is to reach and maintain an 80 percent recycling rate for all California Refund Value beverage containers – aluminum, glass, plastic, and bi-metal. Projects implemented by cities and counties will assist in reaching and maintaining this goal.

The City of Scotts Valley (City) seeks funding to enhance sustainability and recycling efforts through the installation of well-marked beverage container recycling bins and water bottle fill stations in City-owned public spaces. Proposed locations include seven parks and two open spaces: Siltanen Community Park, Skypark Community Park, Macdorsa Park, Shugart Park, Hocus Pocus Park, Gateway North Park, Vern Hart Park, Lodato Trail, and Glenwood Open Space Trails. The City requests a total of \$85,833.89 of funding to install 32 ADA-compliant beverage container recycling bins and four ADA-compliant water bottle fill stations. The \$5,000 outreach budget will support education and signage to encourage reusable bottles and proper sorting of refuse.

CalRecycle's requires grant applications that the City Council adopt a resolution in the attached form. The resolution stipulates the established procedures developed by CalRecycle, which include a declaration of certain authorizations related to administering CalRecycle grants. These include authorizing the City to submit applications to CalRecycle, allowing the City Manager or designee to execute all documents related to the application and grant, and establishing authorization periods for the adopted resolution.

FISCAL IMPACT

No fiscal impact is associated with the recommended actions.

STAFF RECOMMENDATION

It is recommended City Council approve Resolution No. 2053 authorizing the City of Scotts Valley to submit an application to Department of Resources, Recycling, and Recovery (CalRecycle) for the Beverage Container Recycling Grant Program (RBC36); and

Approve and authorize the City Manager or designee to execute all necessary agreements and other grant-related documents thereof to CalRecycle.

TABLE OF CONTENTS

1. Resolution No. 2053 CalRecycle Beverage Container Grant Resolution

RESOLUTION NO. 2053

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY AUTHORIZING SUBMITTAL OF AN INDIVIDUAL GRANT APPLICATION FOR CALRECYCLE'S BEVERAGE CONTAINER RECYCLING GRANT PROGRAM (RBC36)

Whereas, the California Public Resources Code authorizes the Department of Resources Recycling and Recovery (CalRecycle) to administer various Grant Programs; and

Whereas, in furtherance of this authority, CalRecycle is required to establish procedures governing the administration of the Grant Programs; and

Whereas, CalRecycle grant application procedures require, among other things, an applicant's governing body to declare by resolution certain authorizations related to the administration of CalRecycle Grants.

Now, therefore, be it resolved that the **City of Scotts Valley** is authorized to submit an application to CalRecycle for the **Beverage Container Recycling Grant Program (RBC36)**

Be it further resolved that the **City Manager**, or their designee, are hereby authorized as Signature Authority to execute in the name of the **City of Scotts Valley** all grant documents, including but not limited to, applications, agreements, amendments, and requests for payment, necessary to secure grant funds and implement the approved grant project.

Be it further resolved that these authorizations are effective for five years from the date of adoption.

Date Adopted **10/02/2024**

The above and foregoing resolution was duly and regularly adopted by the City Council of the City of Scotts Valley at a regular meeting held on the 2nd day of October, 2024 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: _____
Randy Johnson, Mayor

Attest: _____
Cathie Simonovich, City

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: 10/2/2024

TO: Honorable Mayor and City Council

FROM: Taylor Bateman, Community Development Director

APPROVED: Mali LaGoe, City Manager

SUBJECT: **Public Hearing to consider a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning Application, Design Review Application, Use Permit Application and Cultural Resources Alteration Application to allow for the construction of a 52,250 Sf three story development on a 1.35-Acre site located at 125 Bethany Drive, on the North side of Scotts Valley Drive between Tabor Drive and Bethany Drive. Proposed land uses would include 10,000 sf of professional and administrative office space, and 42,250 sf of storage/ministorage for up to 227 users after a split decision from the Planning Commission resulting in no recommendation.**

SUMMARY OF ISSUE

Project Location

The project site (APN 023-102-15) is located at 125 Bethany Drive, at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive (Attachment 1, Location map). The subject site is approximately 1.35-acres. Current land uses include two existing one- and two-story commercial buildings, totaling 12,200 sf, and associated parking. Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east.

The site was previously known as Bethany Park and the existing buildings were used as support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus. The site is currently used as office space.

Project Description

The proposed project includes demolition of the existing commercial buildings and construction of a three-story development, which consists of two buildings, totaling 52,250 square feet (Attachment 2: Sheet A2.1 Site Plan) These buildings would include 10,000 square feet of professional and administrative office space, and 42,250 square feet of storage/ministorage space for up to 227 users. While some storage space may be used by office tenants, other

storage space may be used independently which qualifies a ministorage use under the Municipal Code.

The project would provide 54 parking spaces located on the north and south sides of the project site, and parallel parking and loading spaces along the drive aisle located between the two buildings. As shown on the Building Elevations (Attachment 2: Sheets A4.1 – A4.3), the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs.

The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought resistant landscaping. Access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive, one of which would function as an exit-only driveway, providing egress access to the internal drive aisle.

As shown on the Tree Removal Plan (Attachment 2: Sheet T1), a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown on the Lighting Plan (Attachment 2: Sheet E1), 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting on the project site, with the exception of one freestanding pole adjacent to the residential units to the north of the site where light leakage is shown.

Proposed Entitlements

The project site has a current General Plan land use designation of Commercial Professional which allows administrative, business and professional offices in which merchandise is not manufactured or sold. The applicant proposes a General Plan Amendment to change from the existing Commercial Professional land use designation to Light Industrial to accommodate the large portion of the project which is storage use. Storage facilities are not allowed in the Commercial districts; therefore, the applicant is requesting a land use change to Light Industrial and a Zone Change from C-P zoning to I-L zoning. In the Light Industrial zoning district, ministorage facilities are a conditional use and the Council will need to make the findings for a conditional use permit.

The project requires the following planning permits:

1. Negative Declaration
2. General Plan Amendment to change from the existing Commercial Professional to Light Industrial
3. Zone Change from the C-P zoning designation to I-L / Planned Development
4. Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating development standards
5. Use permit
6. Design Review permit to evaluate the site design and architecture
7. Cultural Resource Alteration Application

PLANNING COMMISSION REVIEW

This project was heard by the Planning Commission on January 25, 2024 (Attachment 3: Planning Commission packet and Attachment 5: Meeting Minutes). At that meeting, the Planning Commission reviewed the project and discussed concerns related to the General Plan Amendment, specifically whether the proposed change from Commercial Professional to Light Industrial would be appropriate given the context of the site. The Commission also suggested minor architectural changes be made to the plans, specifically, removal of roll up doors on the rear (north) elevation of the building, adjacent to residential.

In addition, the Planning Department noted that communication had been received after the packet had been distributed, including correspondence from the Scotts Valley Unified School District (SVUSD) (Attachment 4: Post Planning Commission correspondence). The SVUSD outlined concerns related to project demolition/construction and potential impacts including dust and air quality, noise, and pedestrian safety, given its proximity to Vine Hill Elementary School. In that letter, the SVUSD suggested that construction, especially noisier tasks, be performed outside of school hours, either after 3:00 pm on weekdays, during the summer or winter school break or on Sundays.

Prior to the meeting, and in response to the SVUSD letter, the City's environmental consultant, Kimley Horn, prepared a response to address the concerns and recommended the project could be conditioned to require that the applicant formally reach out to the SVUSD, prior to any project construction, to identify the proper point-of-contact(s) and establish a communications protocol to address potential construction-related issues and concerns (Attachment 4: Post Planning Commission correspondence).

After the public hearing closed and discussion commenced, the Planning Commission voted 2-2-1 and no action was taken.

Since the Planning Commission hearing, the applicant has proposed changes to the floor plans and made design modifications to the rear (north) elevation. Changes consist of removing roll up doors and separating the building into two buildings. Since the Planning Commission concerns were primarily related to the change in land use and the plan revisions did not affect the overall project analysis, the revised project did not return to the Planning Commission. Proposed changes since Planning Commission review are clouded in the plan set (Attachment 2: Project Plans).

Staff identified several items for Planning Commission consideration, that were not fully addressed at the Planning Commission hearing, including the location of the trash enclosure, undersized parking spaces as well as the overall parking lot design in the rear lot, parking lot lighting, and undersized loading zones. For a complete analysis and discussion of these items, refer to pages 8-12 in the Planning Commission staff report (Attachment 3). Staff is requesting direction on these items.

CULTURAL RESOURCES COMMISSION REVIEW

The Scotts Valley 1994 General Plan, Figure OS-2 (Archaeological Sensitivity Zones")

indicates that the subject parcel is located within areas of moderate and high or moderate potential for cultural resources. In compliance with City Regulations, a Cultural Resource application has been submitted for the project. The Cultural Resources Preservation Commission met on September 12, 2024, and unanimously voted that all recommendations included in the Cultural Resource Evaluation dated June 14, 2021, be included as conditions of approval for the project.

CALIFORNIA ENVIRONMENTAL QUALITY ACT REVIEW (CEQA)

The proposed project has been reviewed in accordance with the State of California Public Resources Code and the California Environmental Quality Act. With the implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly. Based on this review, a proposed Negative Declaration is hereby made on this proposed project. The reason for this determination is that the project will not result in significant adverse impacts to the environment.

The proposed Negative Declaration, including the Initial Study, was made available at the Community Development Department, as well as posted online. Neighbors within 300 feet were notified by mail. The Public Review Period for the proposed Negative Declaration began on July 24, 2023, and closed on August 24, 2023. Public comments were received, and responses were prepared (Attachment 3 Planning Commission Packet and Attachment 4 Post Planning Commission correspondence).

PUBLIC NOTICE AND COMMENT

Public hearing notices were posted at City Hall and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to State law. The Planning Department received several letters prior to the Planning Commission hearing and those are included with the Planning Commission staff report (Attachment 3) as well as post packet Planning Commission correspondence (Attachment 4).

The Planning Department has received several public comments prior to the City Council hearing and those are included in Attachment 6: Public Comment.

FISCAL IMPACT

No significant fiscal impacts to the City as a result of the proposed development have been identified.

STAFF RECOMMENDATION

The Planning Commission took no action on the negative declaration, general plan amendment, zone change, planned development zoning application, use permit, and design review application.

The Planning Department is requesting City Council input and direction on the requested

entitlements. This report does not include a resolution or request for action. The Planning Department has identified two options for City Council consideration:

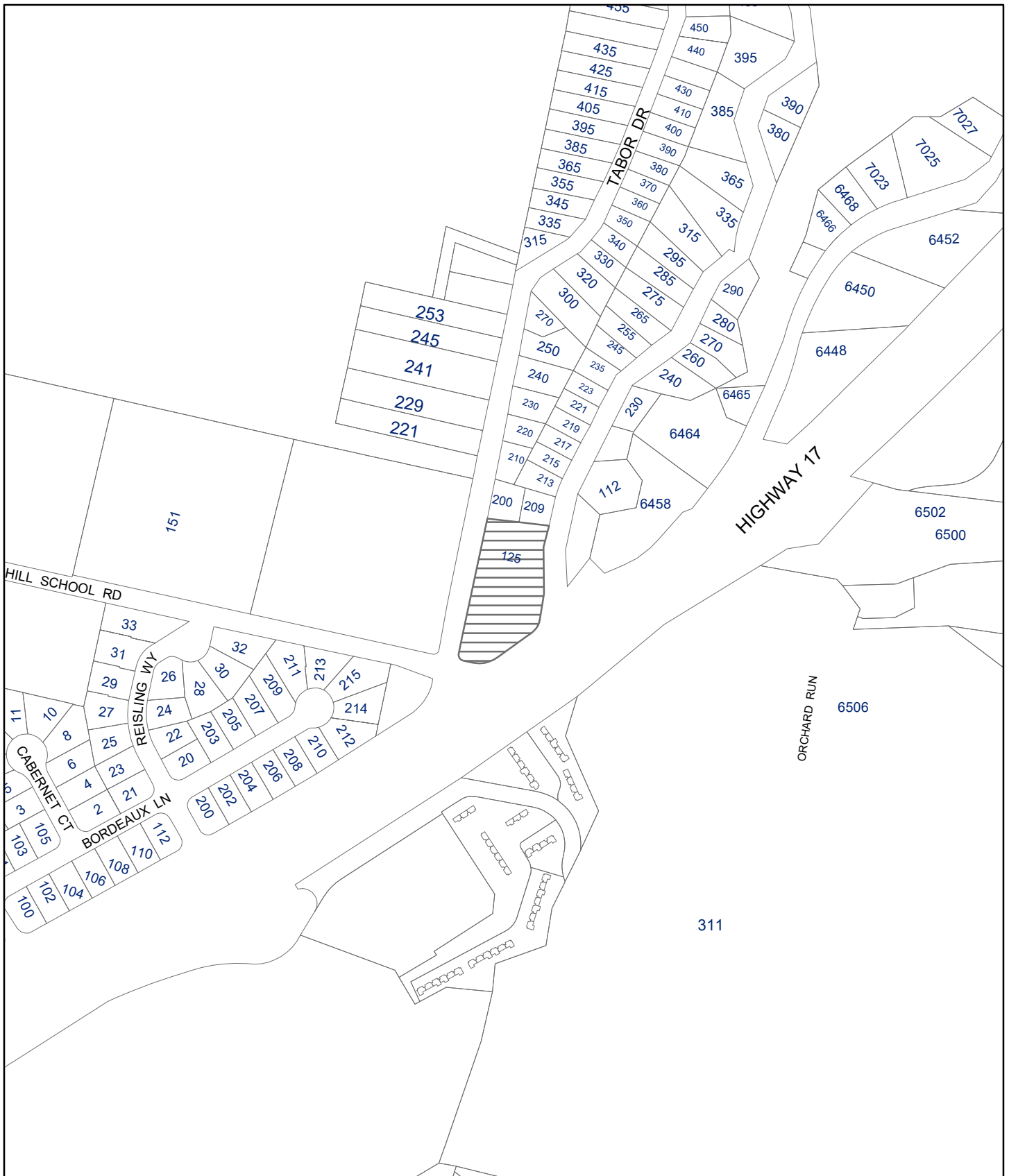
1. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is appropriate and that the issues associated with the proposed project are adequately addressed, the City Council could direct staff to prepare the necessary documents for approval at a future City Council meeting.
2. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is not appropriate, or the issues associated with the proposed project are not adequately addressed, the City Council could direct staff to prepare the documents for denial of the Project for consideration at a future City Council meeting.

All documents are available at City Hall and electronically at:
<https://www.scottsvally.org/242/Current-Projects>

TABLE OF CONTENTS

1. Attachment 1 Location Map
2. Attachment 2 Final Plans 09.13.2024
3. Attachment 3 Planning Commission packet 01.25.2024
4. Attachment 4 Post Planning Commission Correspondence
5. Attachment 5 PC Meeting Minutes 01.25.2024
6. Attachment 6 Public Comments

125 Bethany Drive / APN 023-102-15



A circular professional seal for a Licensed Architect in the State of California. The outer ring contains the text "LICENSED ARCHITECT" at the top and "STATE OF CALIFORNIA" at the bottom, separated by two stars. The center of the seal contains the name "HUGH ZIKE" and the license information "C #11897" and "EXP. 3/25".

DEFERRED SUBMITTALS

CONSULTANTS

C2G CIVIL CONSULTANTS GROUP, INC
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ALPHA SURVEY
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ROCK SOLID ENGINEERING, INC
GEOTECHNICAL ENGINEERING
YVETTE WILSON
1100 MAIN STREET, SUITE A, WATSONVILLE, CA 95076
831-724-5868

ANIMATEHOUSE RENDERING
ALAN HYMES
831-295-2719

PROJECT DATA

DEMOLISH AND REMOVE EXISTING MIXED USE OFFICE STORAGE STRUCTURES.
CONSTRUCT NEW 52,250 SF THREE STORY LIGHT GAUGE METAL FRAME MIXED USE OFFICE - STORAGE STRUCTURE.

OWNER: HERITAGE REAL ESTATE VENTURES LLC
125 BETHANY DRIVE, SCOTTS VALLEY

DEVELOPER: BLACKCOMB PROPERTY GROUP

OCCUPANCY	B - S1
CONSTRUCTION TYPE	IIB FIRE SPRINKLED
SRA	LRA
APN	023-102-15
ZONING	CP
ADDRESS	125 BETHANY DRIVE, SCOTTS VALLEY, CA 95066

AREAS

AREA OF PROPERTY	57499.02 SF
BUILDING FOOTPRINT	15859.00 SF
MAXIMUM ALLOWABLE COVERAGE 35%	20124.66 SF

TOTAL BUILDING AREA	52,250.00 SF
MAXIMUM ALLOWABLE BUILDING AREA	91875.00 SF

SHEET INDEX

ARCHITECTURAL

A1.1	COVER SHEET
A1.2	SITE PLAN
A2.2	OFFICE STORAGE RATIO
A3.1	FIRST FLOOR PLAN
A3.2	SECOND FLOOR PLAN
A3.3	THIRD FLOOR PLAN
A3.4	ROOF PLAN
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A4.3	PERSPECTIVE
A5.1	BUILDING SECTIONS
A6.1	ARCHITECTURAL DETAILS

CIVIL

- C0.1 COVER SHEET
- C1.1 EXISTING SITE AND DEMOLITION PLAN
- C2.1 SITE IMPROVEMENTS
- C3.1 GRADING PLAN
- C3.2 STORM WATER CONTROL PLAN
- C4.1 UTILITY AND FIRE SUPPRESSION PLAN
- C5.1 EROSION CONTROL PLAN
- C5.2 EROSION CONTROL DETAILS
- C6.1 DETAILS
- C6.2 DETAILS
- C6.3 DETAILS
- C6.4 SVWD DETAILS

LANDSCAPE

L1.1 LANDSCAPE PLANS

PROJECT DESCRIPTION

The project site is a 1.35-acre parcel with two existing office and administrative buildings which contain approximately 13,500 gross square feet. The site is located at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive and is visible along the freeway frontage. The proposed project is a mixed-use commercial redevelopment which consists of gross 52,250 square feet, including 9,994 square feet of professional and administrative office space, and 30,889 square feet of storage and circulation of 11,367 square feet. The new project utilizes the existing footprints of the current buildings. According to Scotts Valley's municipal code parking requirements for office use, the professional administrative use requires 40 parking spaces and the storage component only requires 12 parking spaces for a total of 54 parking spaces.

The new Bethany Business Center is a revitalization of the 65 year-old office buildings designed and used by Bethany Bible College back in the day for their needs at the time. The buildings are not only obsolete and antiquated, they are not energy and water efficient and do not comply with current ADA requirements. Perhaps more significantly, the buildings don't meet the needs of our current and future tenants-local service and business professionals.

The proposed new building represents a comprehensive redevelopment of the site and reflects the diverse new ways people are working and doing business. The new design is responsive to today's reduced demand for physical office space as well as the increased need for flexible storage for inventory, equipment, materials, and e-commerce operations, among other uses.

The new design is for a slightly reduced amount of office space available on-site today, but in a new energy efficient, sustainable functional, and beautiful building. The proposed building would reduce existing impacts, while adding xx,xxx (????) (+-) square feet of low impact, flexible, office-adjacent storage. This will primarily be completed through adding floors to the current building envelopes. This concept maintains the current level of parking and will give businesses the room and flexibility they need as they grow and change.

The design and desired use of the building is for businesses that have a need for office space as well as storage space of various proportions in one convenient location. The use case and demand for this mix-use commercial service and professional space is significant and well documented - as shown via half a dozen community support letters submitted from local businesses in favor of this design.

The building will have all of the same office uses as it has now, which can be defined within the Commercial Professional and Service zoning designations. The building will not allow any industrial users.

The new design includes elevators to make the property fully accessible, and a hidden drive-through lane in the middle of the building (East to West) along with a drop off feature that makes it extremely convenient and low impact. The addition of storage is an extremely benign use when it comes to impacts, while at the same time is the single most beneficial component that can be added to the office space needs of existing businesses at the building.

However, to ensure that the maximum potential impacts are evaluated in the planning and environmental review process, it is suggested that the impacts be assessed on the maximum potential number of storage users - 227. While it's highly unlikely there will be even a fraction of this many storage users, storage as a use is very low impact because it does not generate water or sewage use, while generating the lowest amount of traffic. Additionally, it is estimated that the office users in the aggregate, and at a minimum, will use storage at a rate of 3:1 to their office space.

The hours of operation for the building will remain the same as it currently is - Monday to Friday, 8am - 6pm. However, many office users currently come in on the weekend and the building management does not limit users' ability to access their office(s) outside of these times. For hours of operation for the storage component, access hours will be characterized as the same as office, from 8am - 6pm. However, if a business requires access to their storage outside of these access hours, management will allow access by prior arrangement.

The property will be highly secure utilizing state-of-the-art security and surveillance systems providing 24/7 monitoring, with key-padded access to all exterior entryways. In addition, there will be a full-time on-site property manager based out of one of the ground-level office spaces. The manager will assist with property upkeep and oversight, tenant relations, maintenance requests, leasing efforts, and many other similar tasks. Hours of operation for the on-site manager will be Monday to Friday, 9am - 5pm.

Noise generation from the property will be negligible and the professional noise study performed on the site found that proposed "project-generated noise levels and noise increases in the ambient conditions will be within the standards of the Municipal Code.

The property will also be designed with sustainable practices in mind, such as energy-efficient lighting and HVAC systems, energy efficient windows, as well as water-conserving features such as low-flow toilets, faucets, and drought-resistant landscaping. In fact, overall water impacts will be significantly reduced from the current structure since the proposed project replicates the existing office space available today but in a more energy efficient manner, and the additional storage space does not add any additional water usage.

The proposed project plans to use the property's existing monument signage. Additional signage will include directional signage around the building, a tenant directory (which now currently exists), as well as life-safety signage for elevators, electrical, fire department, etc.

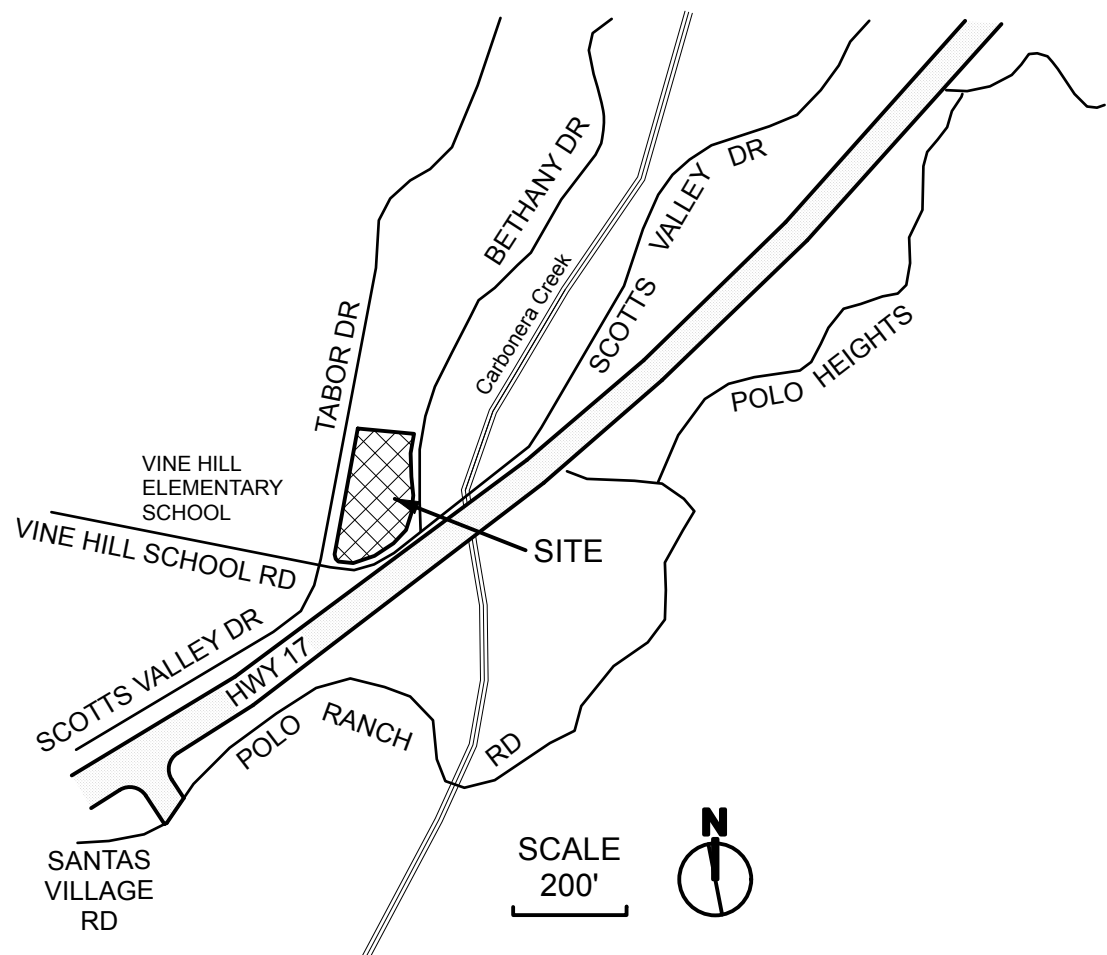
By combining office space and storage space in one property, service and professional-based businesses will increase efficiency in managing their operations by being able to easily access equipment and supplies, without the need to travel to a separate facility, which will also reduce traffic trip generation.

ELECTRICAL

E1 LIGHTING PLAN

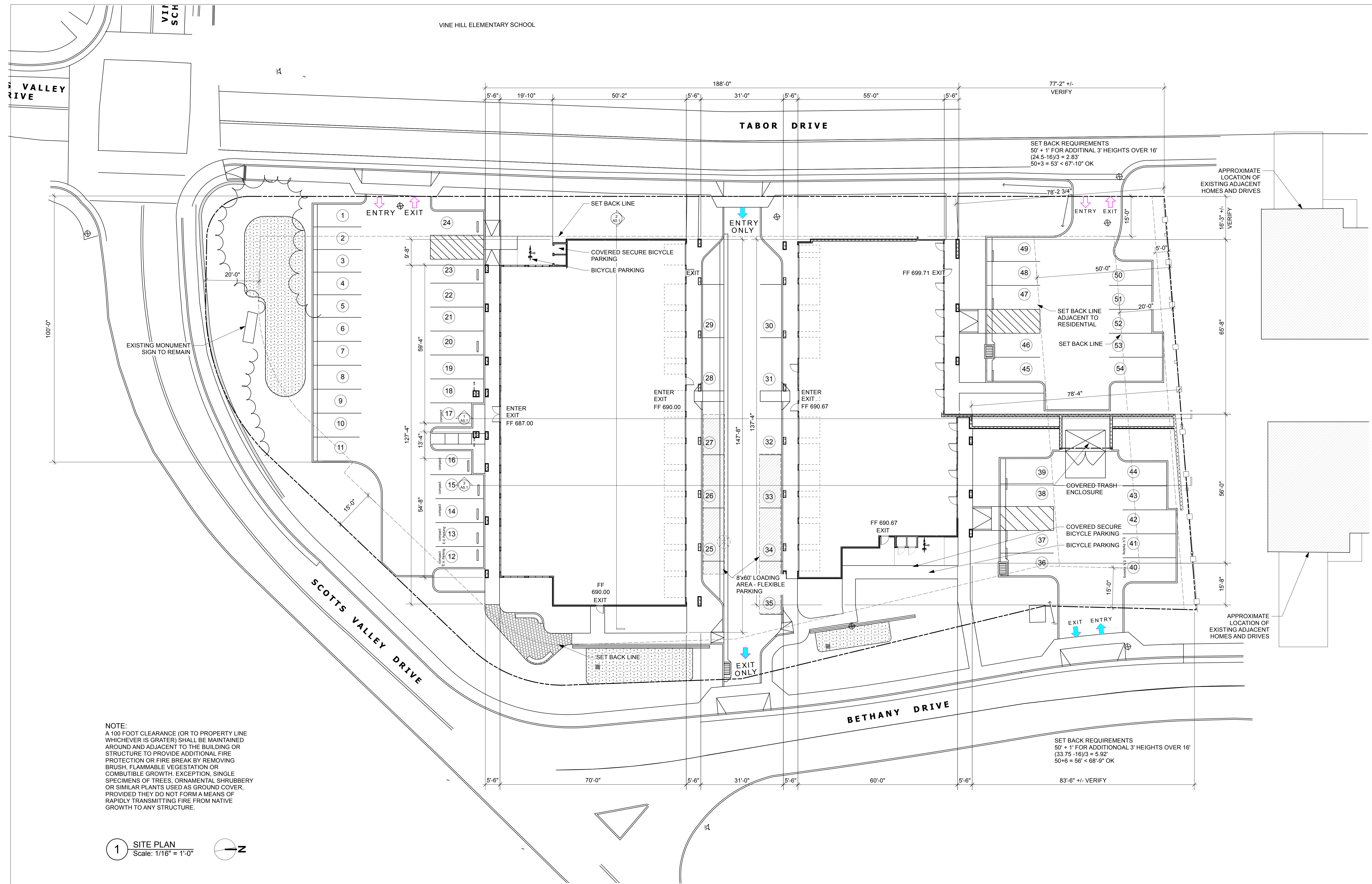
ARBORIST

T1	TREE LOCATION PLAN
T2	TREE PROTECTION PLAN

VICINITY MAP

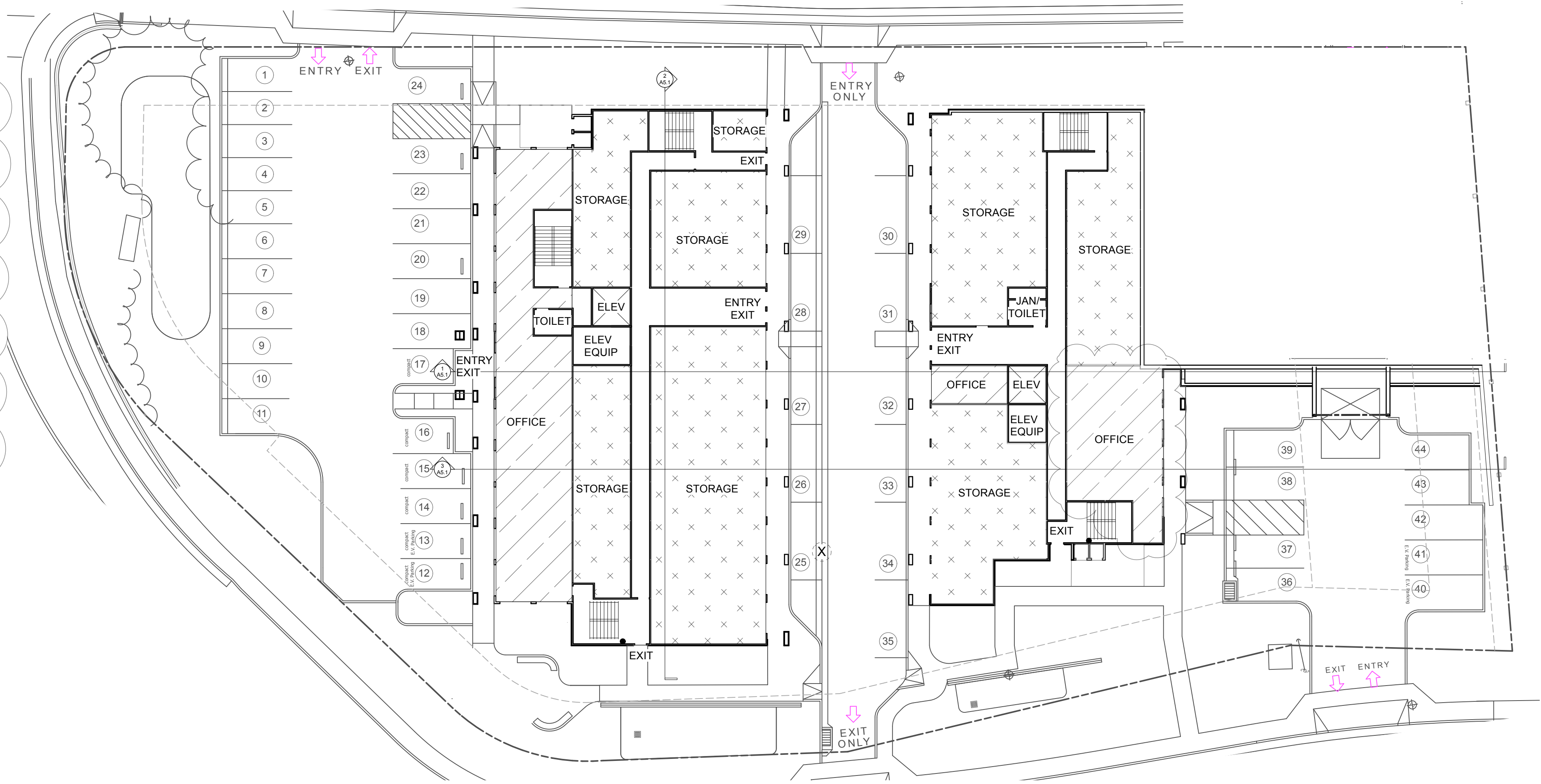
OFFICE - STORAGE AREA TABULATION					
<u>FIRST FLOOR</u>					
OFFICE	3126 SF	31%	STORAGE	8,749 SF	28%
<u>SECOND FLOOR</u>					
OFFICE	4406 SF	44%	STORAGE	10,380 SF	34%
<u>THIRD FLOOR</u>					
OFFICE	2462 SF	25%	STORAGE	11,775 SF	38%
TOTAL	9,994 SF		TOTAL	30,889 SF	
STORAGE + CIRCULATION = 30889+11367 =				42,256 SF	
TOTAL BUILDING				52,250 SF	
RATIO - OFFICE : STORAGE				1 : 3.10	
OFFICE PARKING RATIO		1:250 SF			
		9994 SF / 250 = 40 SPACES			
STORAGE PARKING RATIO		1:3500 SF			
		42256 SF / 3500 = 12 SPACES			
TOTAL PARKING REQUIRED		= 52 SPACES			
TOTAL PARKING PROVIDED		= 54 SPACES			
MAXIMUM POSSIBLE STORAGE AREA = 54 PARKING SPACES					
x 3500 SF/SPACE = 189,000SF > 52,250 TOTAL BUILDING AREA					

[illegible]

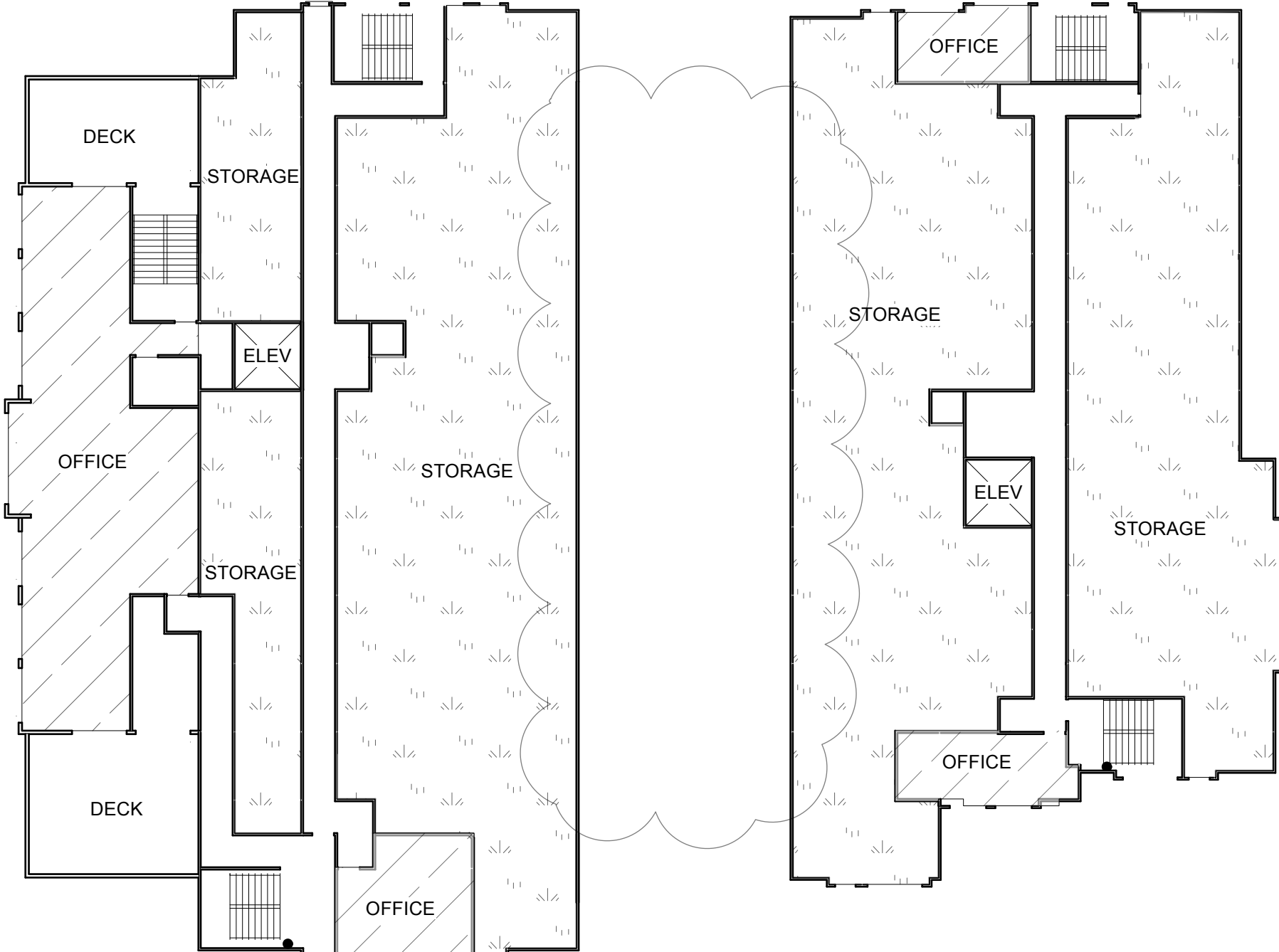


Sheet No.										A2.1										Total Sheets									
Project Title										REDEVELOPMENT FOR										ARCHITECTURAL SITE PLAN									
Scale										1/16" = 1'-0"																			
Design Firm										HUGH ZIKE AIA																			
										838 WESTERN DR																			
										SANTA CRUZ, CA 95060																			
										831-818-5808																			
Sheet Title										Constant																			
Designed By										Date										THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF HUGH ZIKE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND MAY NOT BE ALTERED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE CONSENT OF THE ARCHITECT. THE PROPER ELECTRONIC TRANSFER OF DATA SHALL BE MADE BY THE USER OF THE SOFTWARE. WITHOUT LIABILITY TO THE ARCHITECT, UNAUTHORIZED USE IS PROHIBITED.									
Drawn By										08-02-24																			
Revision																													
Checked By										Project ID										Revision									
										Store More Scotts Valley																			
Reviewed By										Drawing Code																			
Submitted By										GAD File Name										Drawing Code									
Project Manager										PLO Date										Filename									
No.										Date										Issue Notes									
No.										Date										Revision Notes									
Zone																				Appr.									

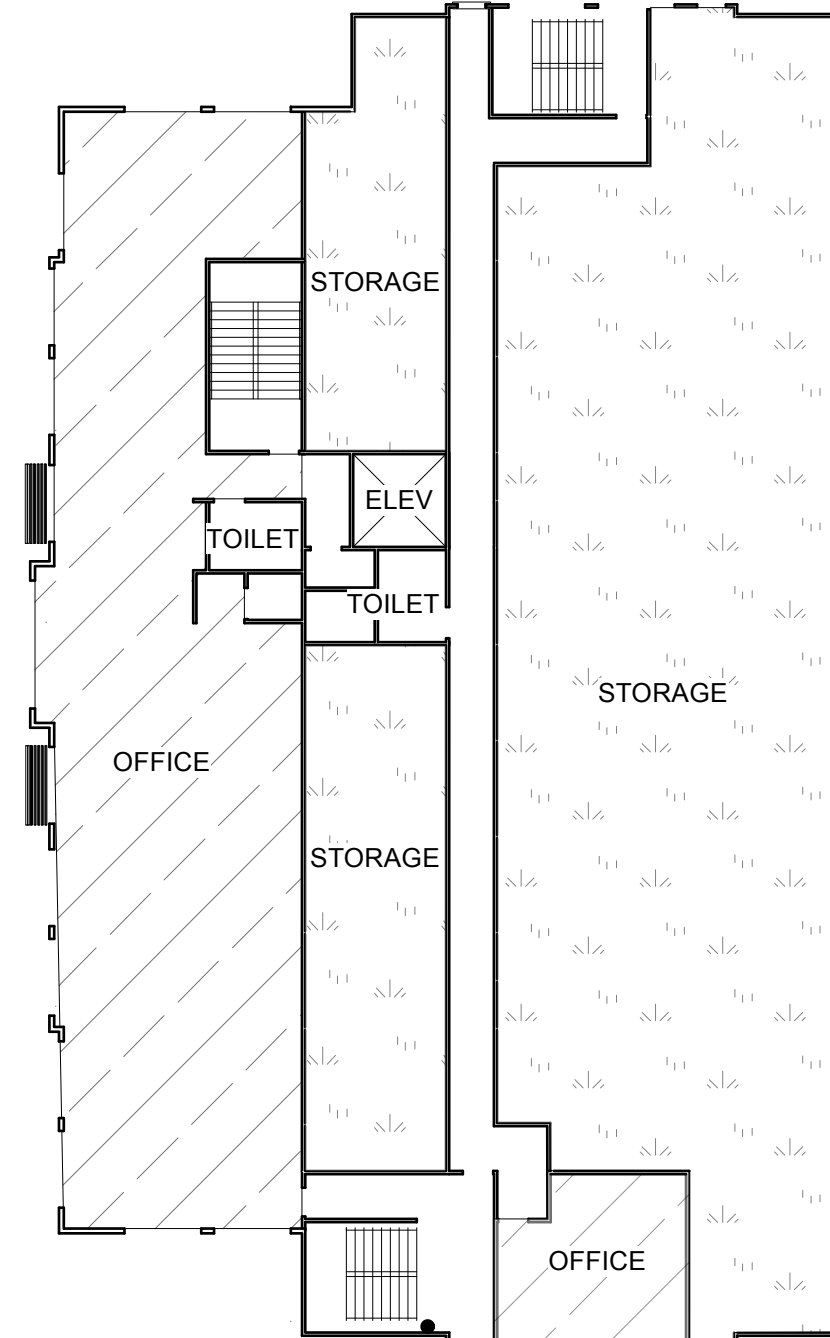
OFFICE - STORAGE AREA TABULATION					
FIRST FLOOR					
OFFICE	3126 SF	31%	STORAGE	8,749 SF	28%
SECOND FLOOR					
OFFICE	4406 SF	44%	STORAGE	10,380 SF	34%
THIRD FLOOR					
OFFICE	2462 SF	25%	STORAGE	11,775 SF	38%
TOTAL	9,994 SF		TOTAL	30,889 SF	
STORAGE + CIRCULATION = 30889+11367 =				42,256 SF	
TOTAL BUILDING				52,250 SF	
RATIO - OFFICE : STORAGE				1 : 3.10	
OFFICE PARKING RATIO 1:250 SF					
				9994 SF / 250 = 40 SPACES	
STORAGE PARKING RATIO 1:3500 SF					
				42256 SF / 3500 = 12 SPACES	
TOTAL PARKING REQUIRED				= 52 SPACES	
TOTAL PARKING PROVIDED				= 54 SPACES	
MAXIMUM POSSIBLE STORAGE AREA = 54 PARKING SPACES					
x 3500 SF/SPACE = 189,000SF > 52,250 TOTAL BUILDING AREA					



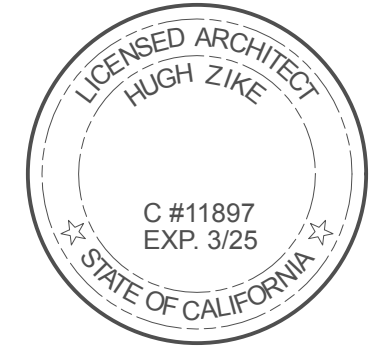
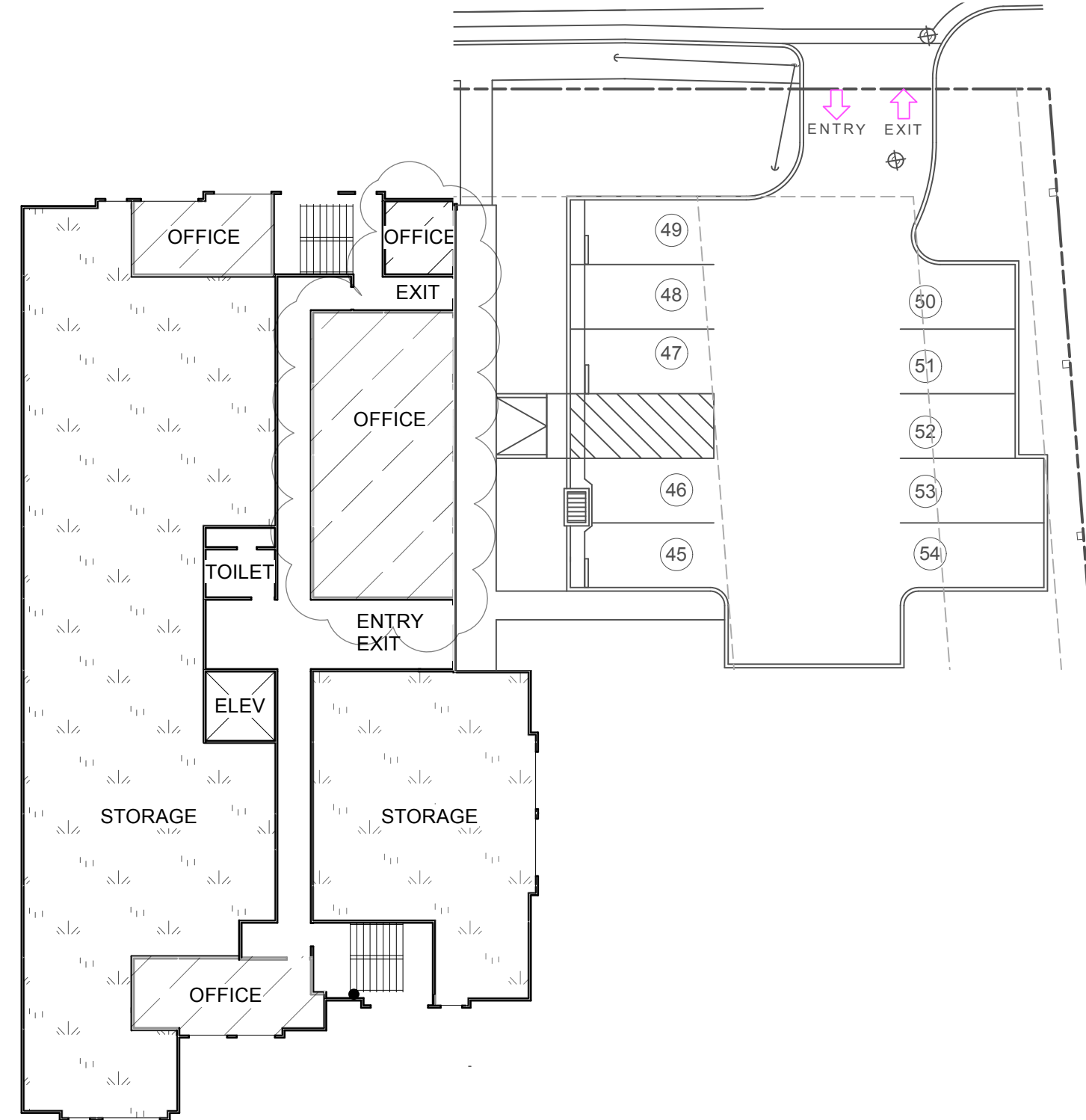
1 FIRST FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



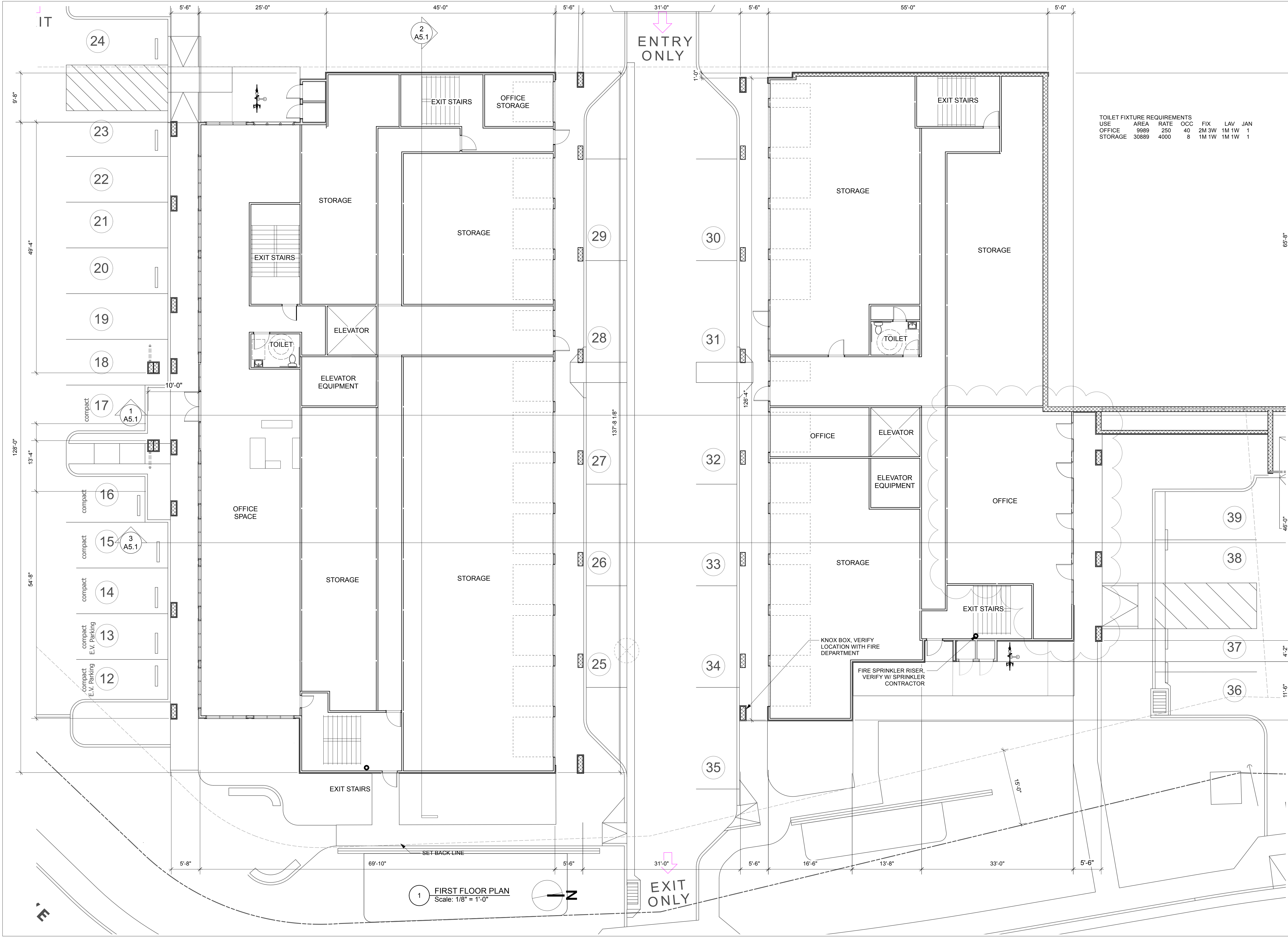
3 THIRD FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



2 SECOND FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



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		No.	Date		
Project Title		Design Firm	Date	Revision	Appr
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		Drawn By	08-02-24	Revision	
		Checked By			
OFFICE STORAGE RATIO CORRELATION PLAN		Reviewed By	Store More Scotts Valley	Drawing Code	
		Submitted By	CAD File Name	Filename	
		Project Manager	Rev Date	00/00/00	
Scale		1"=20'			
Sheet No.		A2.2			
		of			
		Total Sheets			



APR		Zone	Appr
		Revision Notes	
		Date	
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		Date	
		No.	
		Date	
Designed By	08-02-24	Revision	
Drawn By	Revision	Project ID	Store More Scotts Valley
Checked By		Drawing Code	
Reviewed By		CAD File Name	
Submitted By		File Name	
Project Manager		File Date	00/00/00
Design Firm		HUGH ZIKE AIA	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		838 WESTERN DR	
		SANTA CRUZ, CA 95060	
		831-818-5808	
Project Title		FIRST FLOOR PLAN	
Scale		1/8" = 1'-0"	
Sheet No.		A3.1	
		of	
		Total Sheets	



1 SECOND FLOOR PLAN
Scale: 1/8" = 1'-0"



REDEVELOPMENT FOR
125 BETHANT DRIVE
SCOTT'S VALLEY, CA
APN 023-102-15

SECOND FLOOR PLAN

Scale

1/8" = 1'-0"

Sheet No.

A3.2

of

Total Sheets

Design Firm

HUGH ZIKE AIA
838 WESTERN DR
SANTA CRUZ, CA 95060
831-818-5808

Project Title

REDEVELOPMENT FOR
125 BETHANT DRIVE
SCOTT'S VALLEY, CA
APN 023-102-15

Designed By

Drawn By

Checked By

Reviewed By

Submitted By

Project Manager

Date

Revision

Project ID

Drawing Code

CAD File Name

Plot Date

08-02-24

Revision

Store More Scotts Valley

Drawing Code

CAD File Name

00/00/00

Issue Notes

No.

Date

Revision Notes

No.

Date

Zone

No.

Date

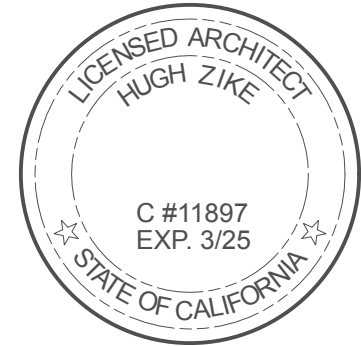
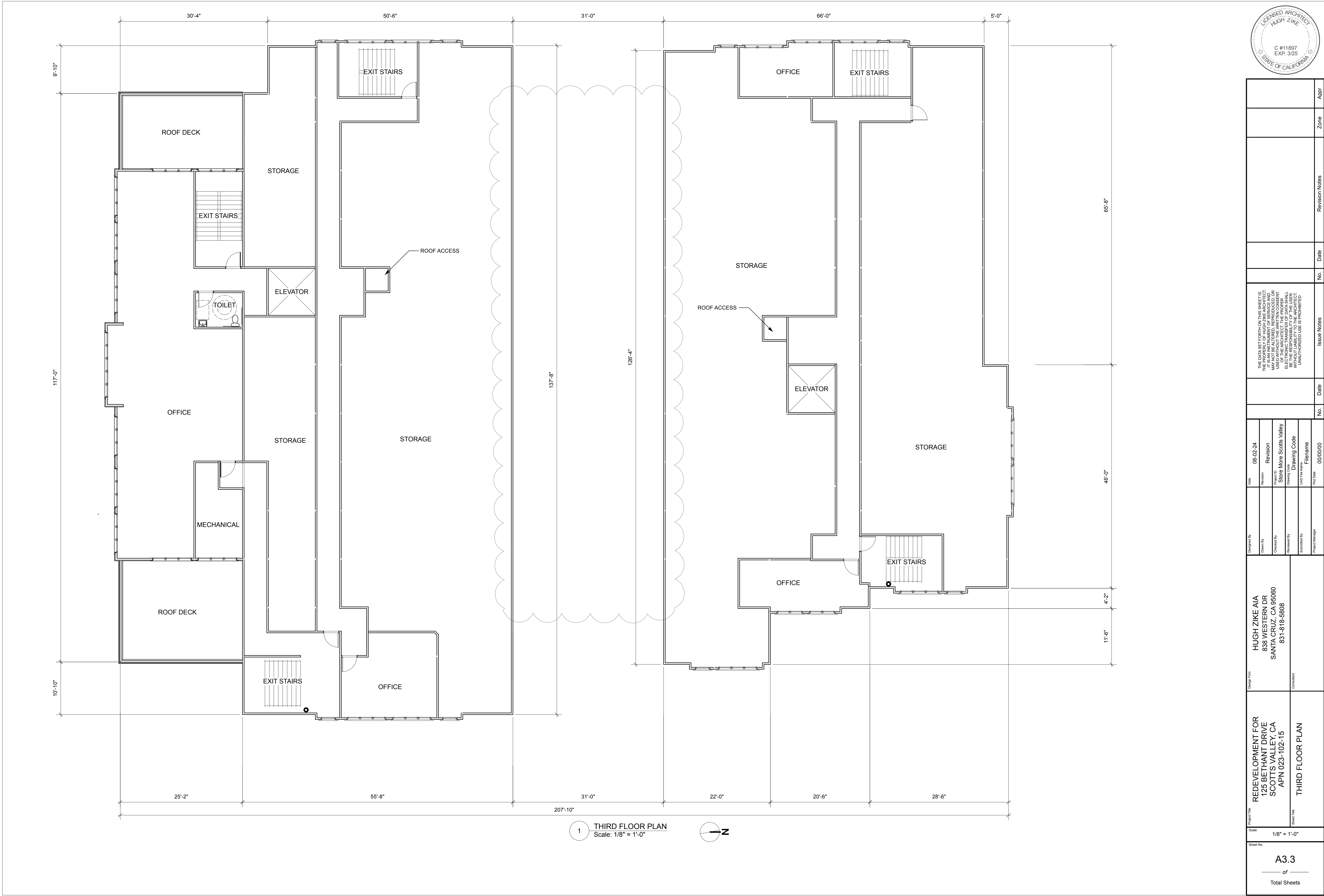
Appr

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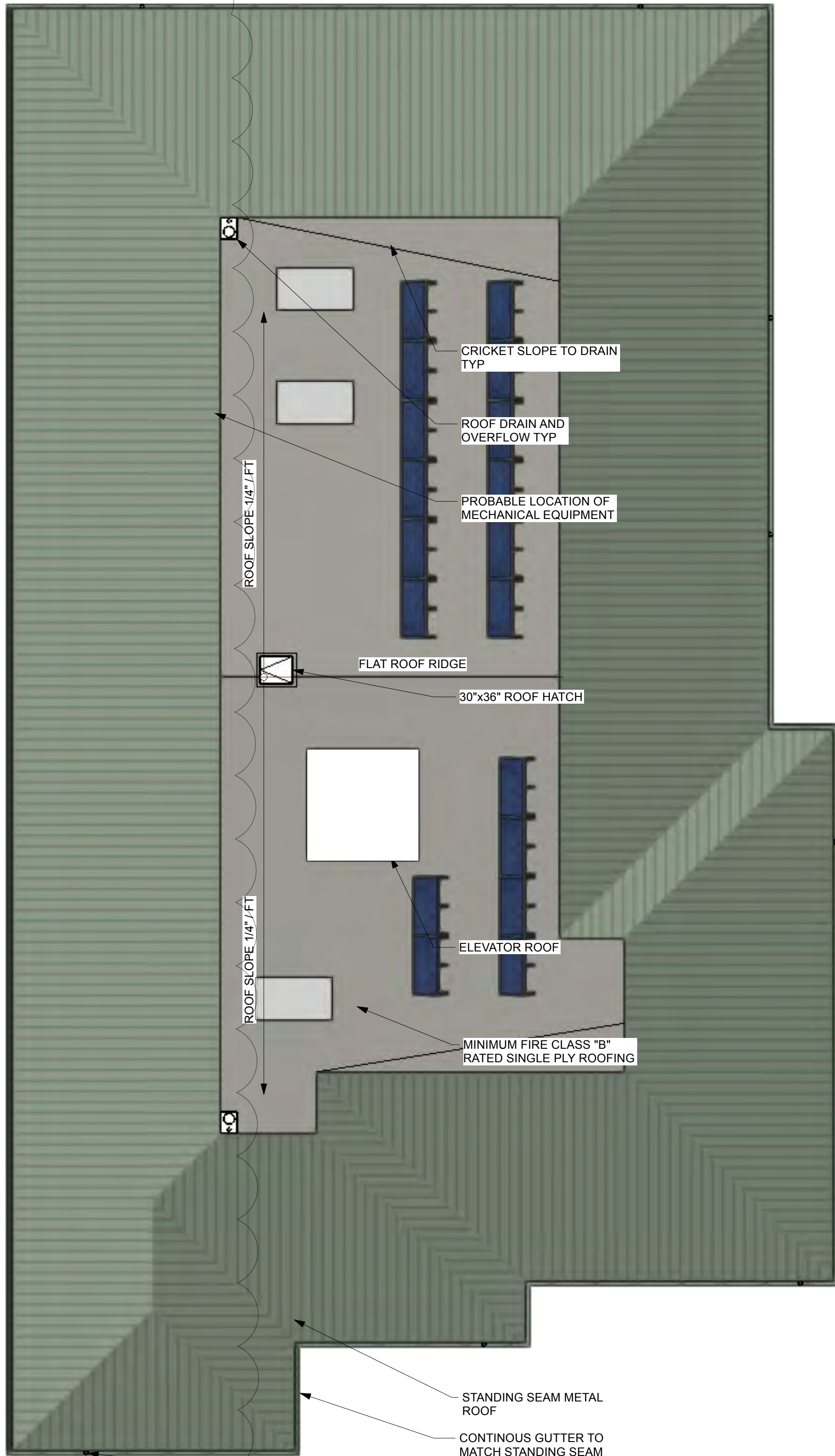
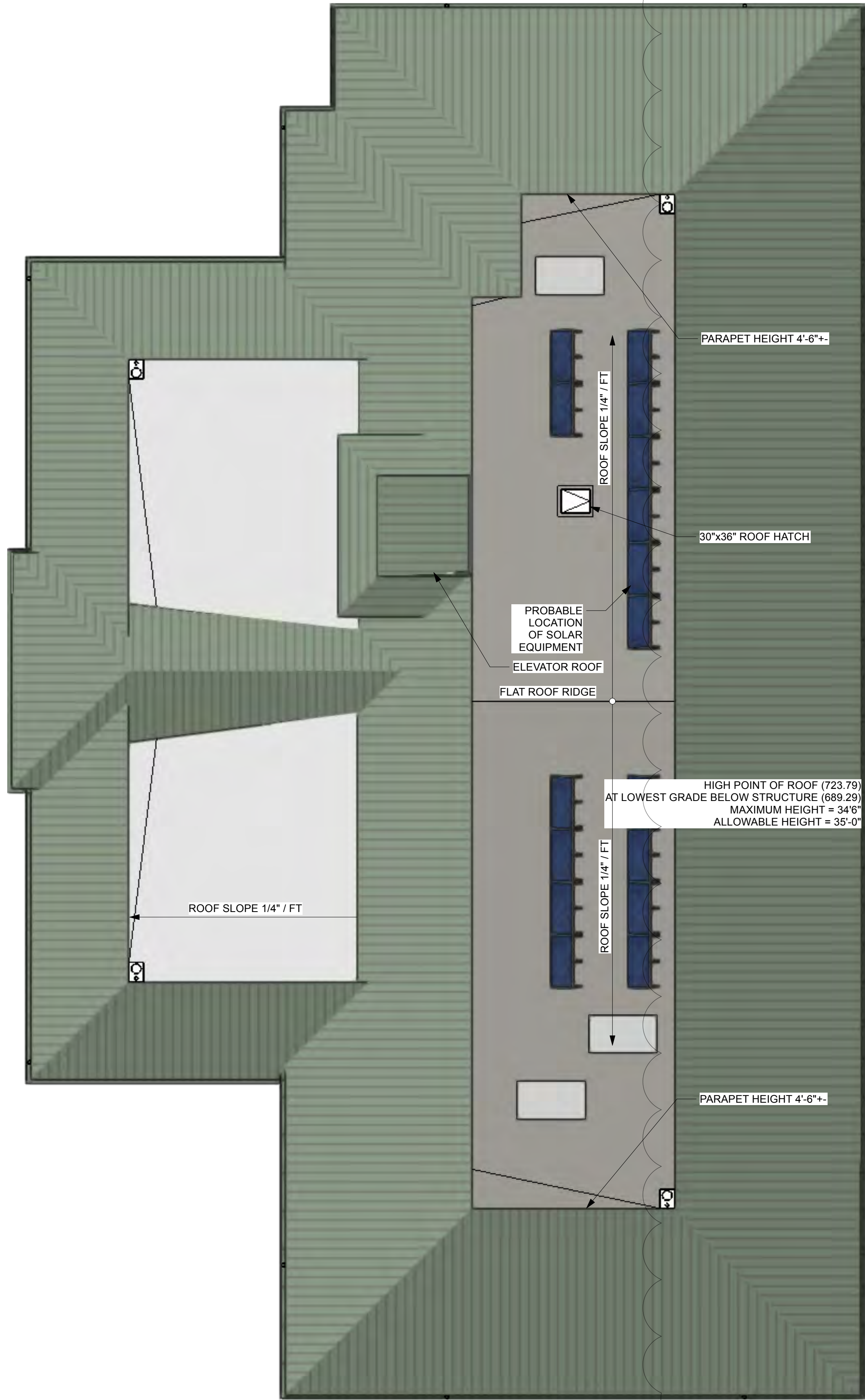
Date

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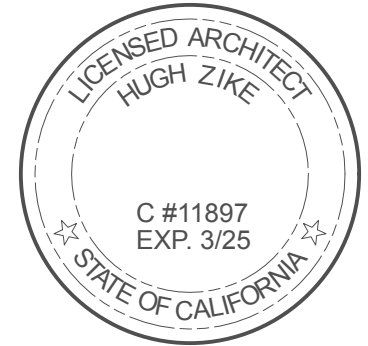
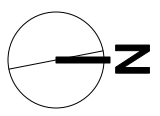
LICENSED ARCHITECT
HUGH ZIKE
C #11897
EXP. 3/25
STATE OF CALIFORNIA



Project Title REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15	Design Firm HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808	Date 08-02-24		No.	Date	Issue Notes	No.	Date	Revision Notes	Zone	Appr
		Drawn By Revision									
		Checked By Project ID Store More Scotts Valley									
		Reviewed By Drawing Code Drawing Code									
		Submitted By CAD File Name Filename									
Sheet Title THIRD FLOOR PLAN	Consultant										
Scale 1/8" = 1'-0"											
Sheet No. A3.3 of Total Sheets											



1 ROOF PLAN
Scale: 1/8" = 1'-0"

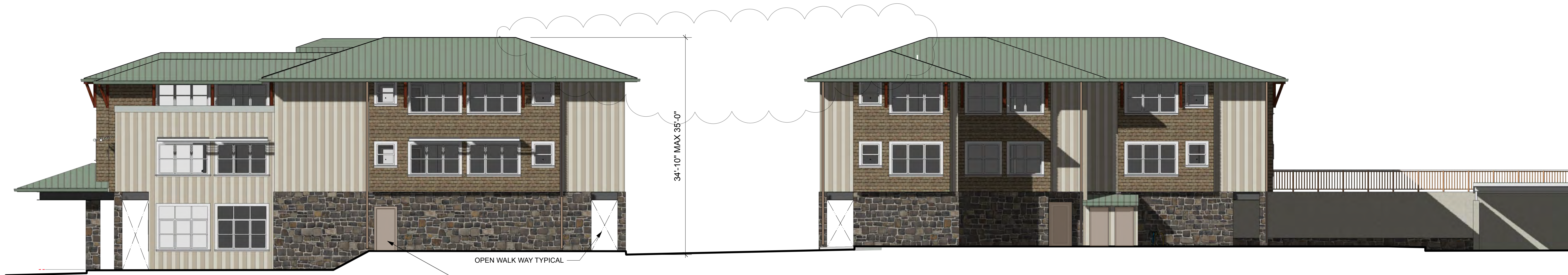


Project Title		Design Firm		Date		Issue Notes		Revision Notes		Zone		Appr	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808		08-02-24		THE DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF HUGH ZIKE ARCHITECT. IT MAY NOT BE ALTERED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF HUGH ZIKE ARCHITECT. THE ARCHITECT SHALL BE THE RESPONSIBILITY OF THE USER. UNAUTHORIZED USE IS PROHIBITED.							
Sheet Title		Constant		Revision		No.		Date		No.		Date	
ROOF PLAN				Revision		Store More Scott's Valley		Drawing Code		File Name		00/00/00	
Scale		1/8" = 1'-0"		Checked By		Drawing Code		CAD File Name		Project Manager			
Sheet No.		A3.4		Submitted By		Drawing Code		CAD File Name		Project Manager			
Total Sheets		of		Reviewed By		Drawing Code		CAD File Name		Project Manager			



SET BACK REQUIREMENTS
50' + 1' FOR ADDITIONAL 3' HEIGHTS OVER 16'
(33.75 -16)/3 = 5.92'
50+6 = 56' <68'-9" OK

2 NORTH ELEVATION
Scale: 1/8" = 1'-0"



HOLLOW METAL
EMERGENCY EXIT DOORS
AND FRAMES - "JANUS"
DESERT SAND

1 EAST ELEVATION
Scale: 1/8" = 1'-0"

Revision Notes		Date	No.	Issue Notes		Date	No.
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Zone		Date		No.		Date	
Appr		Date		No.		Date	
Design Firm		Date		Revision		Project ID	
HUGH ZIKE AIA		08-02-24		Revision		Store More Scotts Valley	
838 WESTERN DR		Drawn By		Checked By		Drawing Code	
SANTA CRUZ, CA 95060		Reviewed By		Submitted By		CAD File Name	
831-818-5808		Project Manager		File Name		File Date	
REDEVELOPMENT FOR		125 BETHANT DRIVE		SCOTT'S VALLEY, CA		APN 023-102-15	
EXTERIOR ELEVATION		Scale		1/8" = 1'-0"		Sheet No.	
A4.1		of		Total Sheets			



2 SOUTH ELEVATION
Scale: 1/8" = 1'-0"



1 WEST ELEVATION
Scale: 1/8" = 1'-0"

		1/8" = 1'-0"		No.	
A4.2		of		Total Sheets	
Sheet Title EXTERIOR ELEVATION		Consultant 125 BETHANT DRIVE, SCOTT'S VALLEY, CA APN 023-102-15 831-818-5808		Revision	
Drawn By		Revised By		Revision	
Checked By		Reviewed By		Store More Scott's Valley	
Submitted By		Drawing Code		Drawing Code	
Project Manager		CAD File Name		Filename	
PLOT Date		PLOT Date		No.	Date
				Issue Notes	
				No.	Date
				Revision Notes	
				Zone	Apr

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An architectural elevation drawing of a long, single-story building. The building features a green gabled roof. The upper portion of the facade is light brown with vertical lines, while the lower portion is dark grey or black, containing a series of large, dark-framed windows. A single white door is visible among the windows. The roofline is decorated with a series of white, scalloped cloud outlines. The building sits on a black ground line.

2 DRIVE THROUGH EXTERIOR ELEVATION - SECTION
Scale: 1/8" = 1'-0"

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Drawn By	Revision	Revision
Checked By	Project ID	Store More Scotts Valley
Reviewed By	Drawing Code	Drawing Code
Submitted By	CAD File Name	Filename
Project Manager	Plot Date	00/00/00
		No.

FOOTLINE AIA
838 WESTERN DR
SANTA CRUZ, CA 95060
831-818-5808

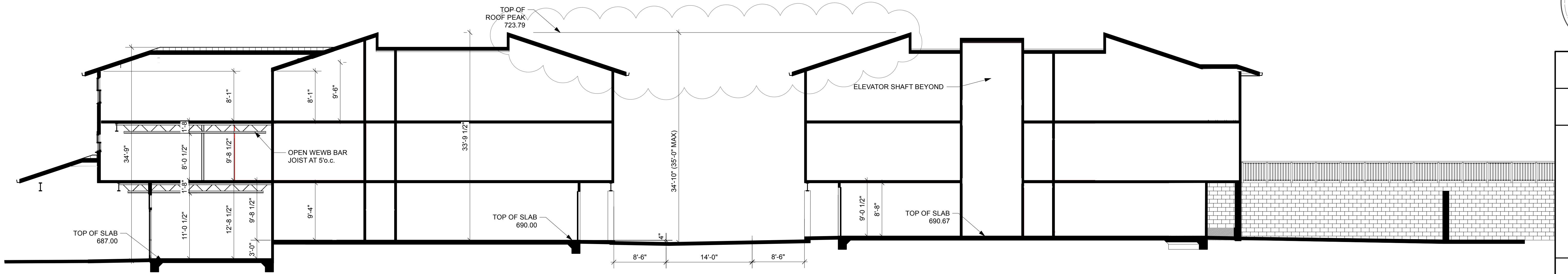
Consultant

DRIVE THROUGH ELEVATIONS

$$1/8" = 1'-0"$$

No.

A4.3
— of —
Total Sheets



Architectural elevation drawing of a building facade. The drawing shows a long, low structure with a flat roof and a series of vertical divisions. Key dimensions are indicated:

- Overall width: 2'-11 3/8" (2 feet 11 and 3/8 inches)
- Overall height: 10'-0" (10 feet 0 inches)
- Roof slope: 12/4 (12 vertical, 4 horizontal)
- Roof height: 2'-0" (2 feet 0 inches)
- Roof overhang: 4'-6" (4 feet 6 inches)
- Vertical divisions (from left to right):
 - 9'-4" (9 feet 4 inches)
 - 8'-1" (8 feet 1 inch)
 - 7'-4" (7 feet 4 inches)
 - 9'-8 1/2" (9 feet 8 and 1/2 inches)
 - 7'-4" (7 feet 4 inches)
 - 9'-8 1/2" (9 feet 8 and 1/2 inches)
- Bottom height: 10" (10 inches)

This architectural section drawing illustrates a two-story building with a complex, multi-gabled roofline. The building is divided into three main sections by a central gap. The left section features a steeply pitched roof on the far left, a lower section, and a taller section with a gabled roof. The right section has a gabled roof on the far right, a lower section, and a taller section with a gabled roof. The central gap is filled with a cloud-like pattern. The drawing uses thick black lines for structural elements and thinner lines for internal divisions. The ground level is indicated by a thick black line at the bottom.

A5.1

_____ of _____

Total Sheets

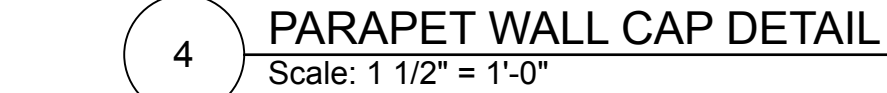
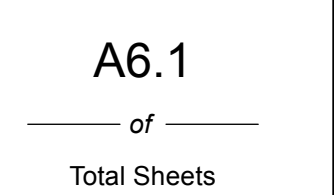
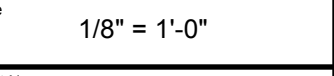
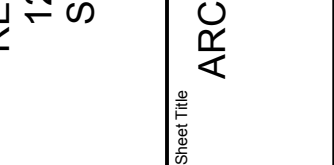
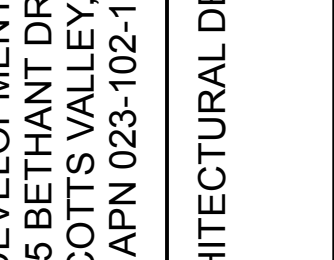
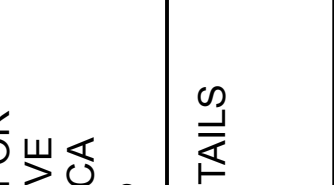
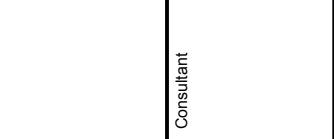
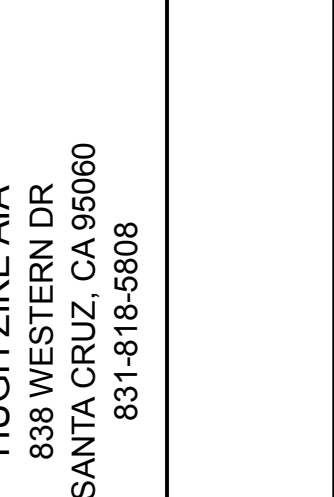
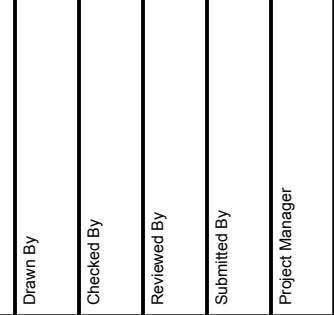
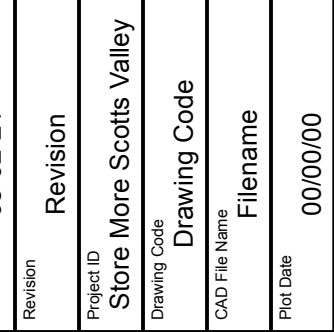
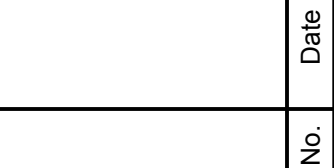
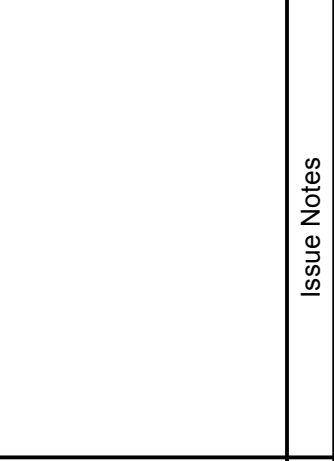
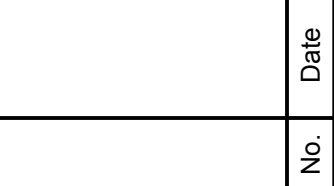
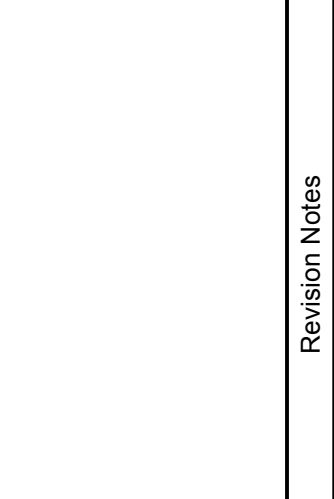
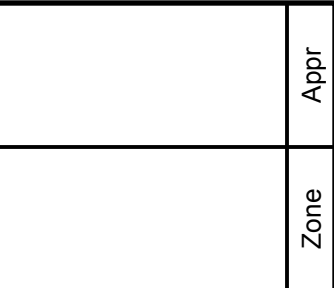


Diagram illustrating the cross-section of a metal building siding installation, showing the following components and assembly details:

- "BOARD AND BATTEN" METAL SIDING BY METAL BUILDING FABRICATOR
- WALL INSULATION
- STEEL FRAMING SEE STRUCTURAL
- SEALANT OVER BACKING ROD
- SHIM
- GYP BD FINISH WITH CASING AND CORNER BEAD
- ANODIZED ALUMINUM STORE FRONT HEAD
- HEAD FLASHING BY METAL BUILDING FABRICATOR

ANODIZED ALUMINUM
INTERMEDIATE MULLION

ANODIZED ALUMINUM
STORE FRONT WITH
INSULATING GLASS
KAWNEER TRIFAB
VERSAGLAZE 451 OR
EQUIVALENT

SEALANT OVER BACKING
ROD

SHIM

CONC WALK

6 WINDOW HEAD AND SILL
Scale: 3" = 1'-0"

5 DOOR HEAD AND SILL
Scale: 3" = 1'-0"

7 WINDOW AND DOOR JAMB
Scale: 3" = 1'-0"

3 TYPICAL WINDOW WALL SECTION
Scale: 1 1/2" = 1'-0"

1 "REDWOOD" BRACKET DETAIL
Scale: 1 1/2" = 1'-0"

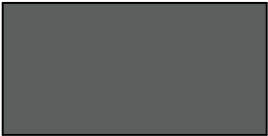
2 SUN SHADE DETAIL
Scale: 1 1/2" = 1'-0"



METAL ROOFING
AEP SPAN
COLOR: SAGE GREEN



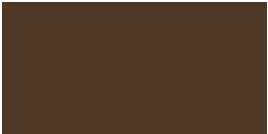
HORIZONTAL WALL CAP
AEP SPAN
COLOR: REGAL WHITE



STEEL BEAMS
COLOR: CHARCOAL GREY

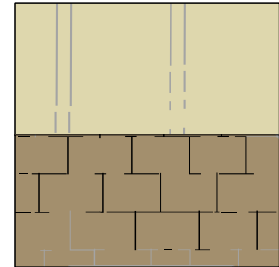


STEEL ROLL UP DOORS
COLOR: "JANUS" SILHOUETTE GRAY



AWNINGS
COLOR: BRONZED

BOARD AND BATTEN SIDING:
METAL
COLOR: NAVAJO BEIGE



WOOD SHINGLE SIDING
HARDIE
COLOR: KHAKI BROWN

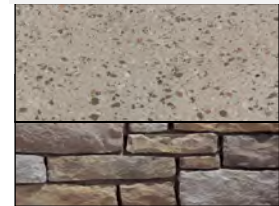
STEEL EXIST DOORS AND FRAMES:
COLOR: "JANUS" DESERT SAND



DOOR & WDW FRAMES
ALUMINUM AND VYNIL
COLOR: WHITE



GROUND FACE CMU
BASALITE
COLOR: 113



STONE WAINSCOT
ELDORADO STONE
COLOR: LIMESTONE YORK

REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: FEBRUARY 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

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SHEET

CB1



PATIO PAVING
CALSTONE PAVERS
COLOR: QUARRY STONE
VERSAILLES CHACO CANYON

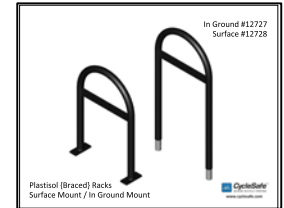


PATIO RETAINING WALL
ALLEN BLOCK
COLOR: EUROPA BROWN
BEIG CHARCOAL



PATIO BENCH
COLOR: ACID WASH BELSON
OUTDOORS MODEL TF160

BICYCLE RACK
CYCLE SAFE
COLOR: BLACK



REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: OCTOBER, 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

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SHEET

CB2

REDEVELOPMENT PLANS FOR BETHANY PROFESSIONAL COMMERCIAL PROPERTY

125 BETHANT DRIVE
SCOTT'S VALLEY, CALIFORNIA

CIVIL SHEET INDEX

C0.1 - COVER SHEET
C1.1 - EXISTING SITE AND DEMOLITION PLAN
C2.1 - SITE IMPROVEMENTS
C3.1 - GRADING PLAN
C3.2 - STORM WATER CONTROL PLAN
C4.1 - UTILITY AND FIRE SUPPRESSION PLAN
C5.1 - EROSION CONTROL PLAN
C5.2 - EROSION CONTROL DETAILS
C6.1 - DETAILS
C6.2 - DETAILS
C6.3 - CITY OF SV Details
C6.4 - SVWD DETAILS

L1 - LANDSCAPE PLAN

E1 - LIGHTING PLAN

ARCHITECT:

HUGH ZIKES, ARCHITECT
838 WESTERN DRIVE
SANTA CRUZ, CA 95060
OFFICE: 831.818.5808

CIVIL ENGINEER:

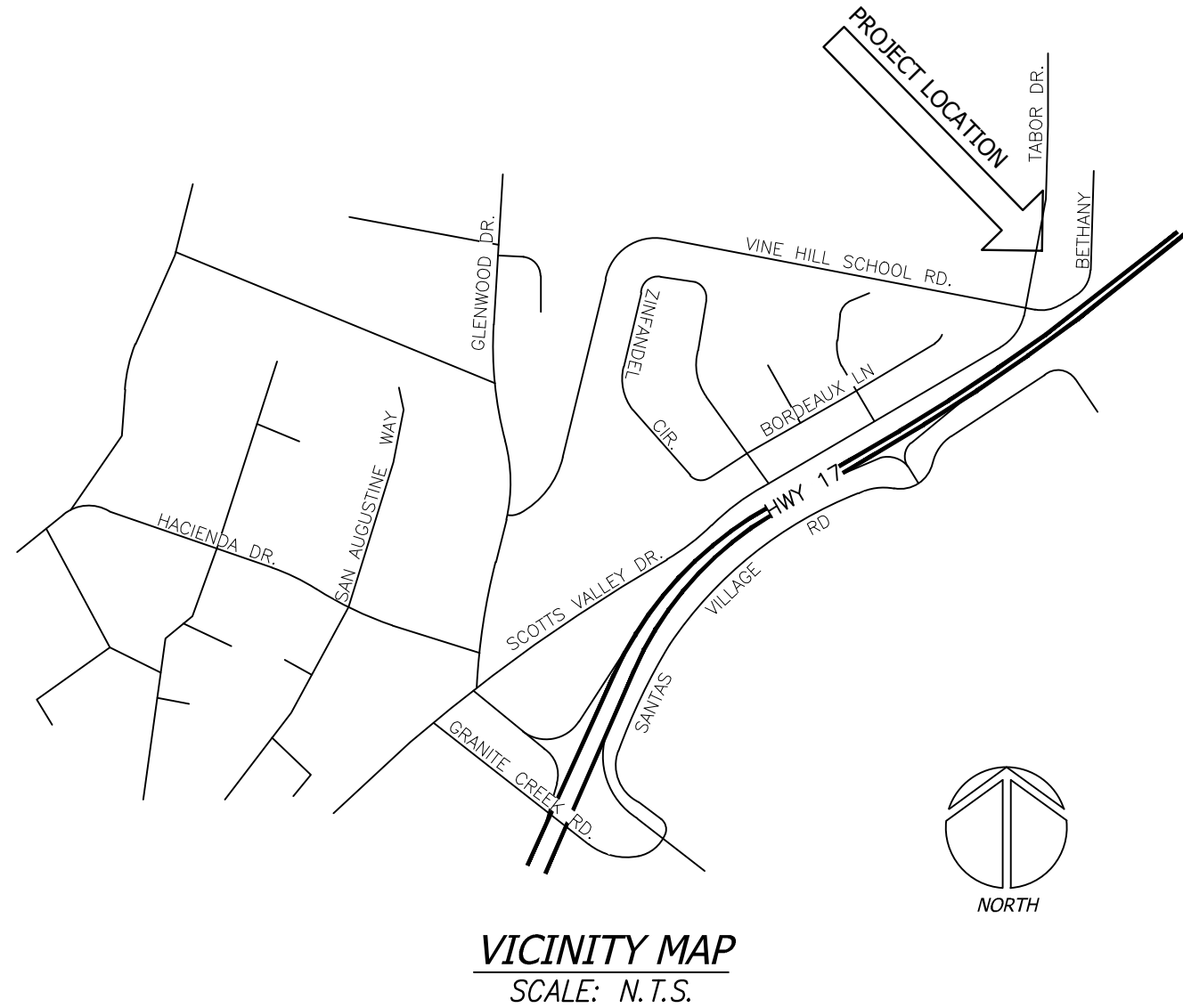
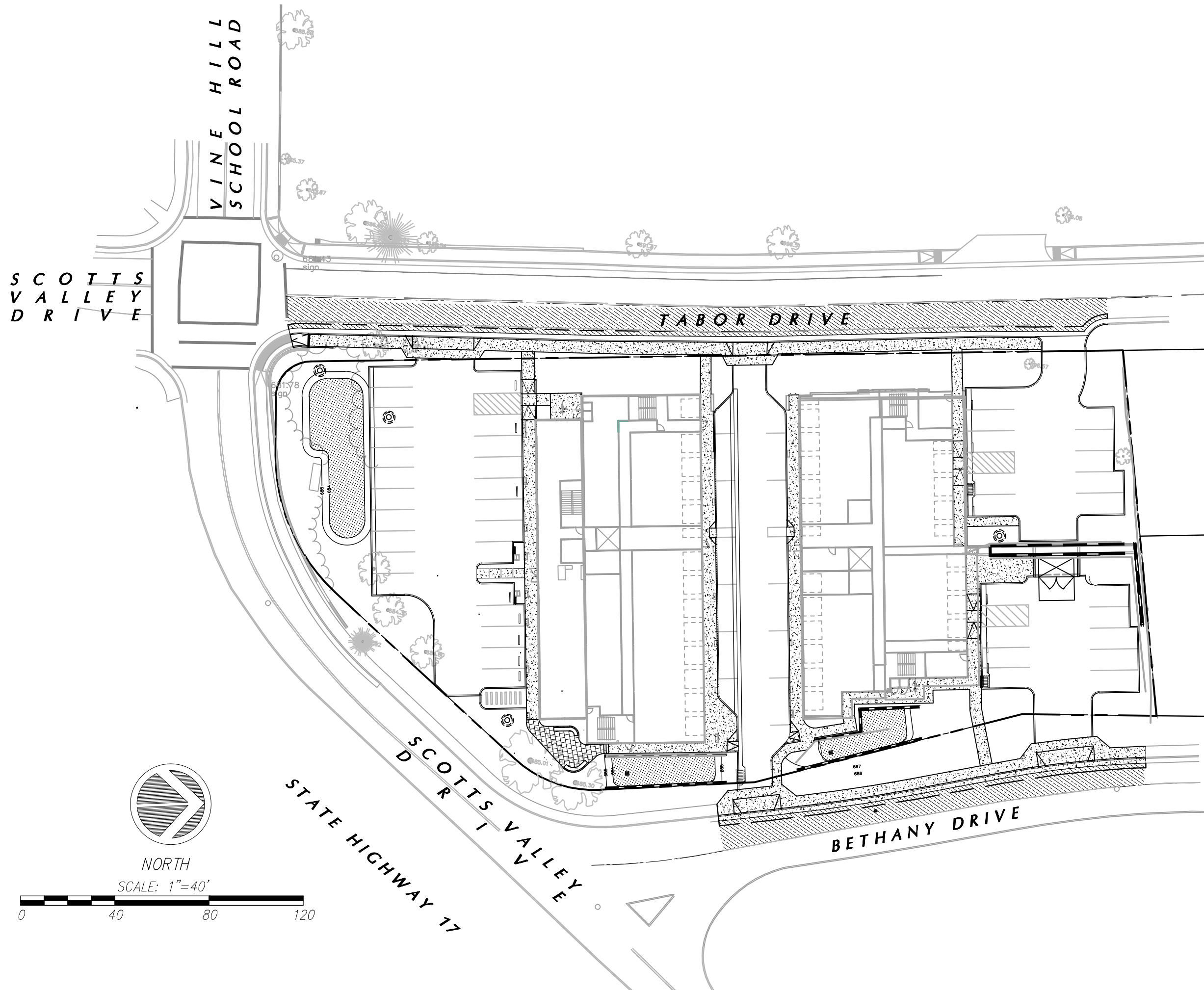
C2G/CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE STE. 6
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

SURVEYOR:

ALPHA SURVEY
4444 SCOTT'S VALLEY DRIVE
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

GEOTECHNICAL ENGINEER:

ROCK SOLID ENGINEERING
1100 MAIN STREET, SUITE 6
WATSONVILLE, CA 95076
OFFICE: 831.724.5868



PROJECT DATUM

BASED UPON GPS OBSERVED = NORTH

UTILITY PROVIDERS

PROVIDER	CONTACT NUMBER
WATER:	SCOTT'S VALLEY WATER DISTRICT (831) 438-2363
GAS AND ELECTRIC:	PACIFIC GAS AND ELECTRIC 1-800-468-4743
SANITARY SEWER:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-0732
STORM DRAIN SYSTEM:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-5854

UNAUTHORIZED CHANGES AND USES

CAUTION: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THE PLANS

THE WITHIN PLANS ARE COPYRIGHTED AS AN UNPUBLISHED WORK BY C2G/CIVIL CONSULTANTS GROUP, INC. ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THESE DRAWINGS ARE OWNED BY, AND THE PROPERTY OF C2G/CIVIL CONSULTANTS GROUP, INC. AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH, THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF C2G/CIVIL CONSULTANTS GROUP, INC.

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CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT HE SHOULD ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, AND THAT REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED DURING WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR DESIGN PROFESSIONAL.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE DESIGN PROFESSIONAL FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

CONSTRUCTION SURVEYING / STAKING

CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL SURVEYING AND OR STAKING BY A LICENSED SURVEYOR FOR ALL CONSTRUCTION PURPOSES.

NOTE:

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS. CALL USA (800) 227-2600. CONTRACTOR TO NOTIFY ENGINEER OF ANY APPARENT CONFLICTS FOR RESOLUTION PRIOR TO START OF CONSTRUCTION.

GENERAL NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTT'S VALLEY.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES.

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BFC	BOTTOM FACE OF CURB
BFP	BACK FLOW PREVENTER
BFS	BOTTOM FACE OF STEP
BLDG	BUILDING
CONC	CONCRETE
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
CCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DI	DROP INLET/DRAINAGE INLET
DWY	DRIVEWAY
EC	EDGE OF CONCRETE
EP	EDGE OF PAVEMENT
EG	EXISTING GRADE
(E)	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
NAP	NOT A PART
NTS	NOT TO SCALE
P/L	PROPERTY LINE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
TC	TOP OF CURB
TYP	TYPICAL
WV	WATER VALVE

LEGEND

DESCRIPTION	PROPOSED	EXISTING
PROPERTY LINE		
EASEMENT LINE		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
FIRE HYDRANT		
STREET LIGHT		
WATER METER		
DOMESTIC WATER SERVICE		
SANITARY SEWER		
STORM DRAIN		
SANITARY MANHOLE		
STORM MANHOLE		
DRIVEWAY		
ADA CURB RAMP		
IRRIGATION METER AND BACK FLOW PREVENTER		

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

COVER



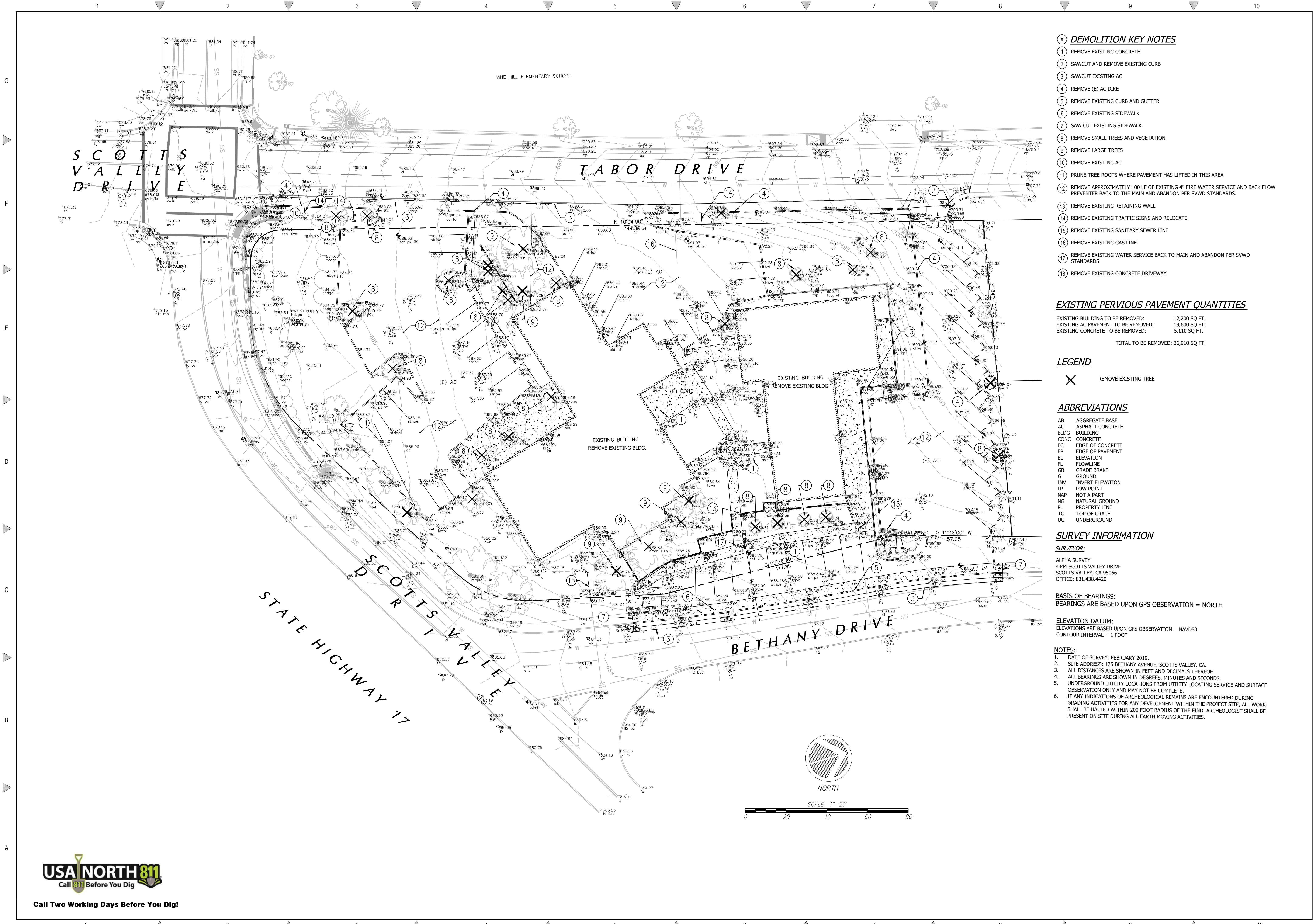
C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scott's Valley Drive
Scott's Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	X" = XX'
Drawn:	TC/JB
Job:	338-40
Sheet:	C0.1
Of	12 Sheets



Call Two Working Days Before You Dig!



DEMOLITION KEY NOTES

- 1 REMOVE EXISTING CONCRETE
- 2 SAWCUT AND REMOVE EXISTING CURB
- 3 SAWCUT EXISTING AC
- 4 REMOVE (E) AC DIKE
- 5 REMOVE EXISTING CURB AND GUTTER
- 6 REMOVE EXISTING SIDEWALK
- 7 SAW CUT EXISTING SIDEWALK
- 8 REMOVE SMALL TREES AND VEGETATION
- 9 REMOVE LARGE TREES
- 10 REMOVE EXISTING AC
- 11 PRUNE TREE ROOTS WHERE PAVEMENT HAS LIFTED IN THIS AREA
- 12 REMOVE APPROXIMATELY 100 LF OF EXISTING 4" FIRE WATER SERVICE AND BACK FLOW PREVENTER BACK TO THE MAIN AND ABANDON PER SWWD STANDARDS.
- 13 REMOVE EXISTING RETAINING WALL
- 14 REMOVE EXISTING TRAFFIC SIGNS AND RELOCATE
- 15 REMOVE EXISTING SANITARY SEWER LINE
- 16 REMOVE EXISTING GAS LINE
- 17 REMOVE EXISTING WATER SERVICE BACK TO MAIN AND ABANDON PER SWWD STANDARDS
- 18 REMOVE EXISTING CONCRETE DRIVEWAY

EXISTING PERVIOUS PAVEMENT QUANTITIES

EXISTING BUILDING TO BE REMOVED: 12,200 SQ. FT.
EXISTING AC PAVEMENT TO BE REMOVED: 19,600 SQ. FT.
EXISTING CONCRETE TO BE REMOVED: 5,110 SQ. FT.

TOTAL TO BE REMOVED: 36,910 SQ. FT.

LEGEND

X REMOVE EXISTING TREE

ABBREVIATIONS

AB AGGREGATE BASE
AC ASPHALT CONCRETE
BLDG BUILDING
CONC CONCRETE
EC EDGE OF CONCRETE
EP EDGE OF PAVEMENT
EL ELEVATION
FL FLOWLINE
GB GRADE BRAKE
G GROUND
INV INVERT ELEVATION
LP LOW POINT
NAP NOT A PART
NG NATURAL GROUND
PL PROPERTY LINE
TG TOP OF GRATE
UG UNDERGROUND

SURVEY INFORMATION

SURVEYOR:

ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: 831.438.4420

BASIS OF BEARINGS:

BEARINGS ARE BASED UPON GPS OBSERVATION = NORTH

ELEVATION DATUM:

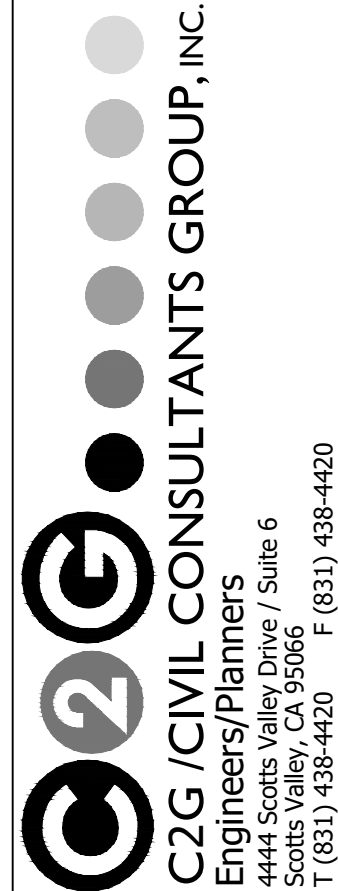
ELEVATIONS ARE BASED UPON GPS OBSERVATION = NAVD83
CONTOUR INTERVAL = 1 FOOT

NOTES:

1. DATE OF SURVEY: FEBRUARY 2019.
2. SITE ADDRESS: 125 BETHANY AVENUE, SCOTTS VALLEY, CA.
3. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
4. ALL BEARINGS ARE SHOWN IN DEGREES, MINUTES AND SECONDS.
5. UNDERGROUND UTILITY LOCATIONS FROM UTILITY LOCATING SERVICE AND SURFACE OBSERVATION ONLY AND MAY NOT BE COMPLETE.
6. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

**EXISTING
SITE/DEMOLITION
PLAN**

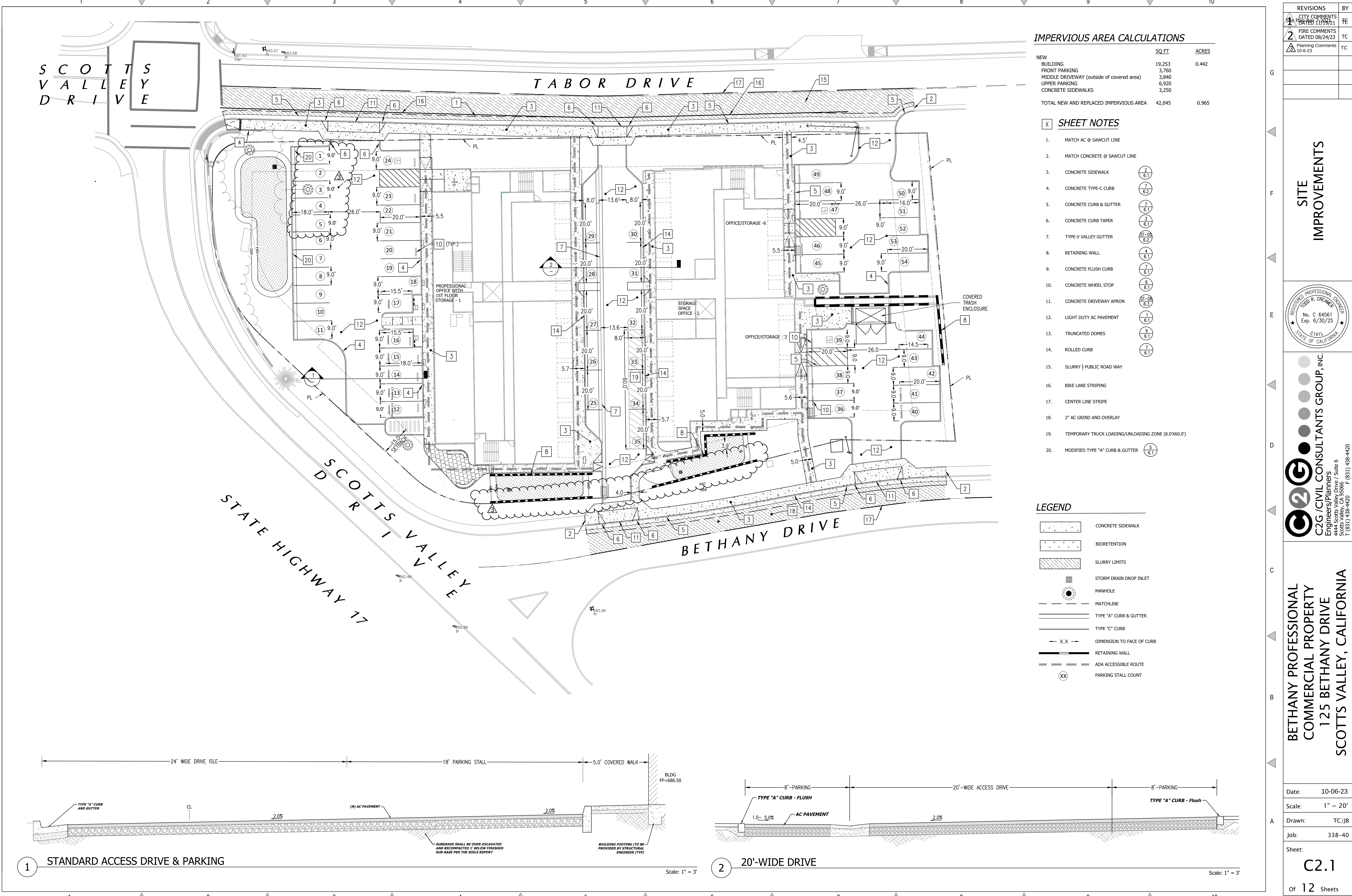


**BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA**

Date:	10-06-23
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C1.1
Of 12 Sheets	



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IMPERVIOUS AREA CALCULATIONS

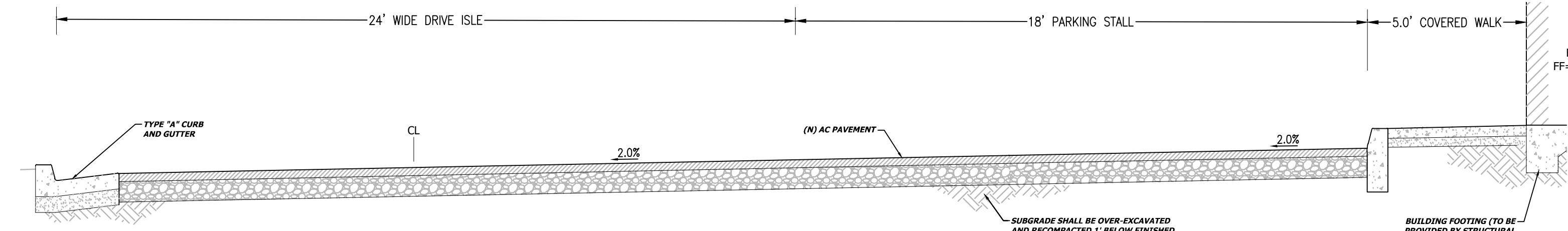
	SQ. FT.	ACRES
NEW BUILDING	19,253	0.442
FRONT PARKING	3,760	
MIDDLE DRIVEWAY (outside of covered area)	3,840	
UPPER PARKING	6,920	
CONCRETE SIDEWALKS	3,250	
TOTAL NEW AND REPLACED IMPERVIOUS AREA	42,045	0.965

SHEET NOTES

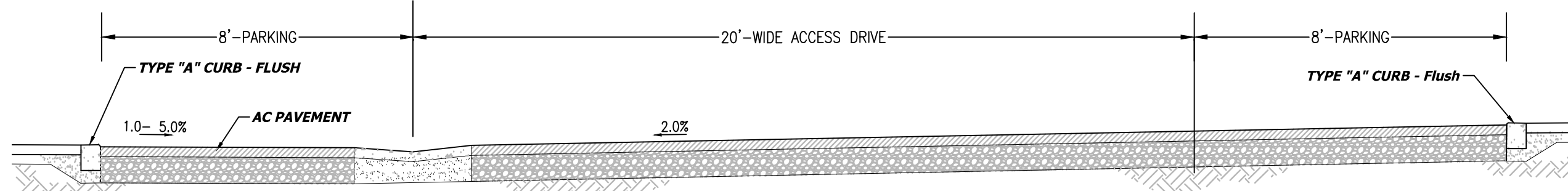
- MATCH AC @ SAWCUT LINE
- MATCH CONCRETE @ SAWCUT LINE
- CONCRETE SIDEWALK
- CONCRETE TYPE-C CURB
- CONCRETE CURB & GUTTER
- CONCRETE CURB TAPER
- TYPE-V VALLEY GUTTER
- RETAINING WALL
- CONCRETE FLUSH CURB
- CONCRETE WHEEL STOP
- CONCRETE DRIVEWAY APRON
- LIGHT DUTY AC PAVEMENT
- TRUNCATED DOMES
- ROLLED CURB
- SLURRY 1/2 PUBLIC ROAD WAY
- BIKE LANE STRIPING
- CENTER LINE STRIPE
- 2" AC GRIND AND OVERLAY
- TEMPORARY TRUCK LOADING/UNLOADING ZONE (8.0'X60.0')
- MODIFIED TYPE "A" CURB & GUTTER

LEGEND

- CONCRETE SIDEWALK
- BIORETENTION
- SLURRY LIMITS
- STORM DRAIN DROP INLET
- MANHOLE
- MATCHLINE
- TYPE "A" CURB & GUTTER
- TYPE "C" CURB
- DIMENSION TO FACE OF CURB
- RETAINING WALL
- ADA ACCESSIBLE ROUTE
- PARKING STALL COUNT



1 STANDARD ACCESS DRIVE & PARKING



2 20'-WIDE DRIVE

REVISIONS

1	CITY COMMENTS DATED 11/19/21	TE
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

SITE IMPROVEMENTS

REGISTERED PROFESSIONAL ENGINEER

TODD R. CREAGER

No. C 64561

Exp. 6/30/25

CIVIL

STATE OF CALIFORNIA

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Engineers/Planners

4400 Highway 99, Suite 6

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

Date:

10-06-23

Scale:

1" = 20'

Drawn:

TC/JB

Job:

338-40

Sheet:

C2.1

of 12 Sheets

SCOTT VALLEY DRIVE

TABOR DRIVE

SCOTT VALLEY DRIVE

BETHANY DRIVE

STATE HIGHWAY 17

GENERAL GRADING NOTES

1. SURFACE VEGETATION PRESENT AT THE TIME OF CONSTRUCTION SHOULD BE STRIPPED TOGETHER WITH ORGANIC LADEN TOPSOIL. THE ACTUAL DEPTH SHOULD BE DETERMINED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. FOR PLANNING PURPOSES THE AVERAGE DEPTH MAY BE ASSUMED TO BE 3-INCHES IN VEGETATED AREAS.
2. ALL MATERIAL TO BE USED AS FILL WITHIN BUILDING PAD AREAS & PARKING OR DRIVEWAY AREAS TO BE FREE OF ALL VEGETATION & FOREIGN MATTER AND SHALL BE APPROVED BY THE SOILS ENGINEER.
3. THESE SOILS WILL NEED TO BE PROCESSED; MOISTURE CONDITIONED AND RECOMPACTED AS ENGINEERED FILL. AT A MINIMUM, SUBGRADE SHOULD BE SACRIFICED TO A DEPTH OF 8-INCHES; MOISTURE CONDITIONED AND RECOMPACTED AS RECOMMENDED IN THE GEOTECHNICAL REPORT.
4. BUILDING PAD TO BE LEVEL SIDE-TO-SIDE, FRONT-TO-REAR, UNLESS OTHERWISE SHOWN.
5. STRIPPINGS MAY BE PLACED IN PLANTING AREAS; ALL EXCESS STRIPPING SHALL BE HAULED OFF. PAVING DEBRIS SHALL BE HAULED OFF TO AN APPROVED DISPOSAL SITE.
6. ALL WORK SHOWN OR NOTED IN THESE PLANS SHALL BE IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, ALL LOCAL, STATE AND FEDERAL MINIMUM STANDARDS AND THE LATEST ADDITION OF THE UNIFORM BUILDING CODE.
7. CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS NOT IDENTIFIED FOR REMOVAL DURING CONSTRUCTION. THEY SHALL REPAIR ANY DAMAGE TO NEW CONDITION AT THEIR EXPENSE.
8. VERIFY ALL EXISTING SITE CONDITIONS, SITE DIMENSIONS AND GRADES PRIOR TO THE START OF CONSTRUCTION.
9. ALL GRADING AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THE PROJECT.
10. GRADING SLOPES FOR BOTH CUT AND FILL SHALL NOT EXCEED 2(H):1(V) UNLESS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.
11. ALL SOFTSCAPE GRADES ADJACENT TO (N) BUILDINGS SHALL BE 8" (MIN.) BELOW FINISH FLOOR.
12. CONTRACTOR SHALL GRADE TO ENSURE DRAINAGE FLOWS AWAY FROM (N) BUILDINGS.
13. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 300 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

EARTHWORK QUANTITIES

NOTE: THE EARTHWORK QUANTITIES SHOWN HEREON ARE EXCLUSIVE OF WALL FOOTINGS, EXISTING PAVEMENT REMOVAL AND OVER EXCAVATION AND RECOMPACTION, UTILITY TRENCH SPOILS & SOIL EXPANSION AND CONTRACTION FACTORS.

ITEM	DESCRIPTION	CUT (cu.yds)	FILL (cu.yds)
1	EG VS. FG	770	1980

NET VOLUME = 1210 CU.YDS. OF FILL

THE ABOVE QUANTITIES ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE NECESSARY CUT AND FILL TO ACCOMPLISH FINISH GRADE SHOWN ON THESE PLANS.

STORM WATER POST-CONSTRUCTION REQUIREMENTS

NET IMPERVIOUS AREA = 45,600 (REFER TO IMPERVIOUS AREA TABLE ON C2.1)

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION

- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS

PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT

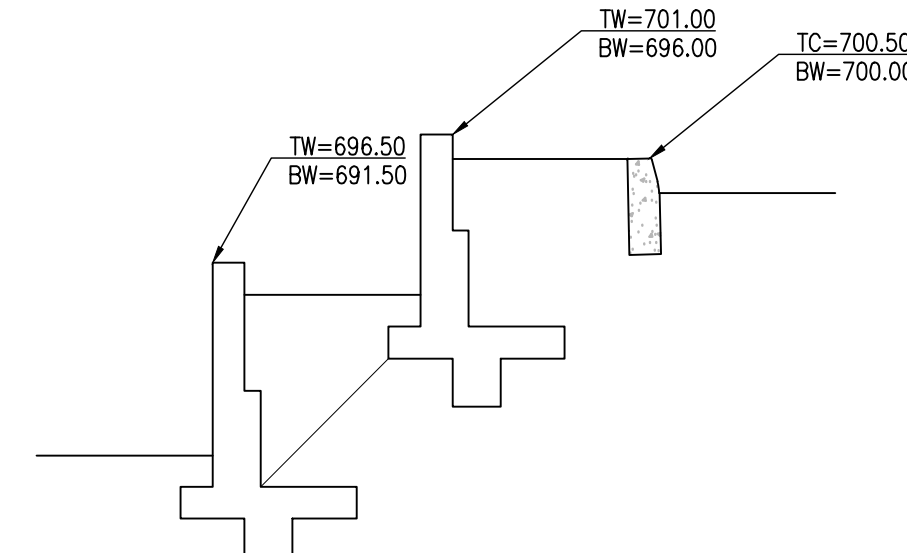
- BIO-RETENTION TREATMENT SYSTEM

PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION

- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
- PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION

PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT

- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

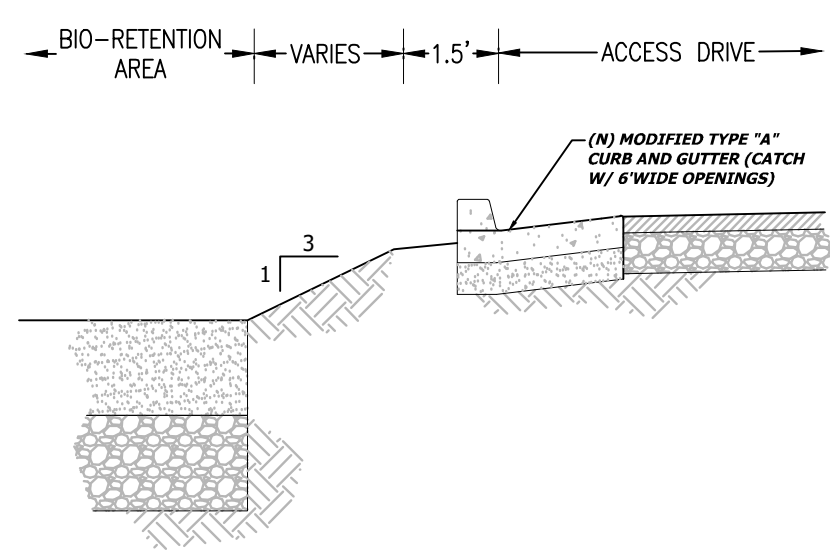


2 WALL X-SECTION

Scale: NTS



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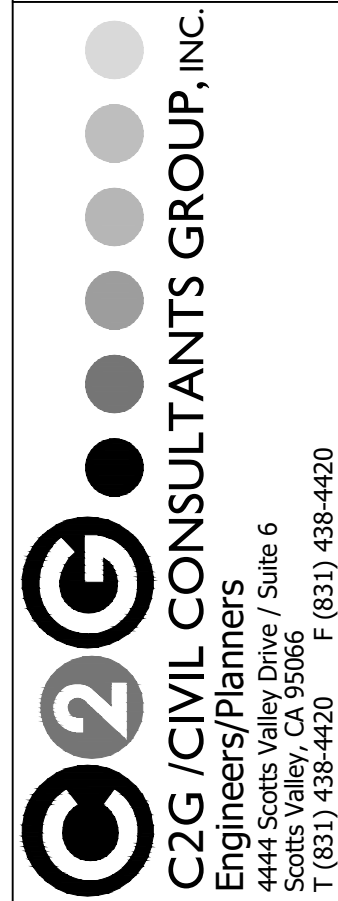


1 ACCESS DRIVE DRAINAGE TO BIO-RETENTION AREA

Scale: 1" = 3'

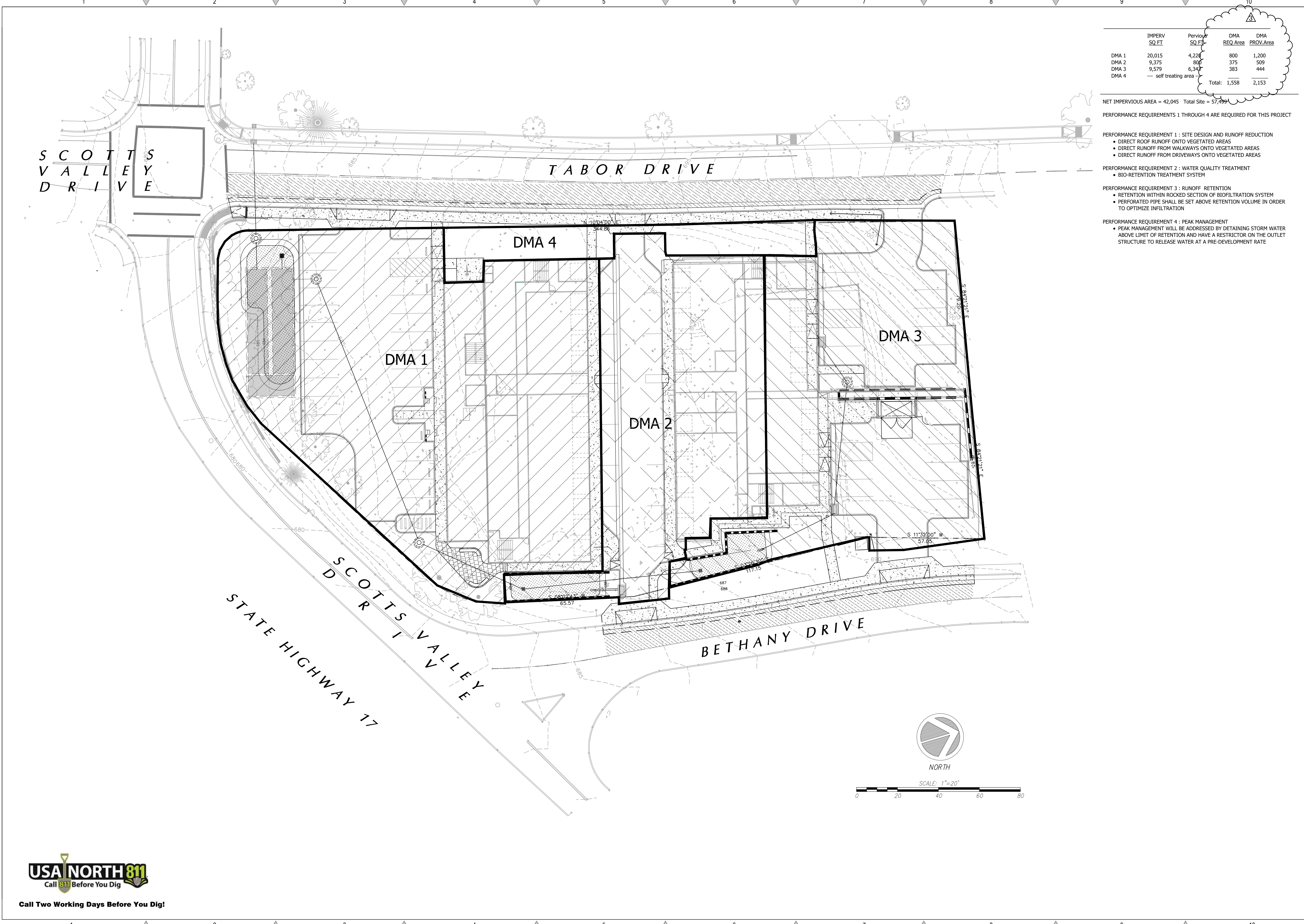
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

GRADING AND DRAINAGE PLAN



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C3.1
Of 12 Sheets	



	IMPERV SQ FT	Pervious SQ FT	DMA REQ Area	DMA PROV Area
DMA 1	20,015	4,220	800	1,200
DMA 2	9,375	800	375	509
DMA 3	9,579	6,342	383	444
DMA 4	---	self treating area	---	---
Total:			1,558	2,153

NET IMPERVIOUS AREA = 42,045 Total Site = 57,494

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

- PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION
- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS
- PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT
- BIO-RETENTION TREATMENT SYSTEM
- PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION
- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
 - PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION
- PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT
- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

REVISIONS

	BY	
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

STORM WATER
CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

Scale: 1" = 20'

Drawn: TC/JB

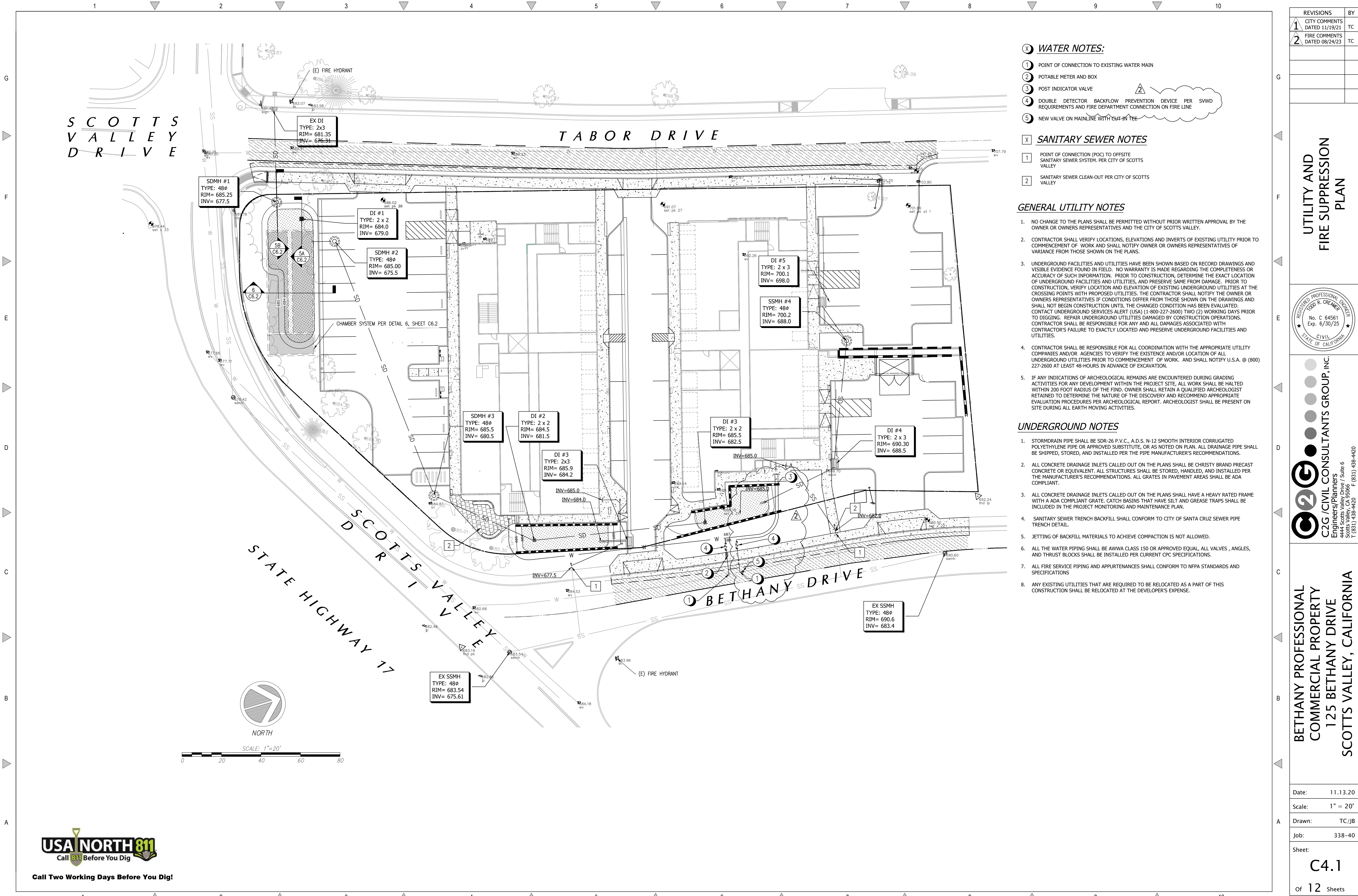
Job: 338-40

Sheet: C3.2

of 12 Sheets



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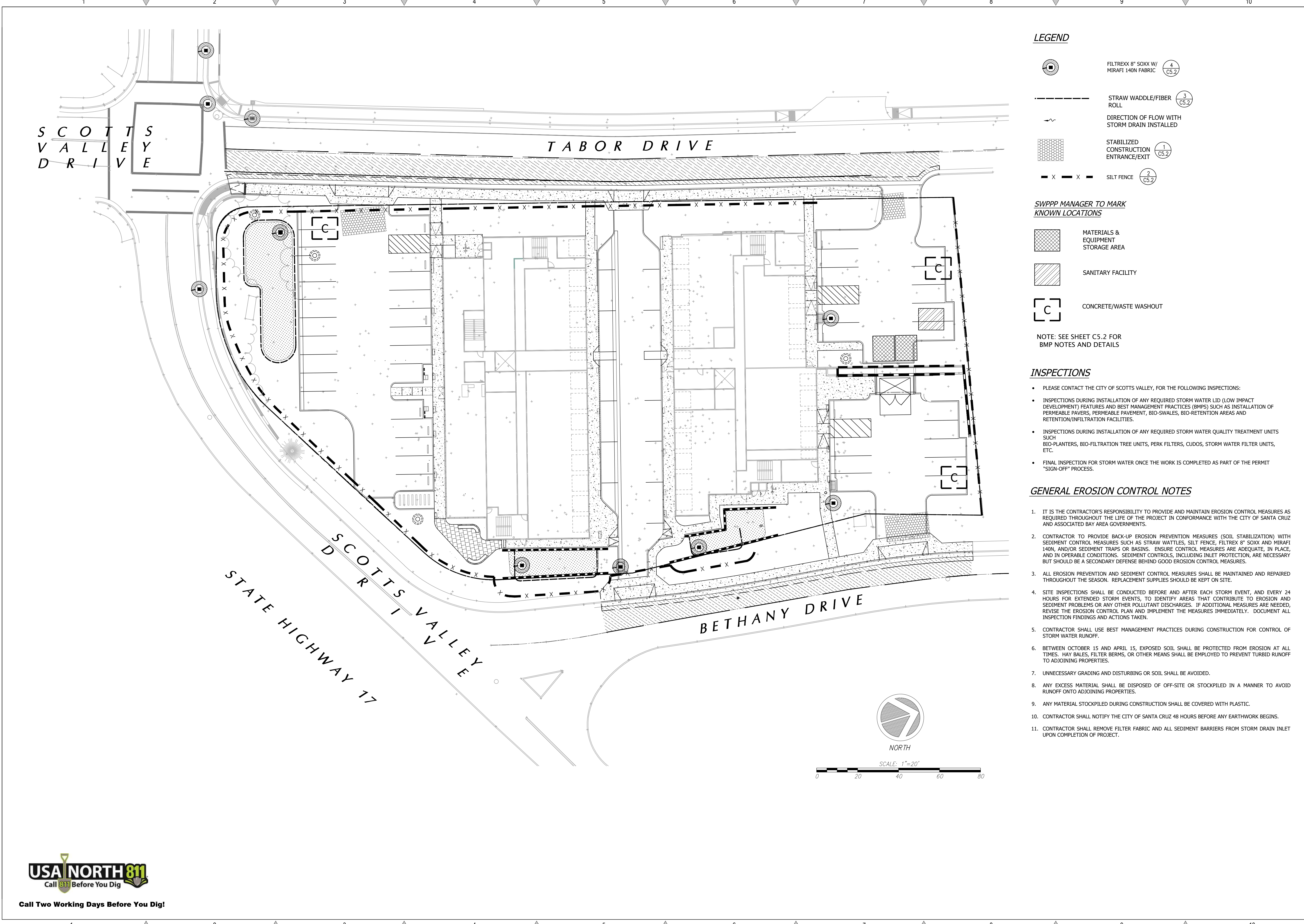
REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

UTILITY AND FIRE SUPPRESSION PLAN

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C4.1
Of	12 Sheets

Drawing: Z:\Shared\CAD\338-40\Stormwater\338-40 - C4.1 - UTILITY & FS.dwg
 Layout: C4.1 - UTILITY & FS.dwg
 Last Saved: Fri Oct 27, 2023 - 7:58pm
 Last Plotted: Fri Oct 27, 2023 - 8:00pm
 By:



LEGEND

- FILTREX 8" SOXX W/ MIRAF 140N FABRIC 4 C5.2
- STRAW WATTLE/FIBER ROLL 3 C5.2
- DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
- STABILIZED CONSTRUCTION ENTRANCE/EXIT 1 C5.2
- SILT FENCE 2 C5.2

SWPPP MANAGER TO MARK KNOWN LOCATIONS

- MATERIALS & EQUIPMENT STORAGE AREA
- SANITARY FACILITY
- CONCRETE/WASTE WASHOUT

NOTE: SEE SHEET C5.2 FOR BMP NOTES AND DETAILS

INSPECTIONS

- PLEASE CONTACT THE CITY OF SCOTTS VALLEY, FOR THE FOLLOWING INSPECTIONS:
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER LID (LOW IMPACT DEVELOPMENT) FEATURES AND BEST MANAGEMENT PRACTICES (BMPs) SUCH AS INSTALLATION OF PERMEABLE PAVERS, PERMEABLE PAVEMENT, BIO-SWALES, BIO-RETENTION AREAS AND RETENTION/INFILTRATION FACILITIES.
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER QUALITY TREATMENT UNITS SUCH BIO-PLANTERS, BIO-FILTRATION TREE UNITS, PERK FILTERS, CUDOS, STORM WATER FILTER UNITS, ETC.
- FINAL INSPECTION FOR STORM WATER ONCE THE WORK IS COMPLETED AS PART OF THE PERMIT "SIGN-OFF" PROCESS.

GENERAL EROSION CONTROL NOTES

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF SANTA CRUZ AND ASSOCIATED BAY AREA GOVERNMENTS.
- CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, FILTREX 8" SOXX AND MIRAF 140N, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.
- ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
- SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS, TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
- CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF.
- BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. HAY BALES, FILTER BERMS, OR OTHER MEANS SHALL BE EMPLOYED TO PREVENT TURBID RUNOFF TO ADJOINING PROPERTIES.
- UNNECESSARY GRADING AND DISTURBING OR SOIL SHALL BE AVOIDED.
- ANY EXCESS MATERIAL SHALL BE DISPOSED OF OFF-SITE OR STOCKPILED IN A MANNER TO AVOID RUNOFF ONTO ADJOINING PROPERTIES.
- ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.
- CONTRACTOR SHALL NOTIFY THE CITY OF SANTA CRUZ 48 HOURS BEFORE ANY EARTHWORK BEGINS.
- CONTRACTOR SHALL REMOVE FILTER FABRIC AND ALL SEDIMENT BARRIERS FROM STORM DRAIN INLET UPON COMPLETION OF PROJECT.

REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

EROSION CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scotts Valley Road
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BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	1" = 20'
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of	12 Sheets

Drawing: Z:\Shared\CAD\338-40\Stormwater\338-40 - C5.1 - ECP.dwg Layout: C5.1 - ECP Last Saved: Mon, Jul 03, 2023 - 9:47am Last Plotted: Thu, Oct 26, 2023 - 3:09pm By: tm

EROSION CONTROL BMP'S

ALL CONSTRUCTION SITES

DELINEATE CLEARING LIMITS, SENSITIVE OR CRITICAL AREAS, TREES, DRAINAGE COURSES, AND BUFFER ZONES TO PREVENT EXCESSIVE OR UNNECESSARY DISTURBANCE AND EXPOSURE OF SOIL.

- IDENTIFY ALL STORM DRAINS, DRAINAGE SWALES AND CREEKS LOCATED NEAR THE CONSTRUCTION SITE AND MAKE SURE ALL SUBCONTRACTORS ARE AWARE OF THEIR LOCATIONS TO PREVENT POLLUTANTS FROM ENTERING THEM.
- PRESERVE EXISTING VEGETATION, WHERE REQUIRED AND WHEN FEASIBLE, TO THE MAXIMUM EXTENT PRACTICABLE.
- PHASE GRADING OPERATIONS, TO THE EXTENT POSSIBLE, TO LIMIT AREAS OF DISTURBANCE AND TIME OF EXPOSURE.
- AVOID AND/OR MINIMIZE IMPACTS OF EXCAVATION AND GRADING DURING WET WEATHER AND IMMEDIATELY PRECEDING EXPECTED WET WEATHER.
- MINIMIZE CUTS AND FILLS.
- IMPLEMENT MEASURES TO MINIMIZE EROSION, MANAGE STORM WATER RUNOFF, AND PREVENT POLLUTANTS FROM CONSTRUCTION ACTIVITIES FROM ENTERING STORM DRAINS.
- ALIGN TEMPORARY AND PERMANENT ROADS AND DRIVEWAYS ALONG SLOPE CONTOURS.
- WASH VEHICLES AT AN APPROPRIATE OFF-SITE FACILITY. IF EQUIPMENT MUST BE WASHED ON-SITE, USE WASH DOWN AREAS DEVELOPED FOR SPECIFIC SITE REQUIREMENTS AND APPROVED BY SCHOOL DISTRICT REPRESENTATIVE. DO NOT USE SOAPS, SOLVENTS, DEGREASERS, OR STEAM CLEANING EQUIPMENT, AND PREVENT WASH WATER FROM ENTERING STORM DRAINS.

MINIMIZE SOIL MOVEMENT

- STOCKPILED SOIL AND MATERIALS SHOULD BE COVERED AND STABILIZED WITH TARPS, GEOTEXTILE FABRIC, HYDROSEEDING AND/OR EROSION CONTROL BLANKETS.
- CREATE A BERM AND/OR INSTALL SILT FENCING AROUND STOCKPILED MATERIALS TO PREVENT STORM WATER RUNOFF FROM TRANSPORTING SEDIMENT OFFSITE.
- USE STANDARD EROSION CONTROL SEEDING, PLANTING, GEOTEXTILE FABRIC AND/OR EROSION CONTROL BLANKETS TO STABILIZE DISTURBED SOIL AND REDUCE THE POTENTIAL FOR EROSION.
- USE OTHER SOIL STABILIZERS AS APPROVED BY THE SCHOOL DISTRICT.

STRUCTURES TO CONTROL AND CONVEY RUNOFF

- CONVEY RUNOFF BY USE OF EARTH DIKES, DRAINAGE SWALES AND/OR DITCHES WHEN FEASIBLE.
- USE SLOPE DRAINS TO COLLECT AND CONVEY WATER FOR DISCHARGE BELOW SLOPES WHEN FEASIBLE.
- USE VELOCITY DISSIPATION DEVICES, FLARED CULVERT END SECTIONS AND/OR CHECK DAMS TO REDUCE RUNOFF VELOCITY AND MITIGATE EROSION WHEN FEASIBLE.

CAPTURE SEDIMENT

- USE TERRACING, RIPRAP, SAND BAGS, ROCKS, APPROVED TEMPORARY VEGETATION AND/OR OTHER APPROVED BMP'S ON SLOPES TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENTS. DO NOT USE ASPHALT RUBBLE OR OTHER DEMOLITION DEBRIS FOR THIS PURPOSE.
- PROTECT STORM DRAIN INLETS FROM SEDIMENT-LADEN RUNOFF. STORM DRAIN INLET PROTECTION DEVICES INCLUDE GRAVEL BAGS, FILTER FABRIC FENCES AND BLOCK AND GRAVEL FILTERS.

OTHER RUNOFF CONTROLS

- TEMPORARY SEDIMENT BASIN
- SEDIMENT TRAP
- BRUSH OR ROCK FILTER
- SILT FENCE
- SAND OR GRAVEL BAG BARRIER

TRACKING CONTROL

- IMPLEMENT MEASURES AS NECESSARY TO MINIMIZE TRACKING OF SOIL OFF SITE
- USE DRY SWEEPING METHODS WHEN CLEANING SEDIMENTS FROM STREETS, DRIVEWAYS AND PAVED AREAS BY HAND. WHEN USING MECHANICAL STREET SWEEPERS, USE FINE WATER SPRAY TO REDUCE DUST AND IMPROVE SEDIMENT REMOVAL WHILE MINIMIZING RUNOFF.

PAINT WORK

- DO NOT CLEAN PAINT BRUSHES OR RINSE PAINT CONTAINERS INTO A STREET, GUTTER, STORM DRAIN, OR CREEK.
- FOR WATER-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE AND RINSE TO A DRAIN LEADING TO THE SANITARY SEWER (I.E., INDOOR PLUMBING).
- FOR OIL-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE, AND FILTER AND REUSE THINNERS AND SOLVENTS. DISPOSE OF UNUSABLE THINNERS, OIL-BASED PAINT, SLUDGES AND RESIDUE AS HAZARDOUS WASTE.
- NON-HAZARDOUS PAINT CHIPS AND DUST FROM DRY STRIPPING AND SAND BLASTING MAY BE SWEEPED UP OR COLLECTED IN PLASTIC DROP CLOTHS AND DISPOSED OF AS TRASH. CHEMICAL PAINT STRIPPING RESIDUE AND CHIPS AND DUST FROM MARINE PAINTS OR PAINTS CONTAINING LEAD OR TRIBUTYL TIN MUST BE DISPOSED OF AS A HAZARDOUS WASTE.
- WHEN STRIPPING OR CLEANING BUILDING EXTERIORS WITH HIGH-PRESSURE WATER, COVER OR BERM STORM DRAIN INLETS. COLLECT (MOP OR VACUUM) BUILDING CLEANING WATER FOR DISPOSAL IN A PRE-AUTHORIZED MANNER.
- RECYCLE, RETURN TO SUPPLIER OR DONATE UNWANTED WATER-BASED (LATEX) PAINT.
- DRIED LATEX PAINT MAY BE DISPOSED OF IN THE TRASH.

CEMENT AND CONCRETE WORK

- AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE OR CEMENT MORTAR ON-SITE.
- STORE DRY AND WET CONCRETE AND CEMENT UNDER COVER, PROTECTED FROM RAINFALL AND RUNOFF.
- WASH OUT CONCRETE TRANSIT MIXERS ONLY IN DESIGNATED WASH-OUT AREAS. WHENEVER POSSIBLE, RECYCLE WASHOUT BY PUMPING BACK INTO MIXERS FOR REUSE. DO NOT DISPOSE OF WASHOUT INTO THE STREET, STORM DRAINS, DRAINAGE DITCHES, OR CREEKS. DESIGNATED WASH-OUT AREAS MUST BE MAINTAINED TO PREVENT OVER FLOW.
- WHENEVER POSSIBLE, RETURN CONTENTS OF MIXER BARREL TO THE OFF-SITE YARD FOR RECYCLING. DISPOSE OF SMALL AMOUNTS OF EXCESS CONCRETE, GROUT, AND MORTAR IN THE TRASH.

ROADWORK/PAVEMENT

- APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER TO PREVENT CONTAMINANTS FROM CONTACTING STORMWATER RUNOFF.
- COVER STORM DRAIN INLETS AND MANHOLES WHEN PAVING OR APPLYING SEAL COAT, SLURRY SEAL, FOG SEAL, AND SIMILAR MATERIALS.
- ALWAYS PARK PAVING MACHINES OVER DRIP PANS OR ABSORBENT MATERIALS, SINCE THEY TEND TO DRIP CONTINUOUSLY.
- WHEN MAKING SAW-CUTS IN PAVEMENT, USE AS LITTLE WATER AS POSSIBLE. COVER POTENTIALLY AFFECTED STORM DRAIN INLETS COMPLETELY WITH FILTER FABRIC DURING THE SAWING OPERATION AND CONTAIN THE SLURRY BY WET-VACUUMING, OR BY PLACING STRAW BALES, SANDBAGS, OR GRAVEL DAMS AROUND THE CATCH BASINS. AFTER THE LIQUID DRAINS OR EVAPORATES, SHOVEL OR VACUUM THE SLURRY RESIDUE FROM THE PAVEMENT OR GUTTER AND REMOVE FROM SITE.
- WASH DOWN EXPOSED AGGREGATE CONCRETE ONLY WHEN THE WASH WATER CAN: (1) FLOW ONTO A DIRT AREA; (2) DRAIN ONTO A BERMED SURFACE FROM WHICH IT CAN BE PUMPED AND DISPOSED OF PROPERLY; OR (3) BE VACUUMED FROM THE AREA ALONG THE CURB WHERE SEDIMENT HAS ACCUMULATED BY BLOCKING A STORM DRAIN INLET.
- ALLOW AGGREGATE RINSE TO SETTLE, AND PUMP THE WATER TO THE SANITARY SEWER IF ALLOWED BY YOUR LOCAL WASTEWATER AUTHORITY.
- DO NOT WASH SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO A STREET OR STORM DRAIN. COLLECT AND RETURN TO AGGREGATE BASE STOCKPILE, OR DISPOSE WITH TRASH.
- RECYCLE BROKEN CONCRETE AND ASPHALT.

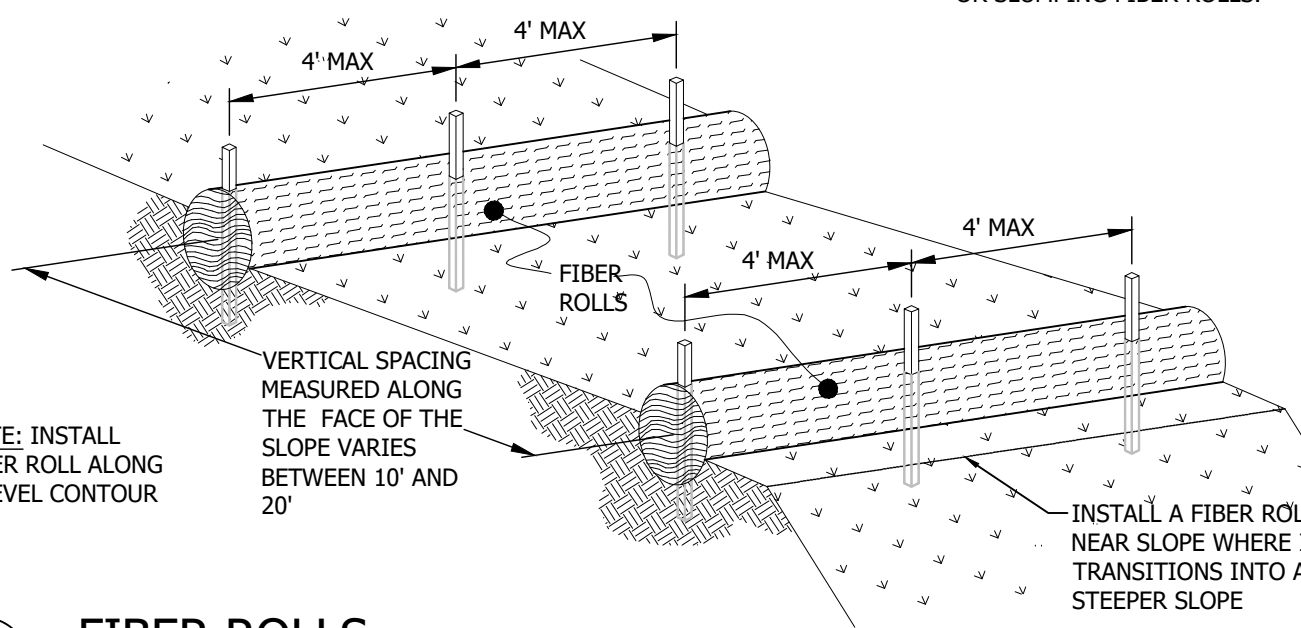
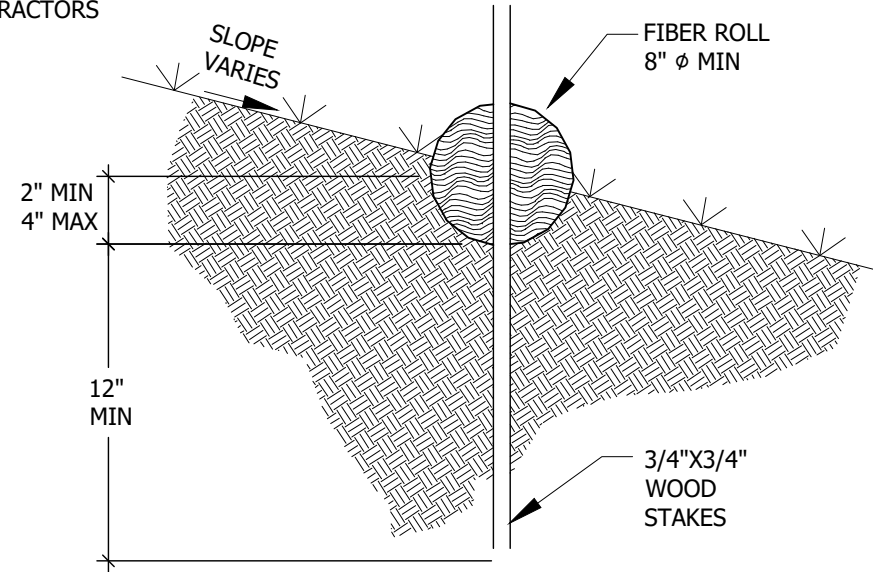
HAZARDOUS MATERIAL SPILL PREVENTION, SPILL REPORTING AND RESPONSE

- ALL HAZARDOUS MATERIALS SHALL BE STORED SO THAT THEY ARE PROTECTED

- FROM INCLEMENT WEATHER AND VANDALISM.
- MOTOR VEHICLES SHALL NOT BE FUELED ON THE PROJECT SITE.
- SPILL CONTAINMENT MEASURES MUST BE MADE PRIOR TO FUELING WHEN FUELING EQUIPMENT OTHER THAN MOTOR VEHICLES.
- VEHICLE MAINTENANCE, OTHER THAN EMERGENCY REPAIRS, SHALL NOT BE PERFORMED ON THE PROJECT SITE.
- APPROPRIATE EMERGENCY SPILL CONTAINMENT SUPPLIES SHALL BE MAINTAINED ON SITE BY THE CONTRACTOR.
- SPILLS GREATER THAN ONE QUART SHALL BE IMMEDIATELY REPORTED TO THE CITY'S REPRESENTATIVE AND COUNTY INSPECTOR.
- SPILLS SHALL BE DIKED OR CONTAINED BY TRAINED PERSONNEL TO PREVENT THE SPILLED HAZARDOUS MATERIAL FROM ENTERING THE STORM WATER SYSTEM OR LEAVING THE PROJECT SITE.
- SPILLS OF LESS THAN FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL. ALL CONTAMINATED MATERIALS SHALL BE CONTAINERIZED, REMOVED FROM THE JOBSITE AND DISPOSED IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
- SPILLS IN EXCESS OF FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL AND PLACED IN CONTAINERS UNDER THE DIRECTION OF THE COUNTY OFFICE OF ENVIRONMENTAL HEALTH AND SAFETY.
- ANY CONTAMINATED SOIL SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH ACCEPTABLE FRESH SOIL.
- RESPONSE SHALL BE CARRIED OUT BY APPROPRIATELY TRAINED PERSONNEL UTILIZING SAFE PRACTICES.

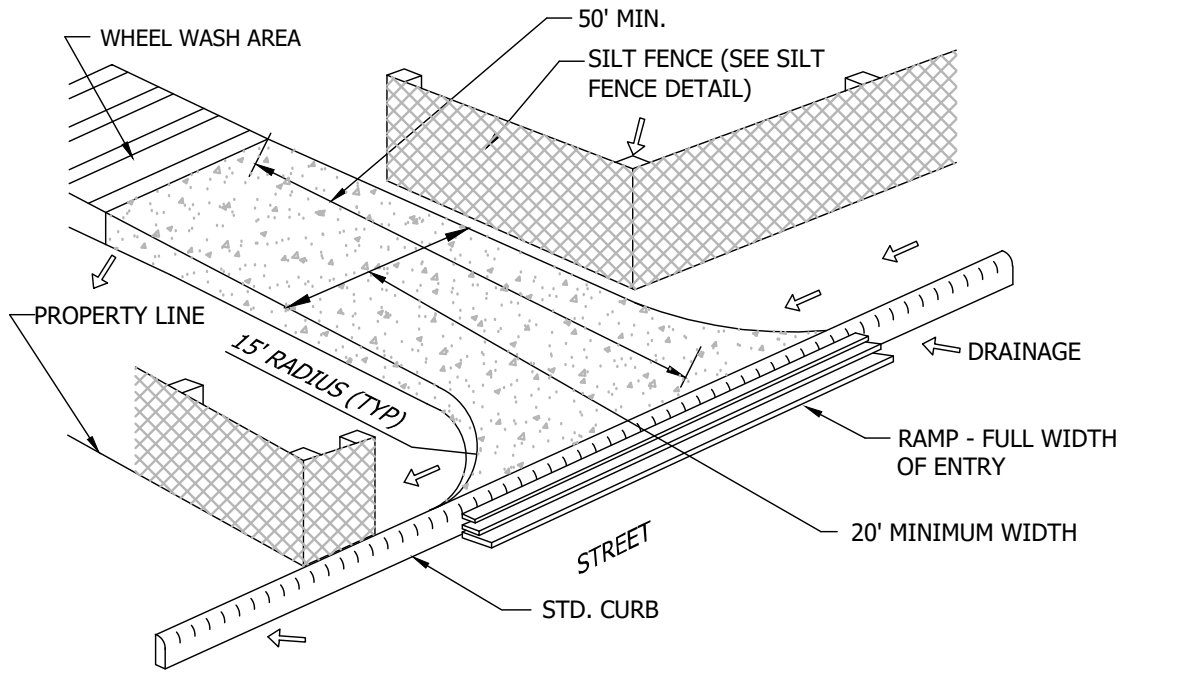
GOOD HOUSEKEEPING PRACTICES

- DO NOT WASH DOWN PAVEMENT OR SURFACES WHERE SILT HAS BEEN DEPOSITED OR MATERIALS HAVE SPILLED. USE DRY CLEANUP METHODS.
- AVOID CONTAMINATING CLEAN RUNOFF FROM AREAS ADJACENT TO YOUR SITE BY USING BERMS AND/OR TEMPORARY OR PERMANENT DRAINAGE DITCHES TO DIVERT WATER FLOW AROUND THE SITE.
- COVER EXPOSED PILES OF SOIL, CONSTRUCTION MATERIALS AND WASTES WITH PLASTIC SHEETING OR TEMPORARY ROOFS. BEFORE IT RAINS, SWEEP AND REMOVE MATERIALS FROM SURFACES THAT DRAIN TO STORM DRAINS, CREEKS, OR CHANNELS.
- PLACE TRASH CANS AROUND THE SITE TO REDUCE POTENTIAL LITTER. DISPOSE OF NON-HAZARDOUS CONSTRUCTION WASTES IN COVERED DUMPSTERS OR RECYCLING RECEPTACLES. RECYCLE LEFTOVER MATERIALS WHENEVER POSSIBLE.
- DISPOSE OF ALL WASTES PROPERLY. MATERIALS THAT CAN NOT BE REUSED OR RECYCLED MUST BE TAKEN TO AN APPROPRIATE LANDFILL OR DISPOSED OF AS HAZARDOUS WASTE, AS APPROPRIATE.
- COVER OPEN DUMPSTERS WITH PLASTIC SHEETING OR A TARP DURING RAINY WEATHER. SECURE THE SHEETING OR TARP AROUND THE OUTSIDE OF THE DUMPSTER. IF THE DUMPSTER HAS A COVER, CLOSE IT.
- TRAIN YOUR EMPLOYEES AND INFORM CONTRACTORS AND SUBCONTRACTORS ABOUT STORM WATER MANAGEMENT REQUIREMENTS AND THEIR RESPONSIBILITIES FOR COMPLIANCE.



FIBER ROLLS

Scale: NTS



ROCKED CONSTRUCTION ENTRANCE

Scale: NTS

CONSTRUCTION SPECIFICATIONS

LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:

- SLOPE INCLINATION OF 4 :1 (H:V) OR FLATTER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20 FT.

- SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (H:V) FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- SLOPE INCLINATION OF 2:1 (H:V) OR GREATER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 10 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- TURN THE ENDS OF THE FIBER ROLL UP SLOPE TO PREVENT RUNOFF FROM GOING AROUND THE ROLL. STAKE FIBER ROLLS INTO A 2 TO 4 IN. DEEP TRENCH WITH A WIDTH EQUAL TO THE DIAMETER OF THE FIBER ROLL.

- DRIVE STAKES AT THE END OF EACH FIBER ROLL AND SPACED 4 FT MAXIMUM ON CENTER.

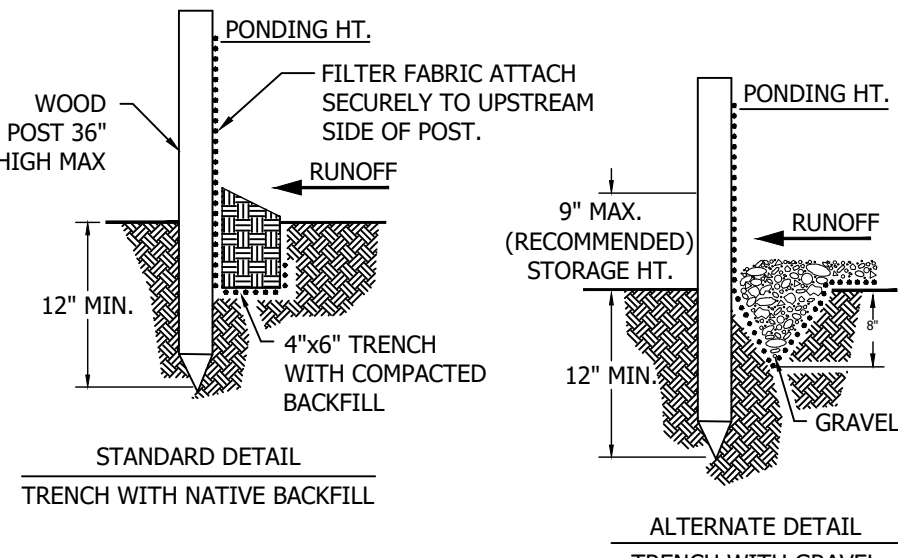
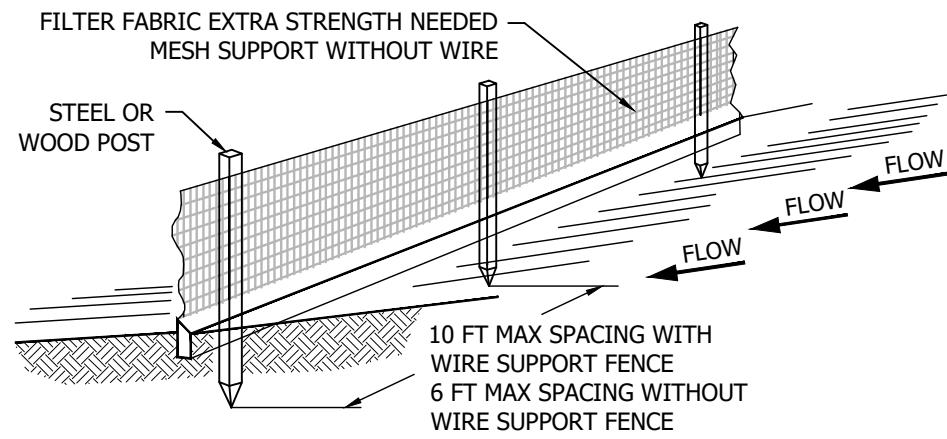
- USE WOOD STAKES WITH A NOMINAL CLASSIFICATION OF 0.75 BY 0.75 IN. AND A MINIMUM LENGTH OF 24 IN.

- IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, THE ROLLS SHOULD BE OVERLAPPED, NOT ABUTTED. REPAIR OR REPLACE SPLIT, TORN, UNRAVELING OR SLUMPING FIBER ROLLS.

IF THE FIBER ROLL IS USED AS A SEDIMENT CAPTURE DEVICE, OR AS AN EROSION CONTROL DEVICE TO MAINTAIN SHEET FLOWS, SEDIMENT THAT ACCUMULATES IN THE BMP MUST BE PERIODICALLY REMOVED IN ORDER TO MAINTAIN BMP EFFECTIVENESS. SEDIMENT SHOULD BE REMOVED WHEN SEDIMENT ACCUMULATION REACHES ONE-HALF THE DESIGNATED SEDIMENT STORAGE DEPTH, USUALLY ONE-HALF THE DISTANCE BETWEEN THE TOP OF THE FIBER ROLL AND THE ADJACENT GROUND SURFACE. SEDIMENT REMOVED DURING THE MAINTENANCE MAY BE INCORPORATED INTO EARTHWORK ON THE SITE OR DISPOSED AT AN APPROPRIATE LOCATION.

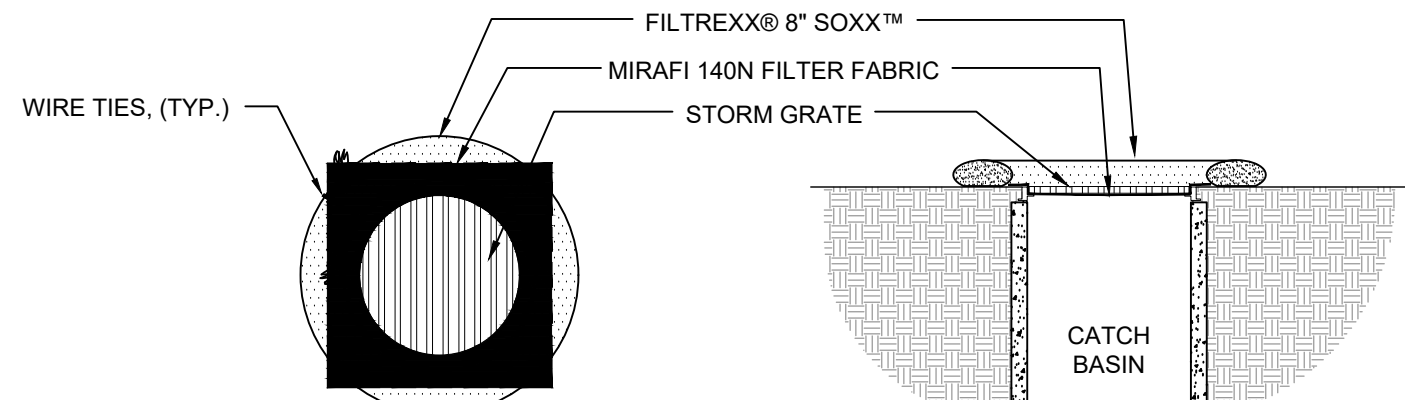
NOTE:

- INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
- REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
- SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.



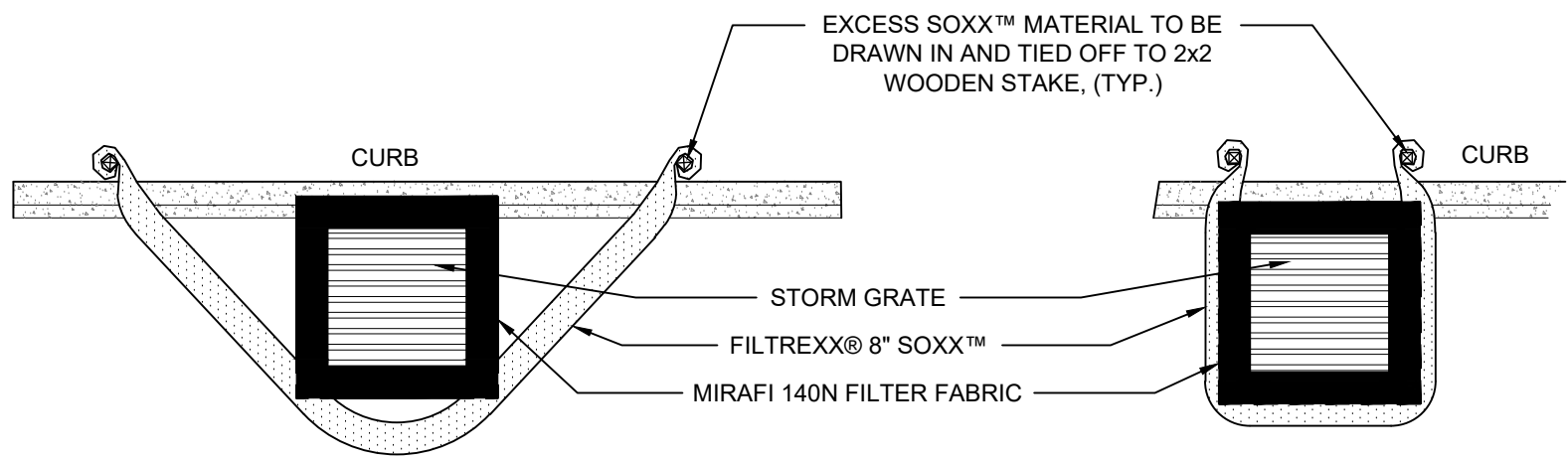
SILT FENCE

Scale: NTS



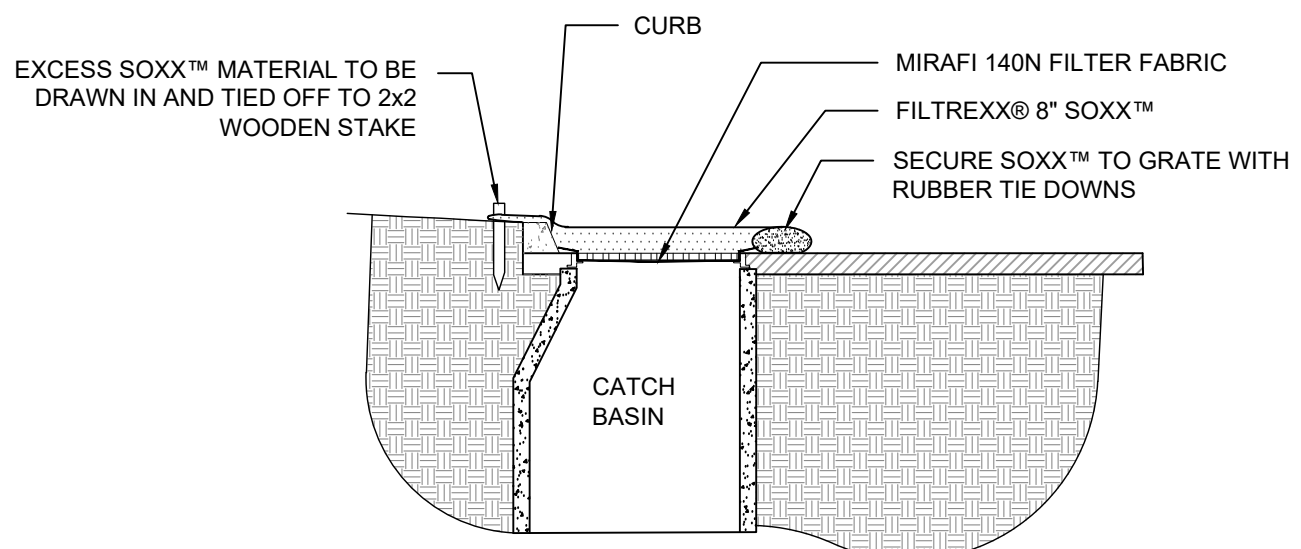
DRAIN INLET PLAN

DRAIN INLET SECTION



CURBSIDE OPTION "A" PLAN

CURBSIDE OPTION "B" PLAN



CURBSIDE SECTION

NOTES:

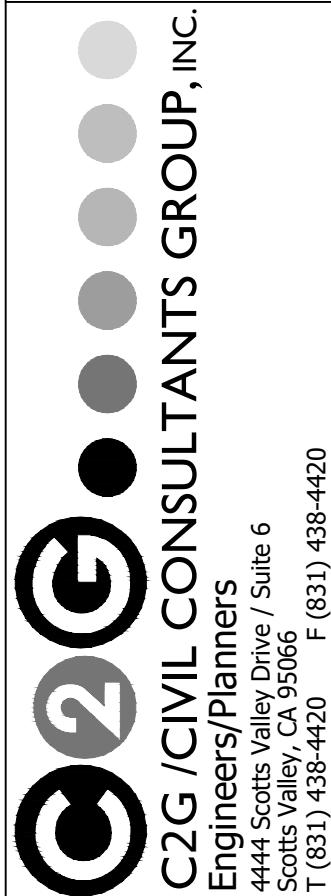
- ALL MATERIAL TO MEET FILTREXX® SPECIFICATIONS.
- FILTER MEDIA™ FILL TO MEET APPLICATION REQUIREMENTS.
- COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.
- CONTRACTOR SHALL EXTEND MIRAFI 140N FABRIC 6\"/>

FILTREXX® INLET PROTECTION

Scale: NTS

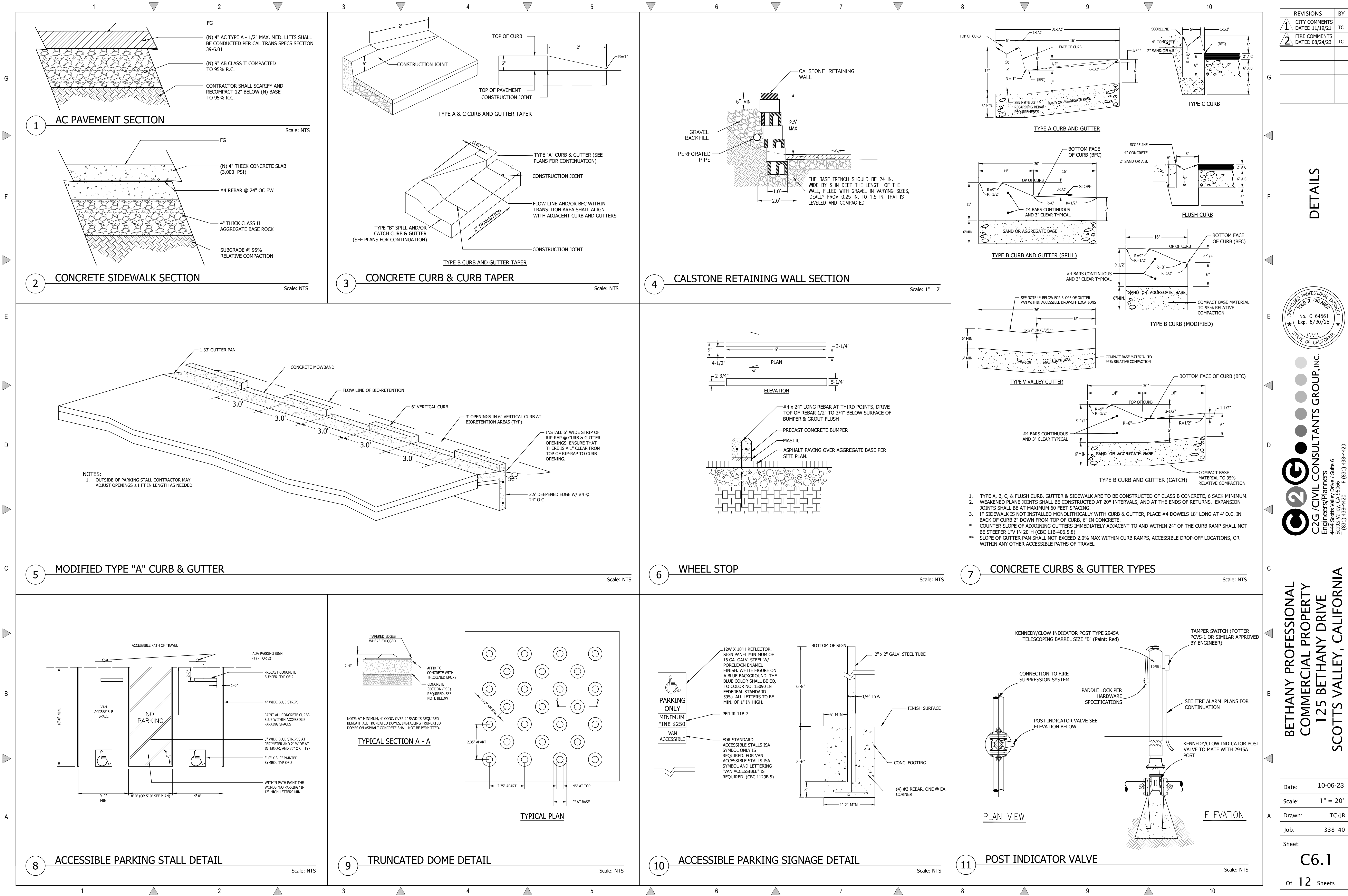
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

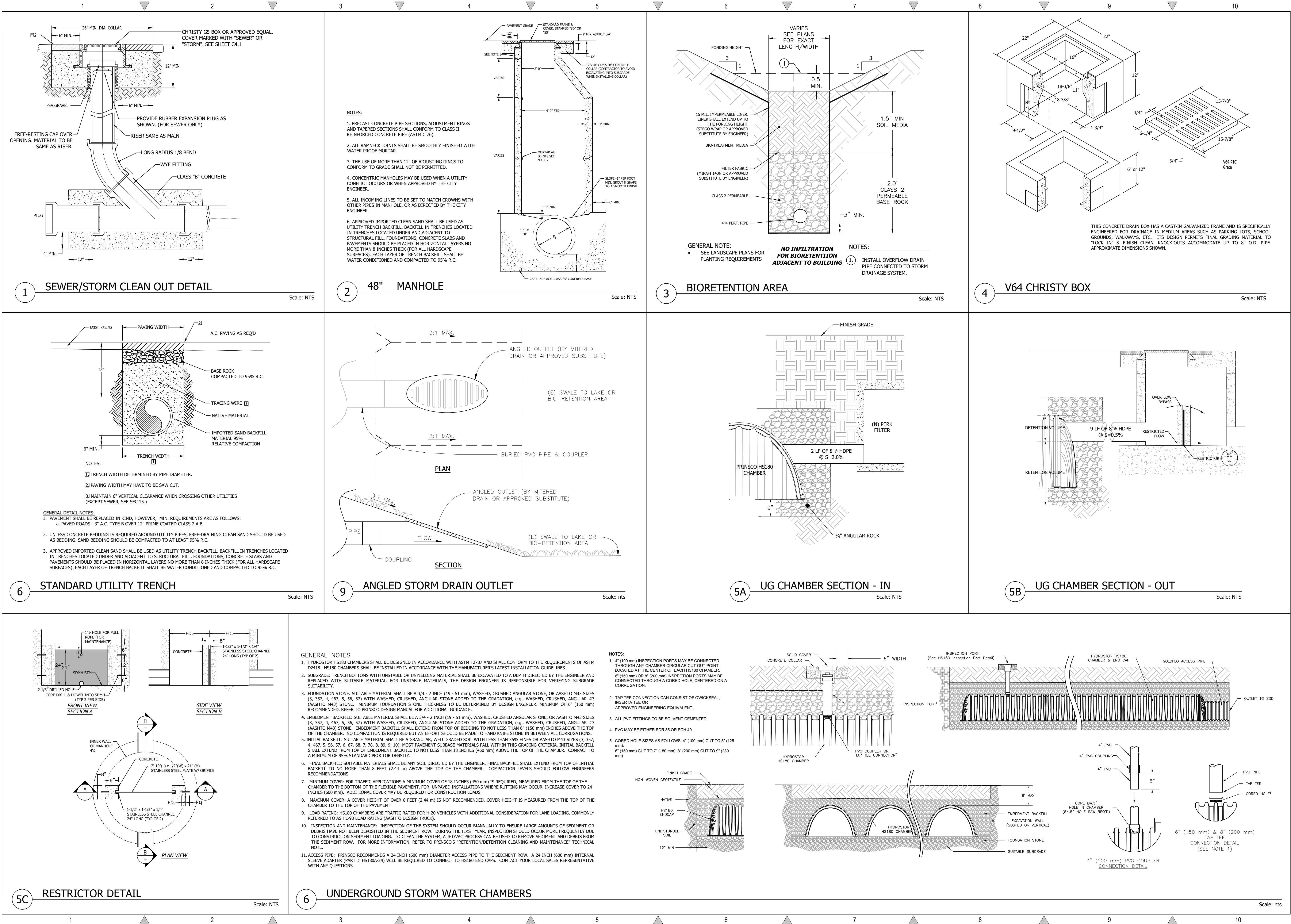
EROSION CONTROL DETAILS



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

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DETAILS

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREMER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

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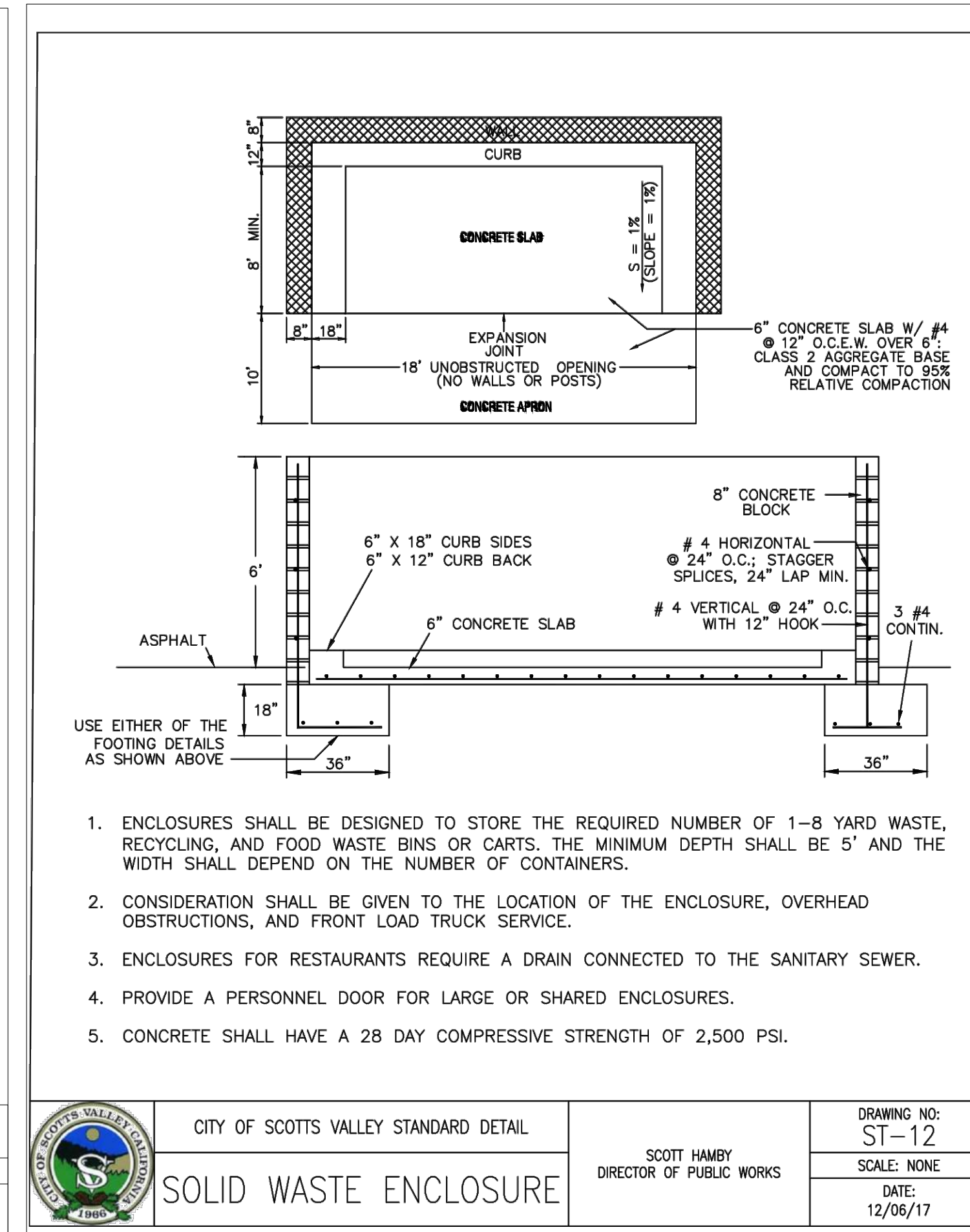
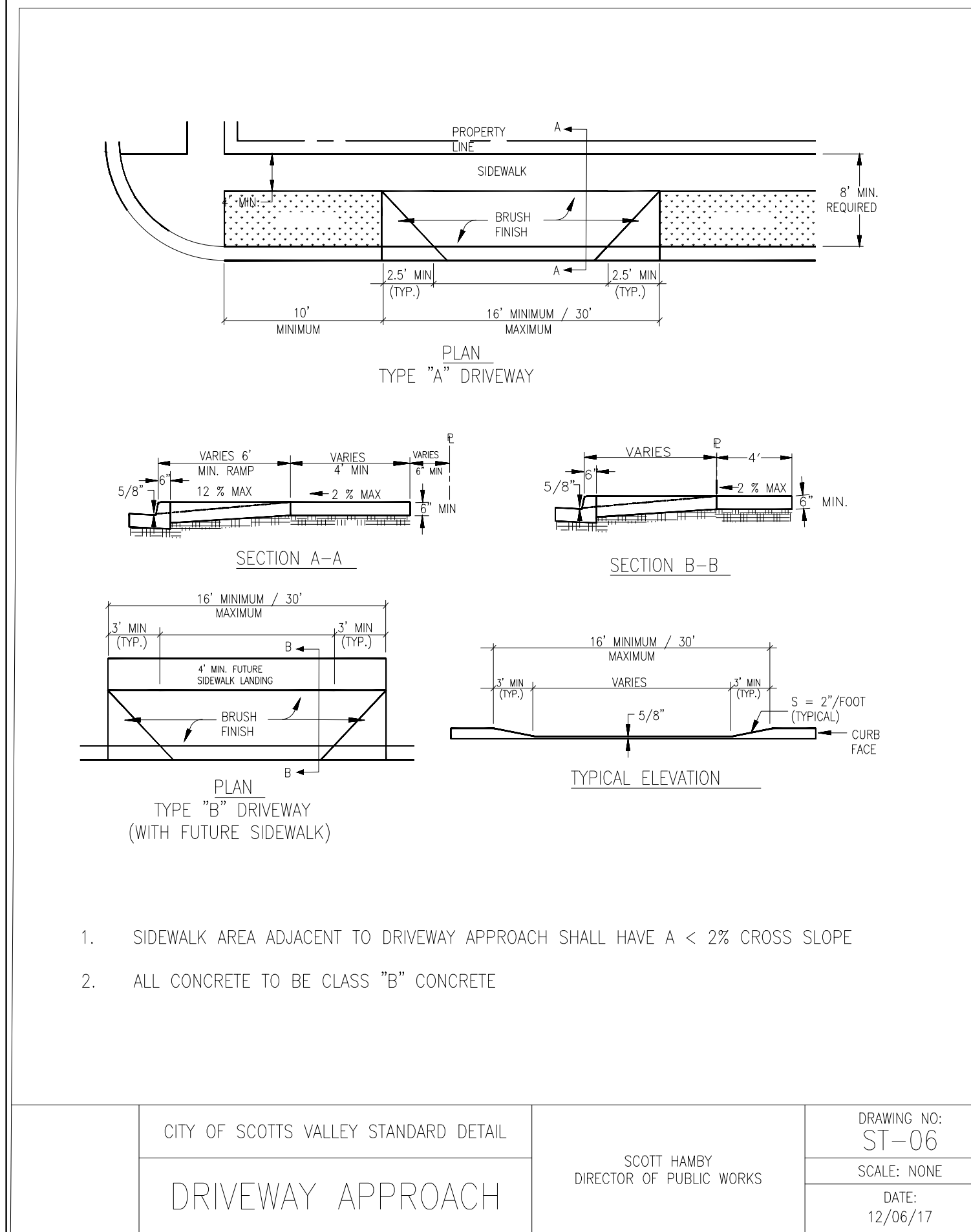
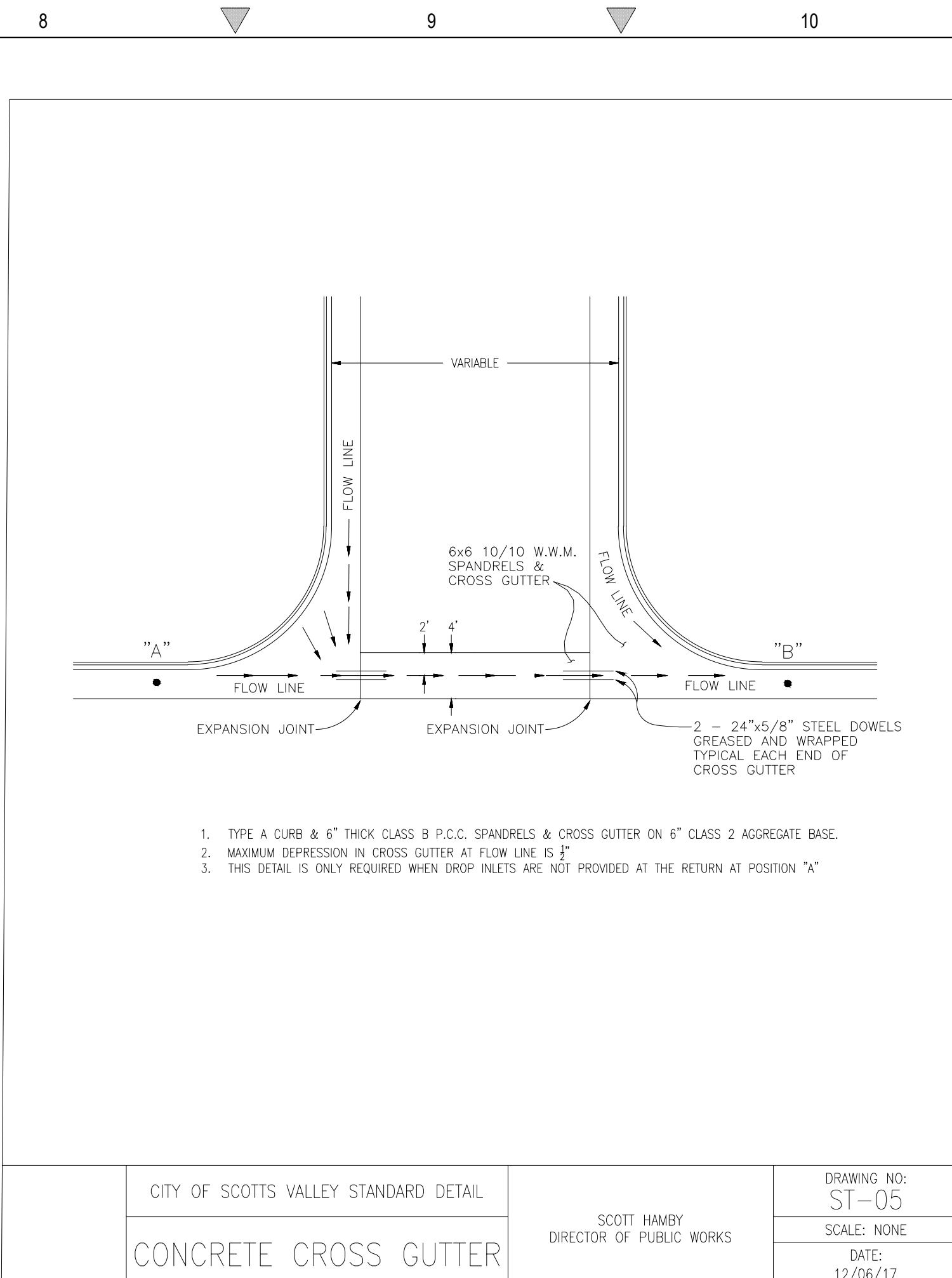
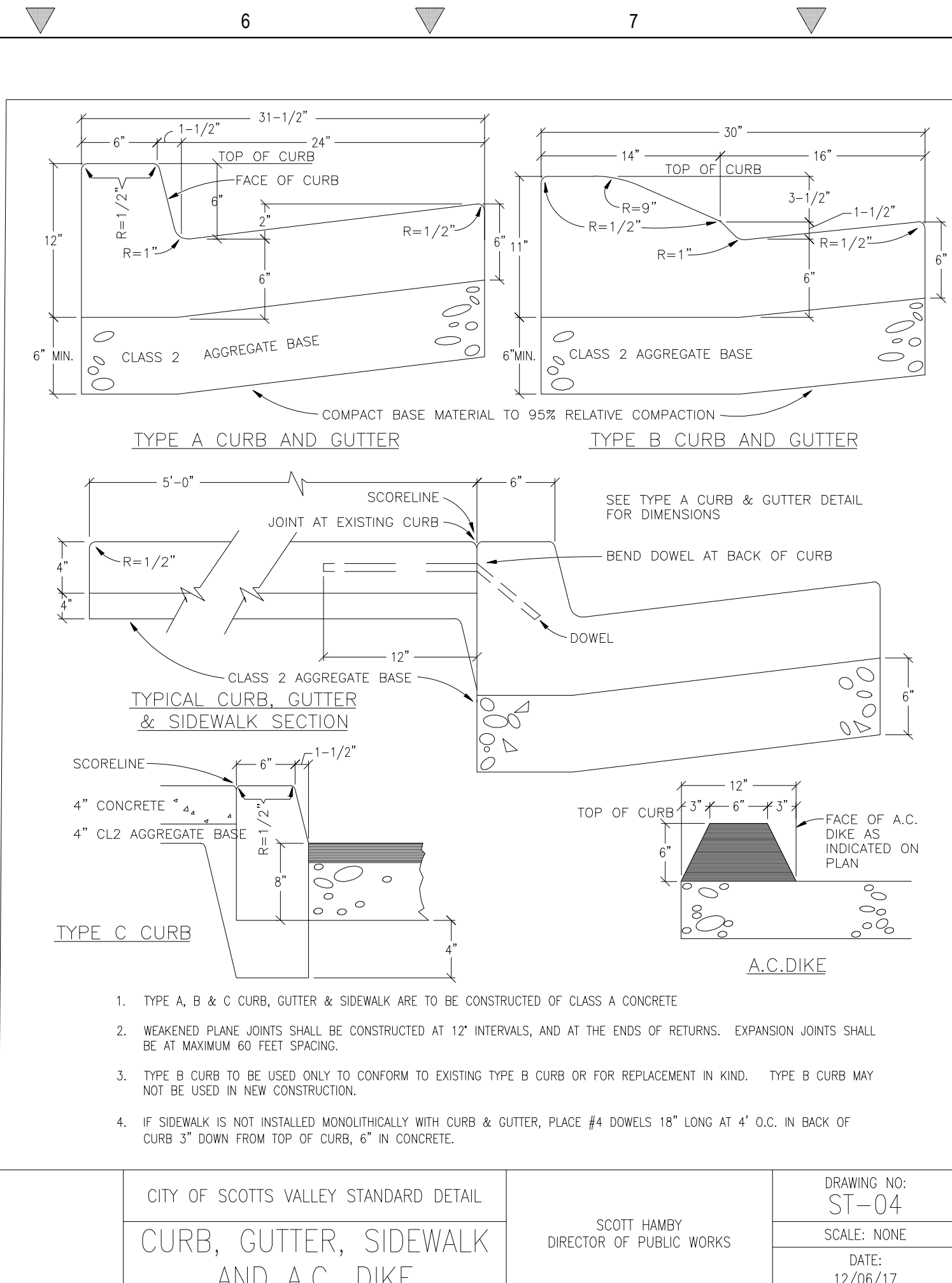
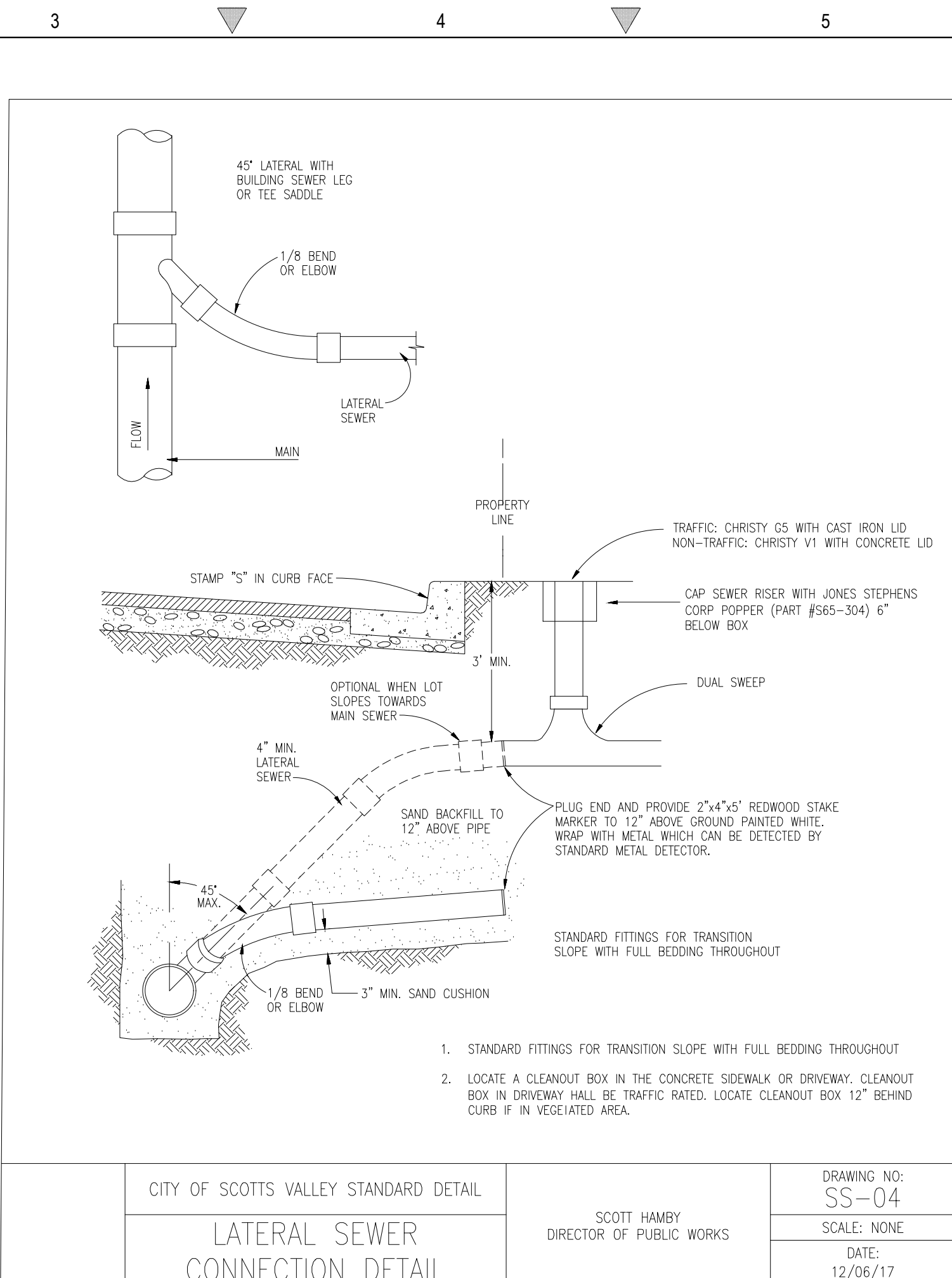
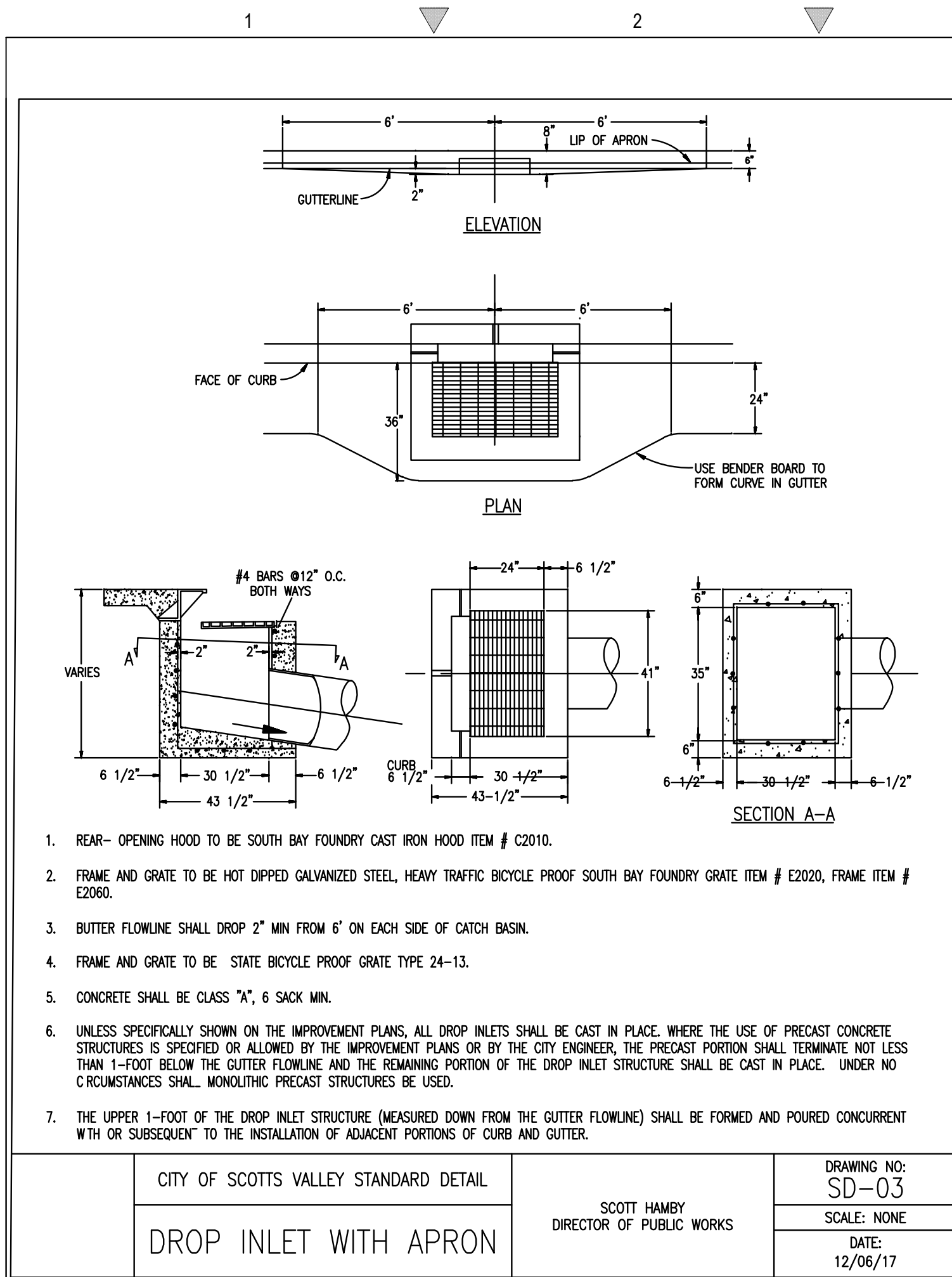
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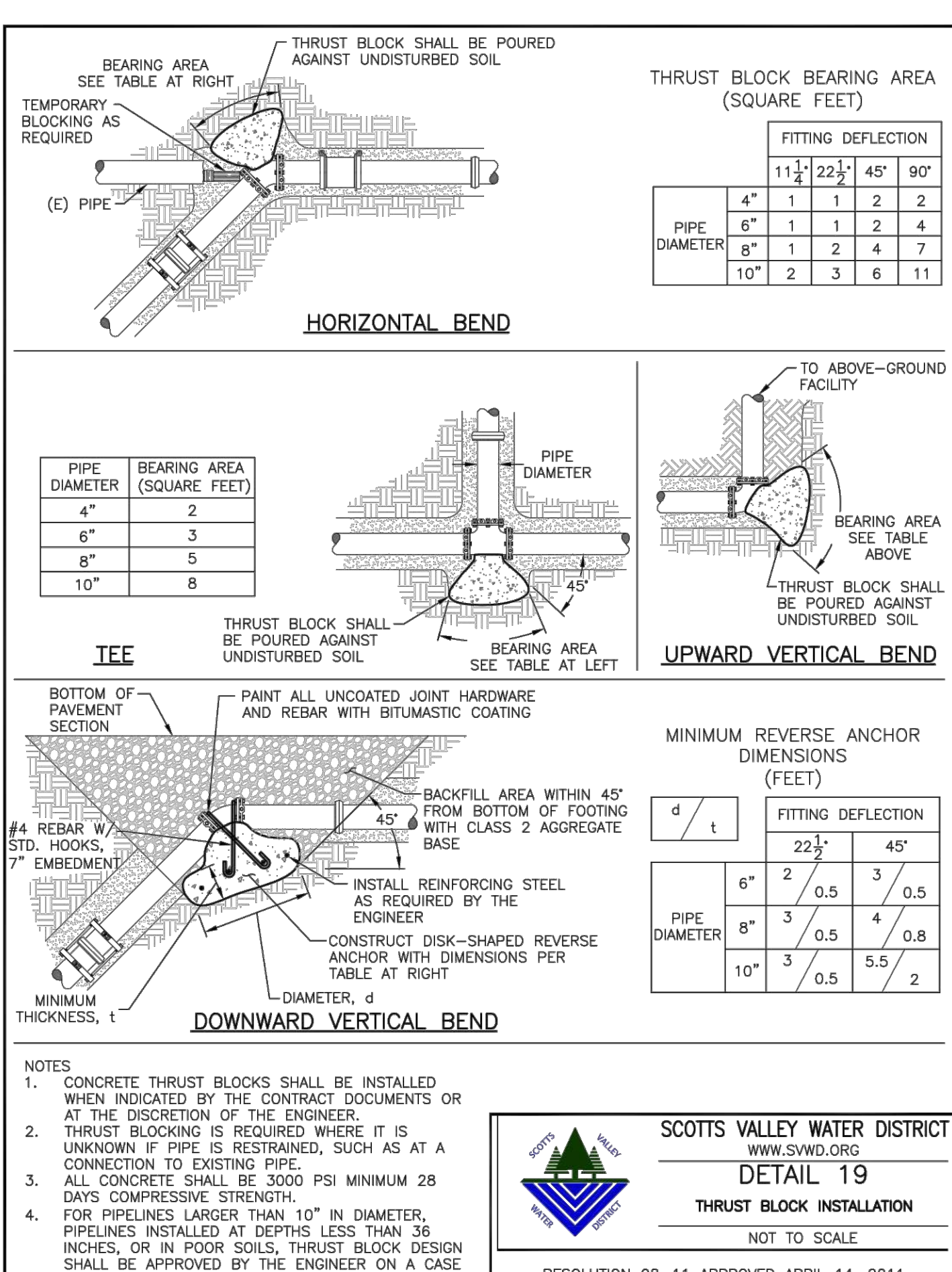
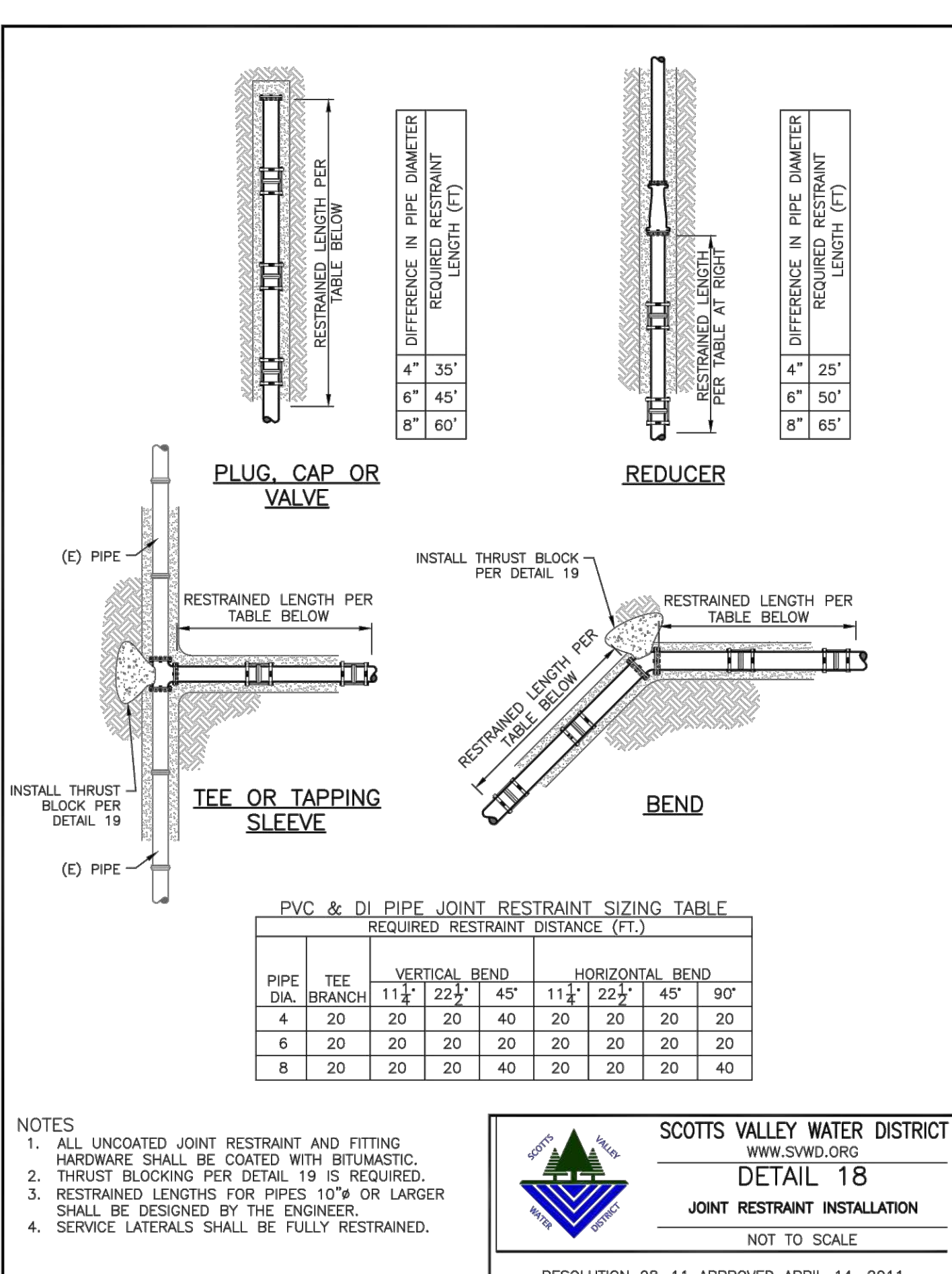
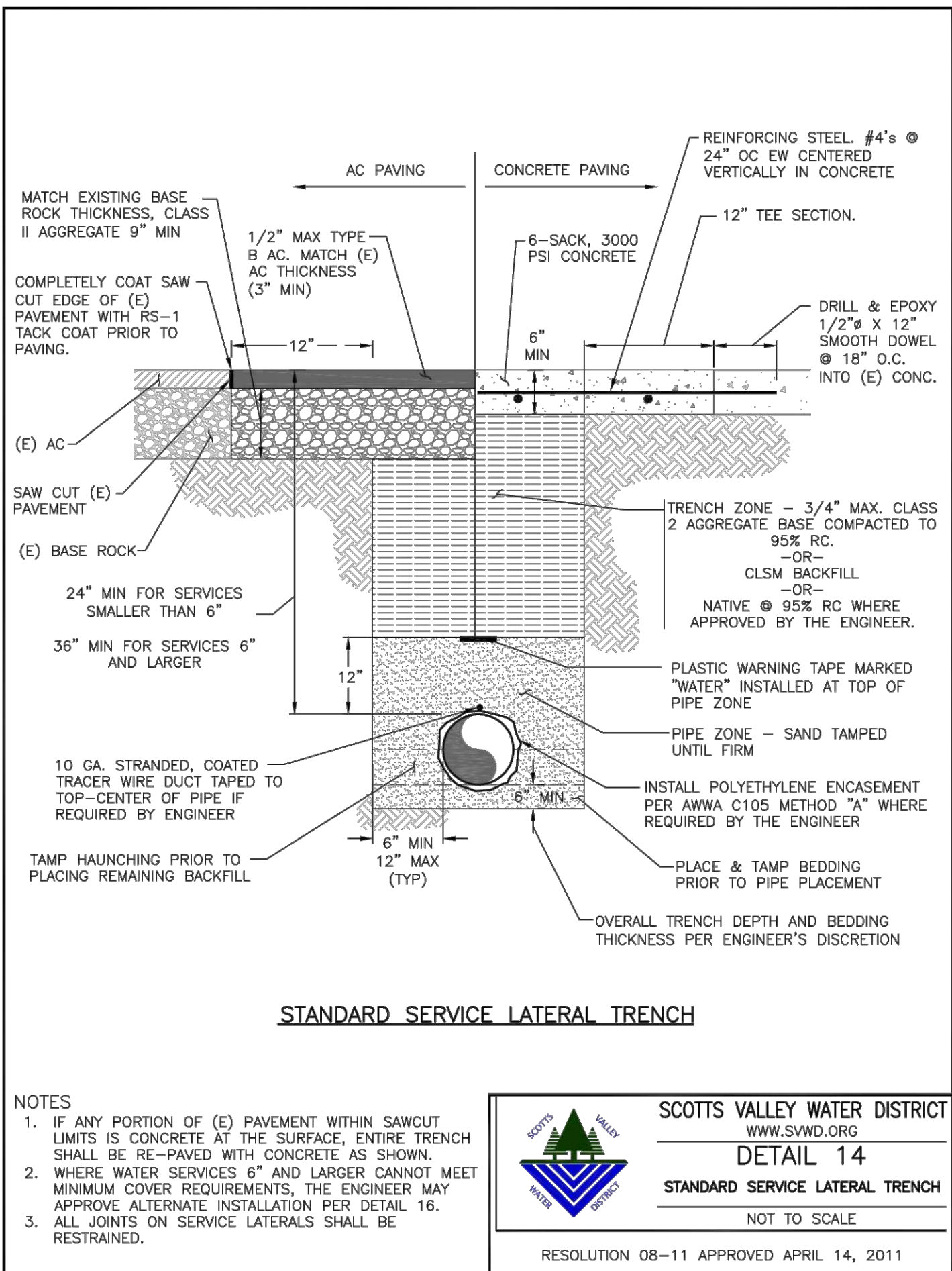
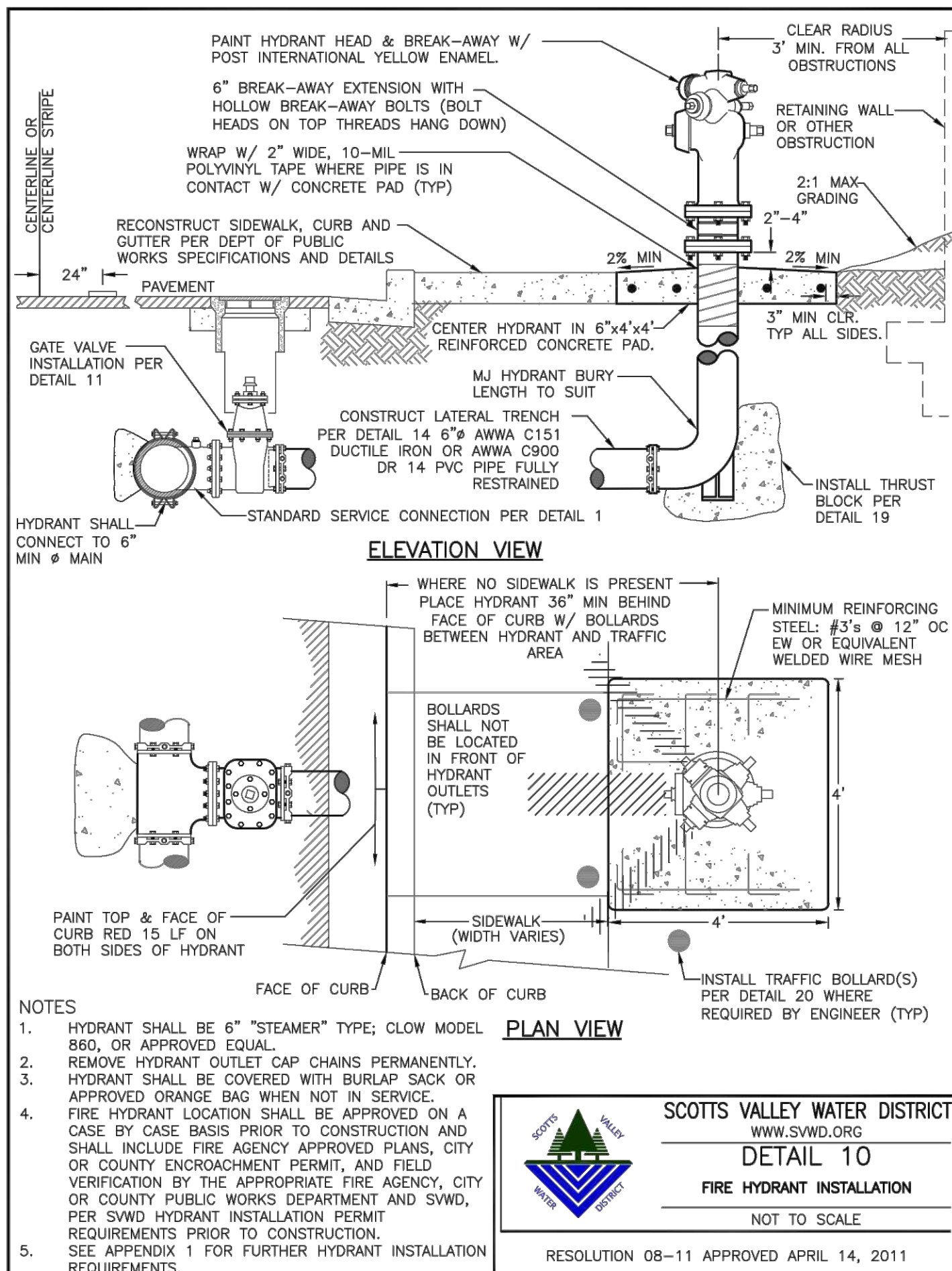
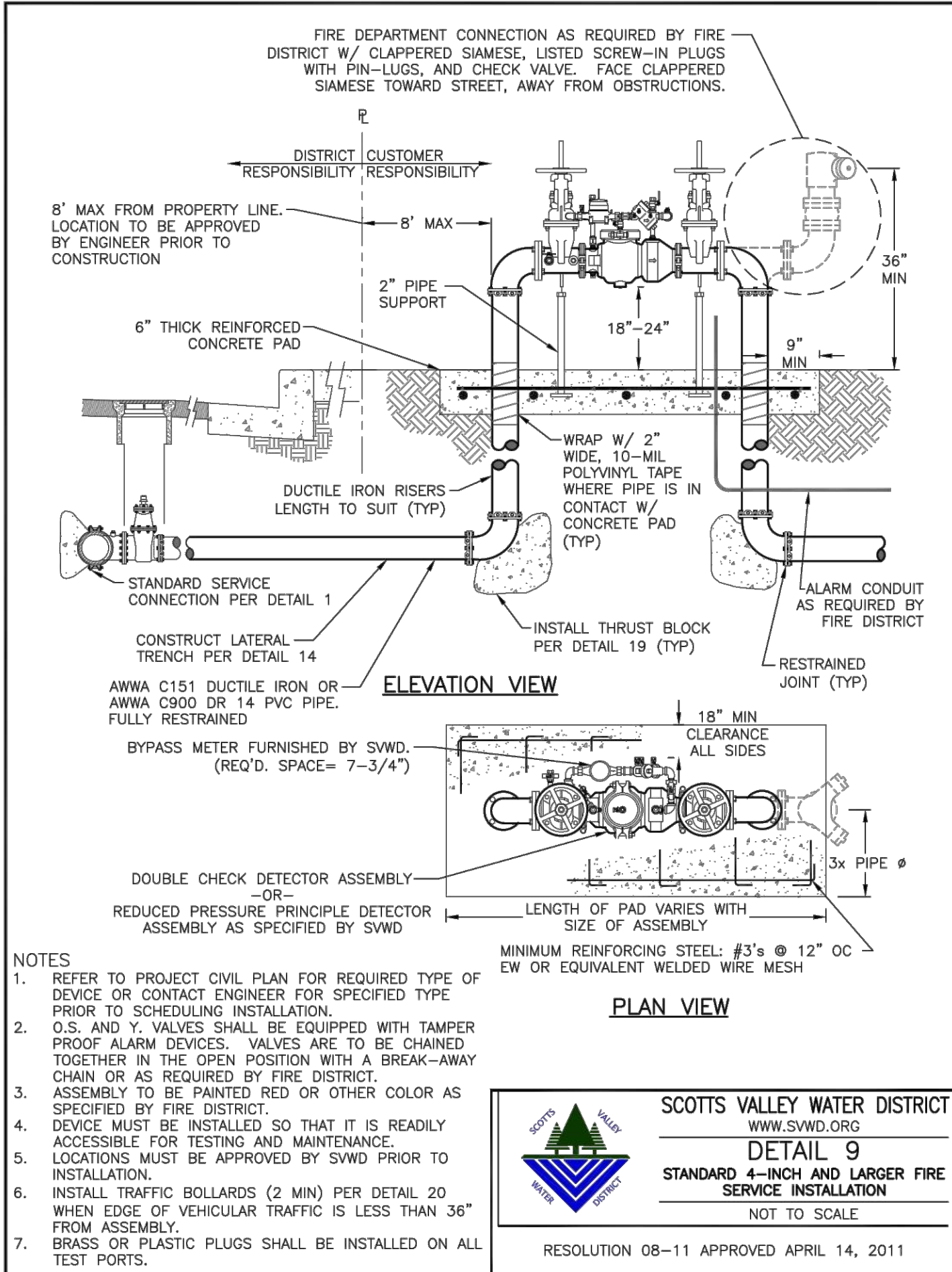
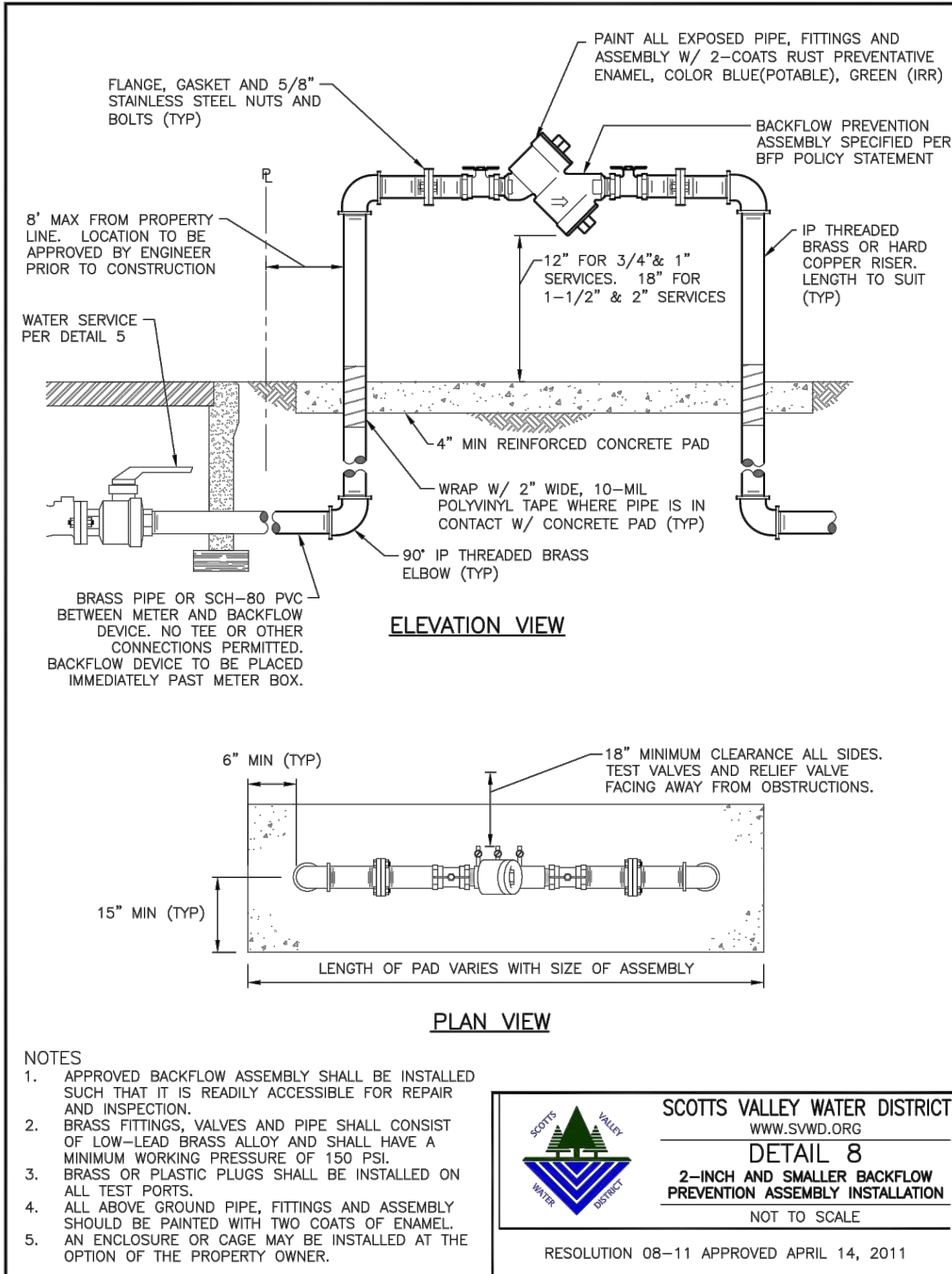
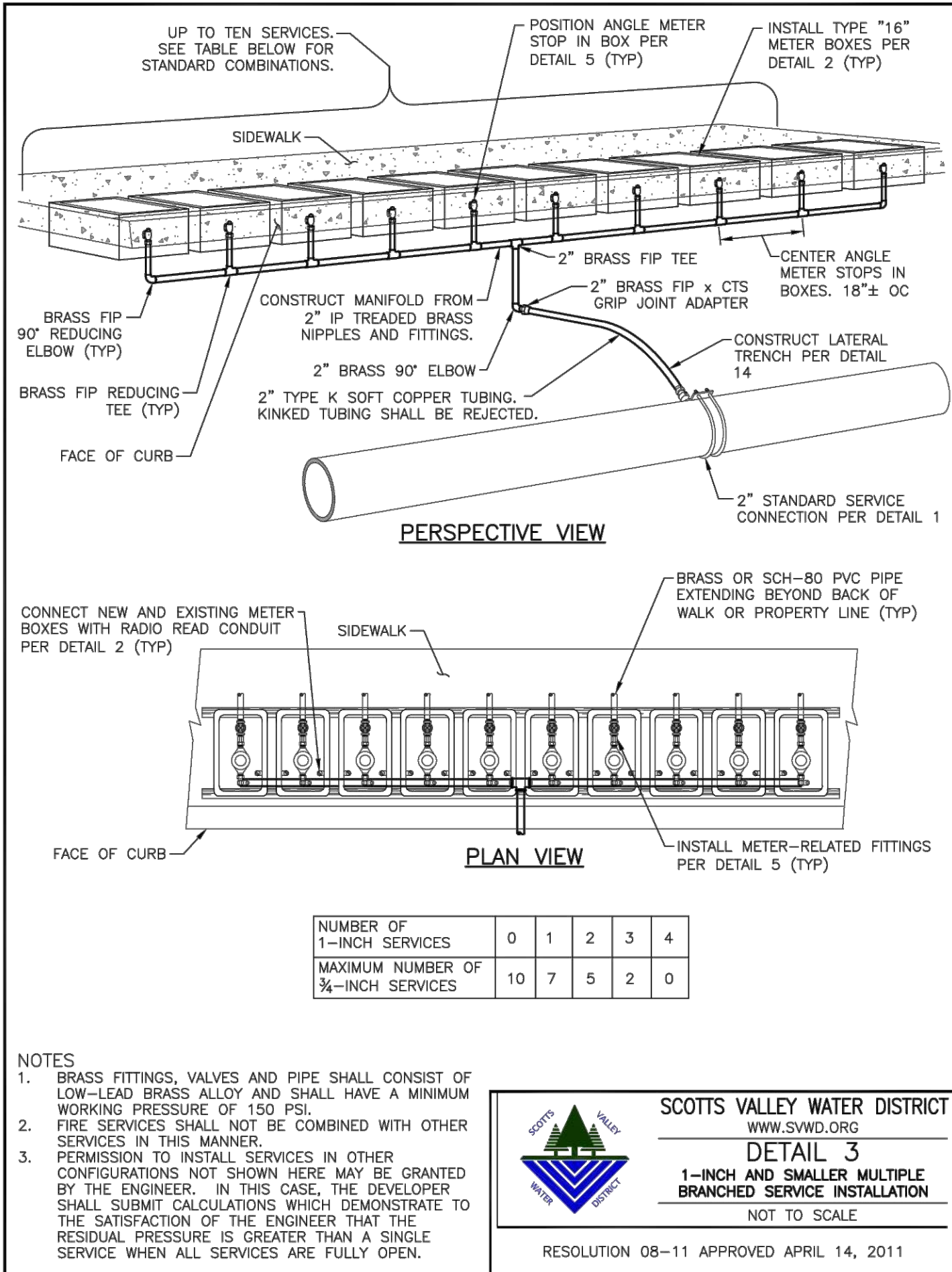
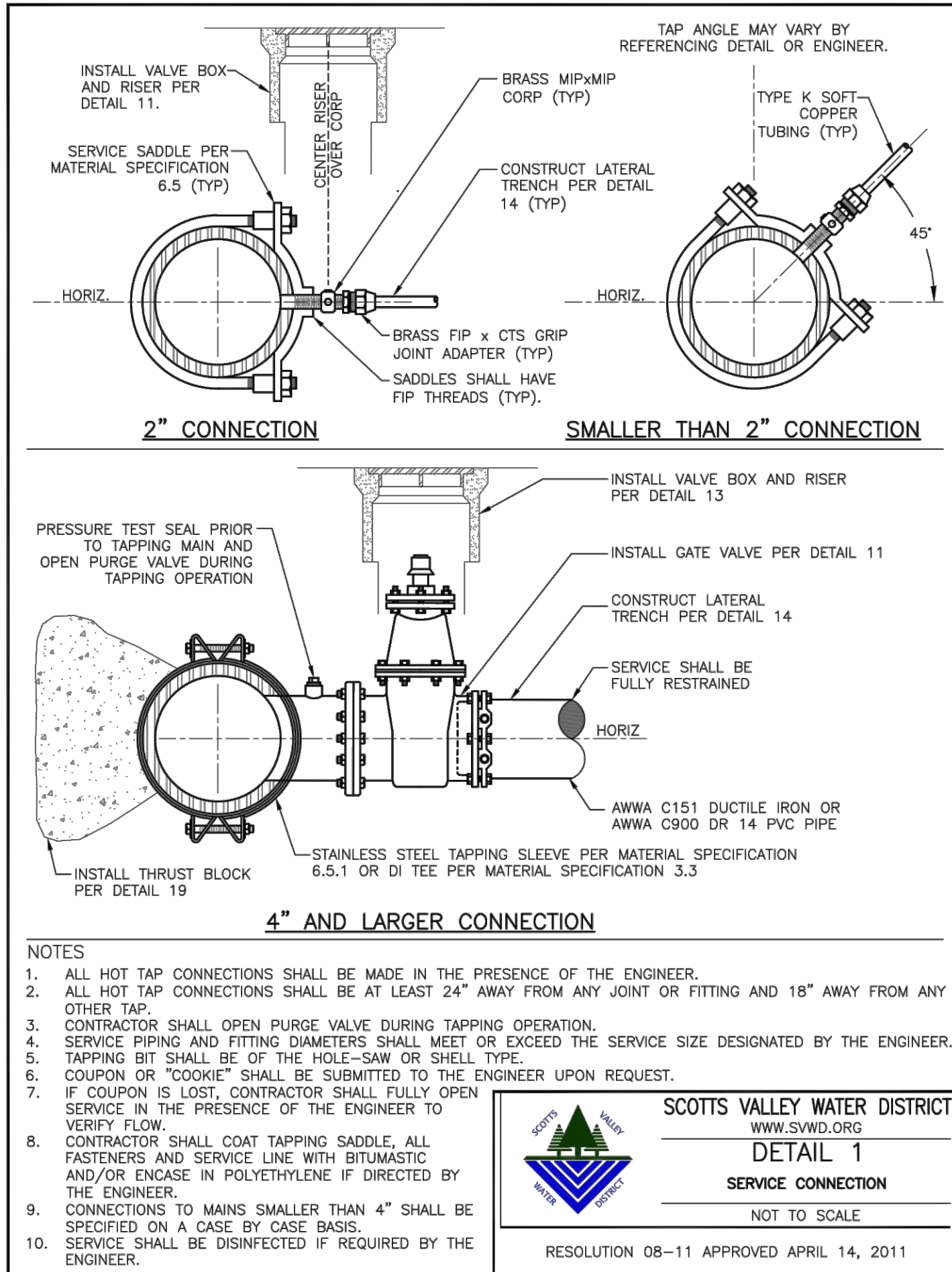
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REVISIONS

BY

1

CITY COMMENTS

DATED 11/19/21

TC

2

FIRE COMMENTS

DATED 08/24/23

TC

SVWD DETAILS

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.
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By: cm

RESOLUTION 08-11 APPROVED APRIL 14, 2011

DATE: 10-06-23

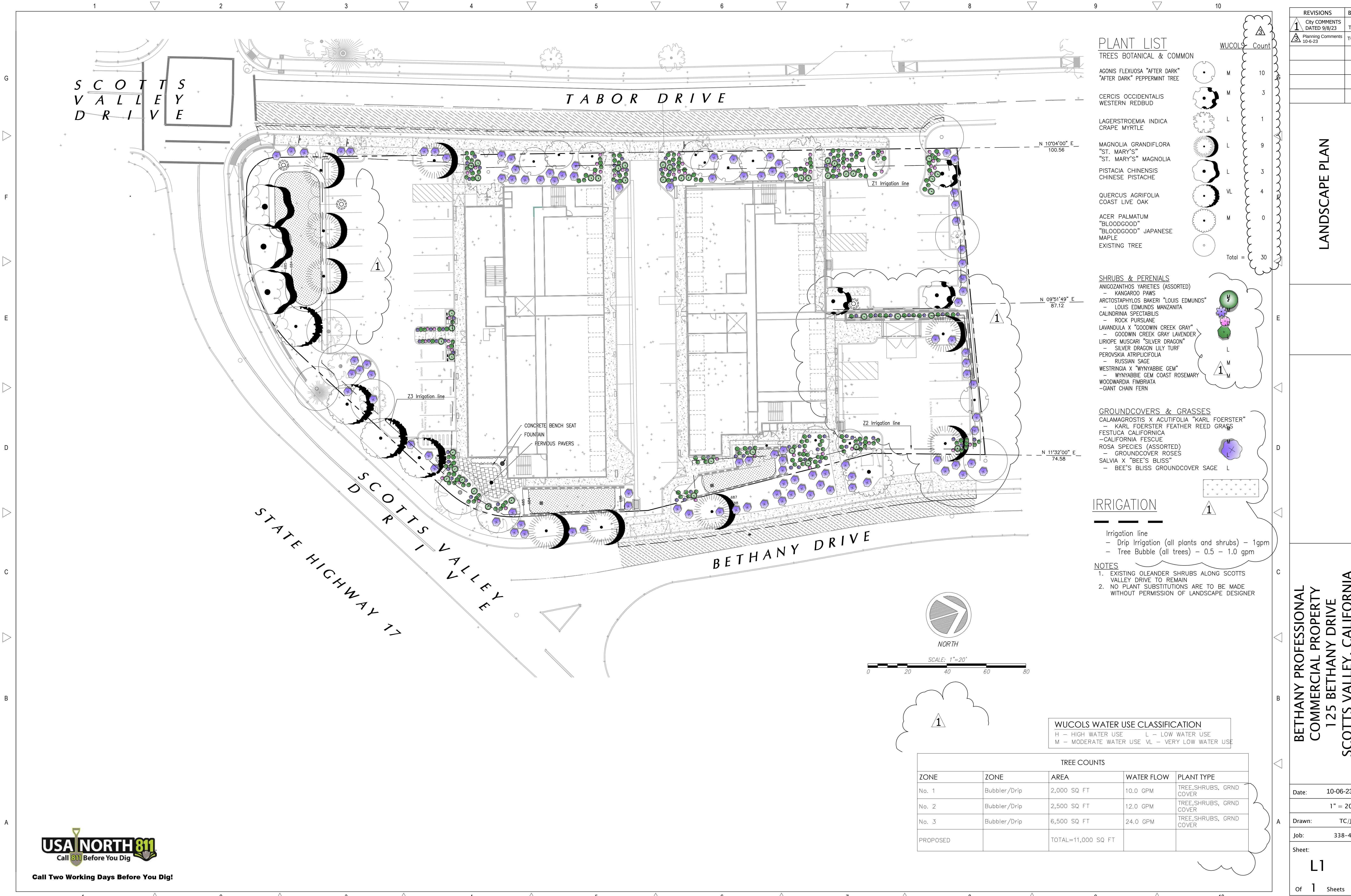
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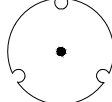
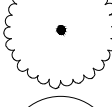
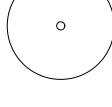
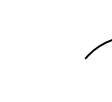
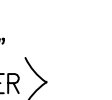
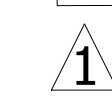
DRAWN: TC/JB

JOB: 338-40

SHEET: C6.4

OF 12 SHEETS



PLANT LIST		WUCOLS		Count
TREES BOTANICAL & COMMON				
AGONIS FLEXUOSA "AFTER DARK"		M		10
"AFTER DARK" PEPPERMINT TREE		M		3
CERCIS OCCIDENTALIS		L		1
WESTERN REDBUD		L		
LAGERSTROEMIA INDICA		L		9
CRAPE MYRTLE		L		
MAGNOLIA GRANDIFLORA		L		3
"ST. MARY'S"		L		
"ST. MARY'S" MAGNOLIA		L		4
PISTACIA CHINENSIS		VL		0
CHINESE PISTACHE		M		
QUERCUS AGRIFOLIA				
COAST LIVE OAK				
ACER PALMATUM				
"BLOODGOOD"				
"BLOODGOOD" JAPANESE				
MAPLE				
EXISTING TREE				
Total =				30

SHRUBS & PERENIALS	Count	Notes
Plant Name	Quantity	Additional Info
ANIGOSANTHOS VARIETIES (ASSORTED)	1	KANGAROO PAWS
ARCTOSTAPHYLOS BAKERI "LOUIS EDMUNDS"	1	LOUIS EDMUNDS MANZANITA
CALINDRINIA SPECTABILIS	1	ROCK PURSLANE
LAVANDULA X "GOODWIN CREEK GRAY"	1	GOODWIN CREEK GRAY LAVENDER
LIRIOPE MUSCARI "SILVER DRAGON"	1	SILVER DRAGON LILY TURF
PEROVSKIA ATRIPLICIFOLIA	1	RUSSIAN SAGE
WESTRINGIA X "WYNYABBIE GEM"	1	WYNYABBIE GEM COAST ROSEMARY
WOODWARDIA FIMBRIATA	1	GIANT CHAIN FERN
	1	
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<u>GROUNDCOVERS & GRASSES</u>			D
CALAMAGROSTIS X ACUTIFOLIA "KARL FOERSTER"			
- KARL FOERSTER FEATHER REED GRASS			
FESTUCA CALIFORNICA			
-CALIFORNIA FESCUE			
ROSA SPECIES (ASSORTED)			
- GROUNDCOVER ROSES			
SALVIA X "BEE'S BLISS"			
- BEE'S BLISS GROUNDCOVER SAGE		L	

IRRIGATION

Irrigation line

- Drip Irrigation (all plants and shrubs) - 1gpm
- Tree Bubble (all trees) - 0.5 - 1.0 gpm

- NOTES**
1. EXISTING OLEANDER SHRUBS ALONG SCOTTS VALLEY DRIVE TO REMAIN
 2. NO PLANT SUBSTITUTIONS ARE TO BE MADE WITHOUT PERMISSION OF LANDSCAPE DESIGNER

WUCOLS WATER USE CLASSIFICATION			
H - HIGH WATER USE	L - LOW WATER USE		
M - MODERATE WATER USE	VL - VERY LOW WATER USE		

TREE COUNTS				
ZONE	ZONE	AREA	WATER FLOW	PLANT TYPE
No. 1	Bubbler/Drip	2,000 SQ FT	10.0 GPM	TREE,SHRUBS, GRND COVER
No. 2	Bubbler/Drip	2,500 SQ FT	12.0 GPM	TREE,SHRUBS, GRND COVER
No. 3	Bubbler/Drip	6,500 SQ FT	24.0 GPM	TREE,SHRUBS, GRND COVER
PROPOSED		TOTAL=11,000 SQ FT		

REVISIONS

1	City COMMENTS DATED 9/8/23	TC
2	Planning Comments 10-6-23	TC

LANDSCAPE PLAN

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

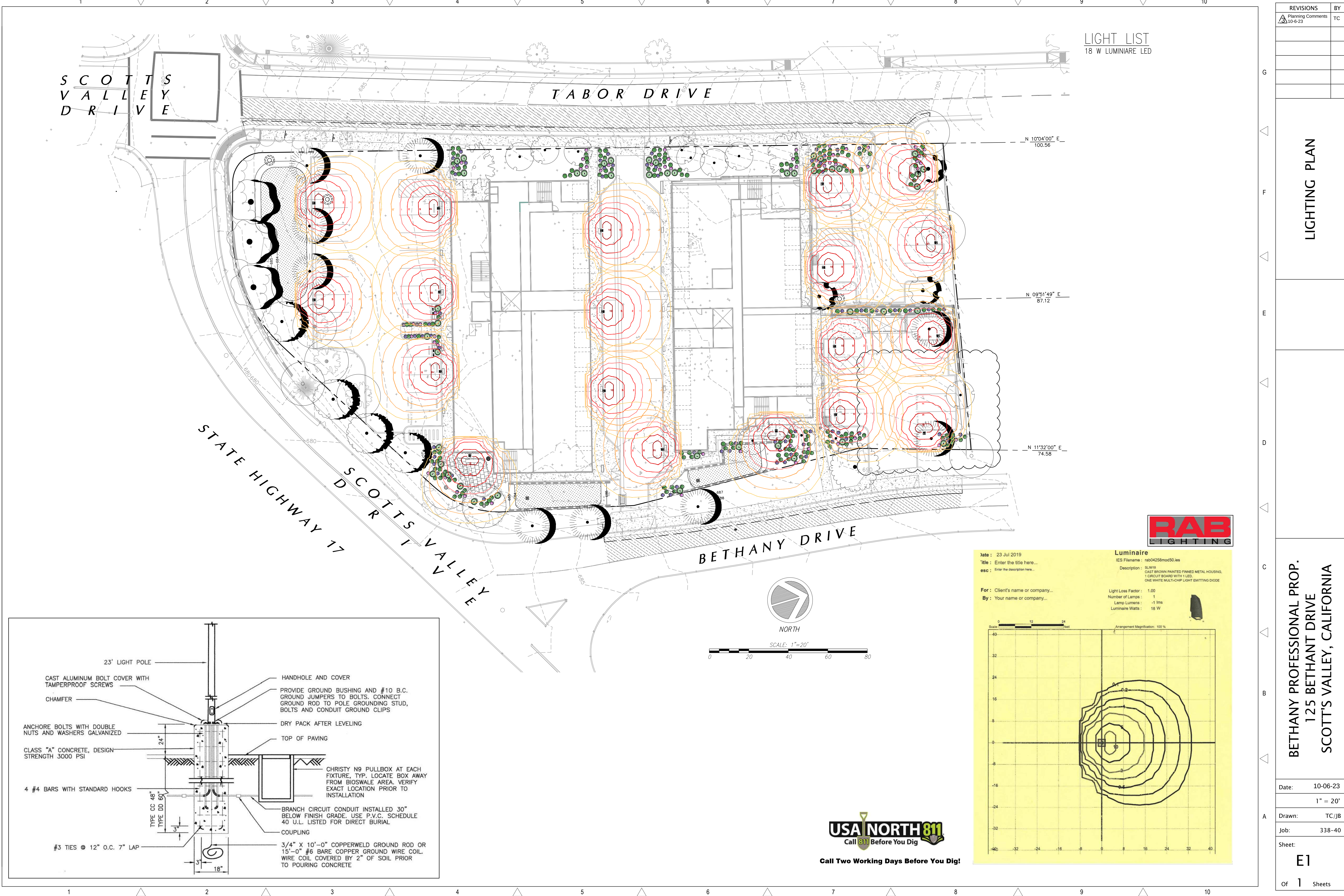
1" = 20'

Drawn: TC/JB

Job: 338-40

Sheet: L1

Of 1 Sheets



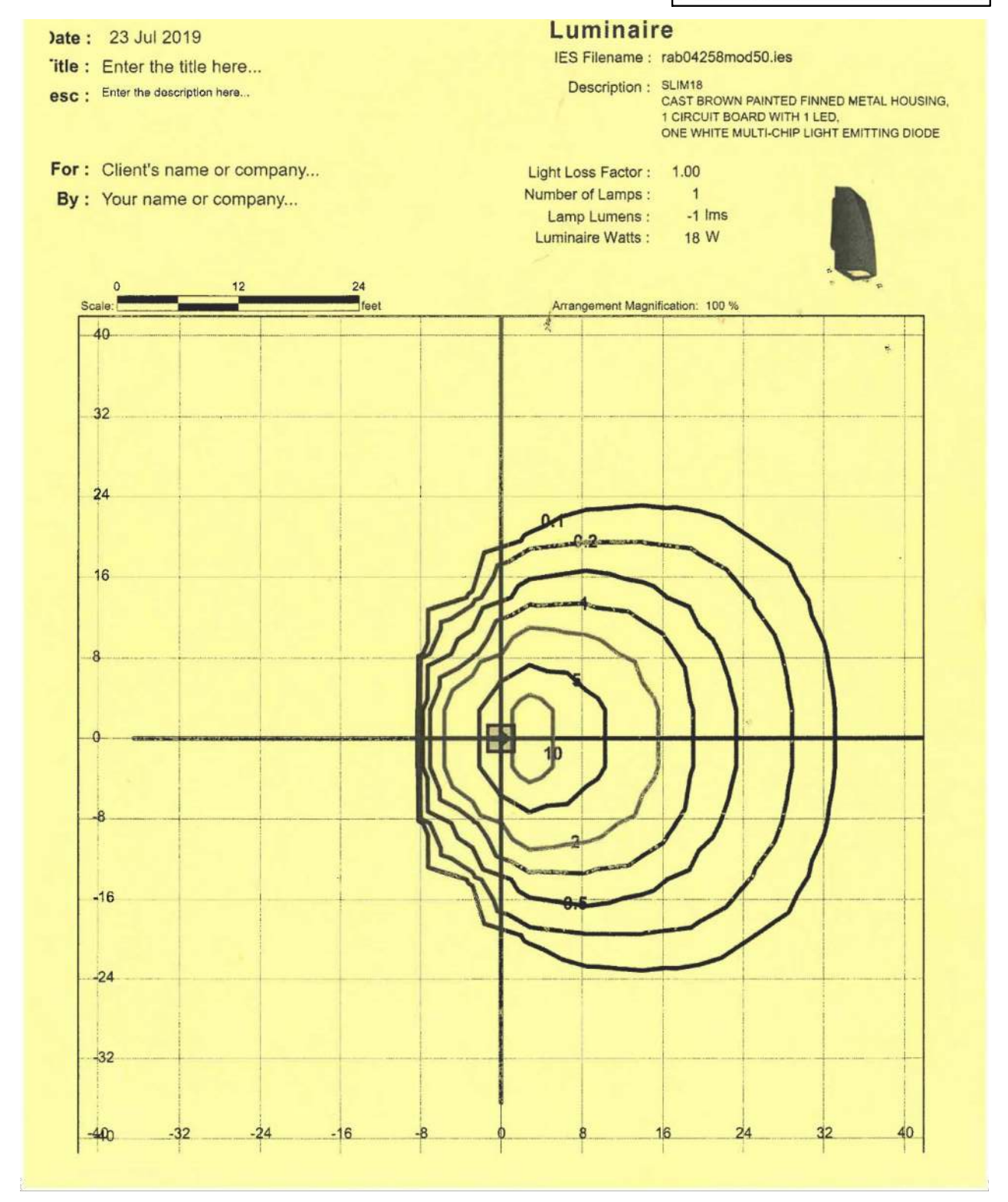
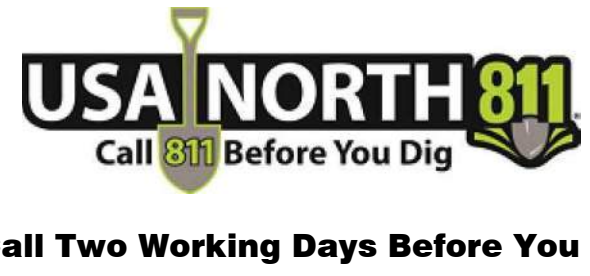
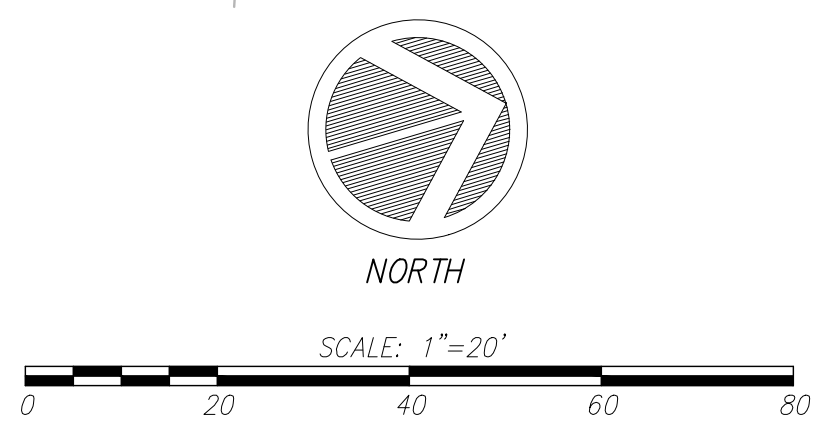
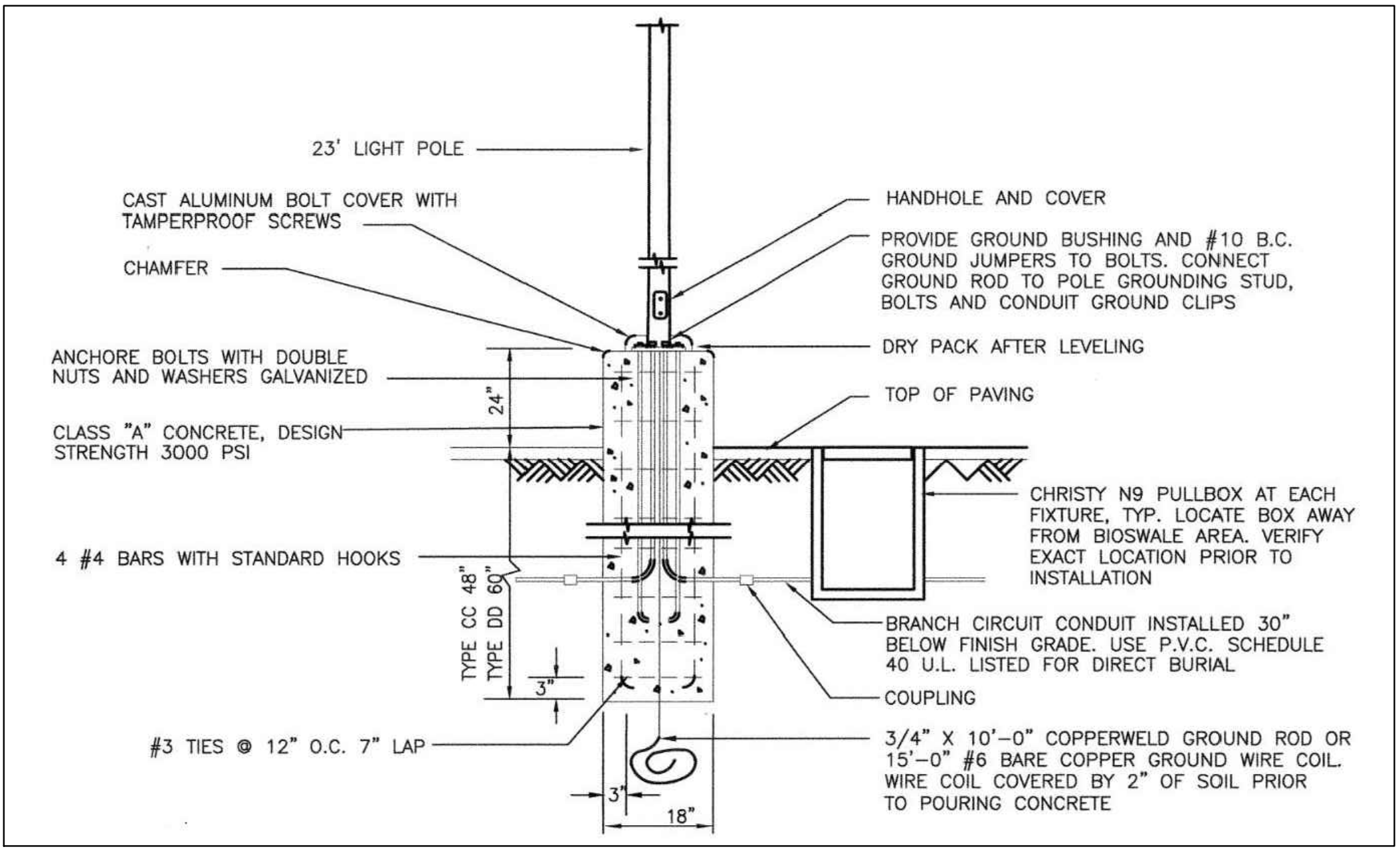
LIGHT LIST	
18 W LUMINAIRE LED	

REVISIONS	BY
Planning Comments	TC
10-6-23	

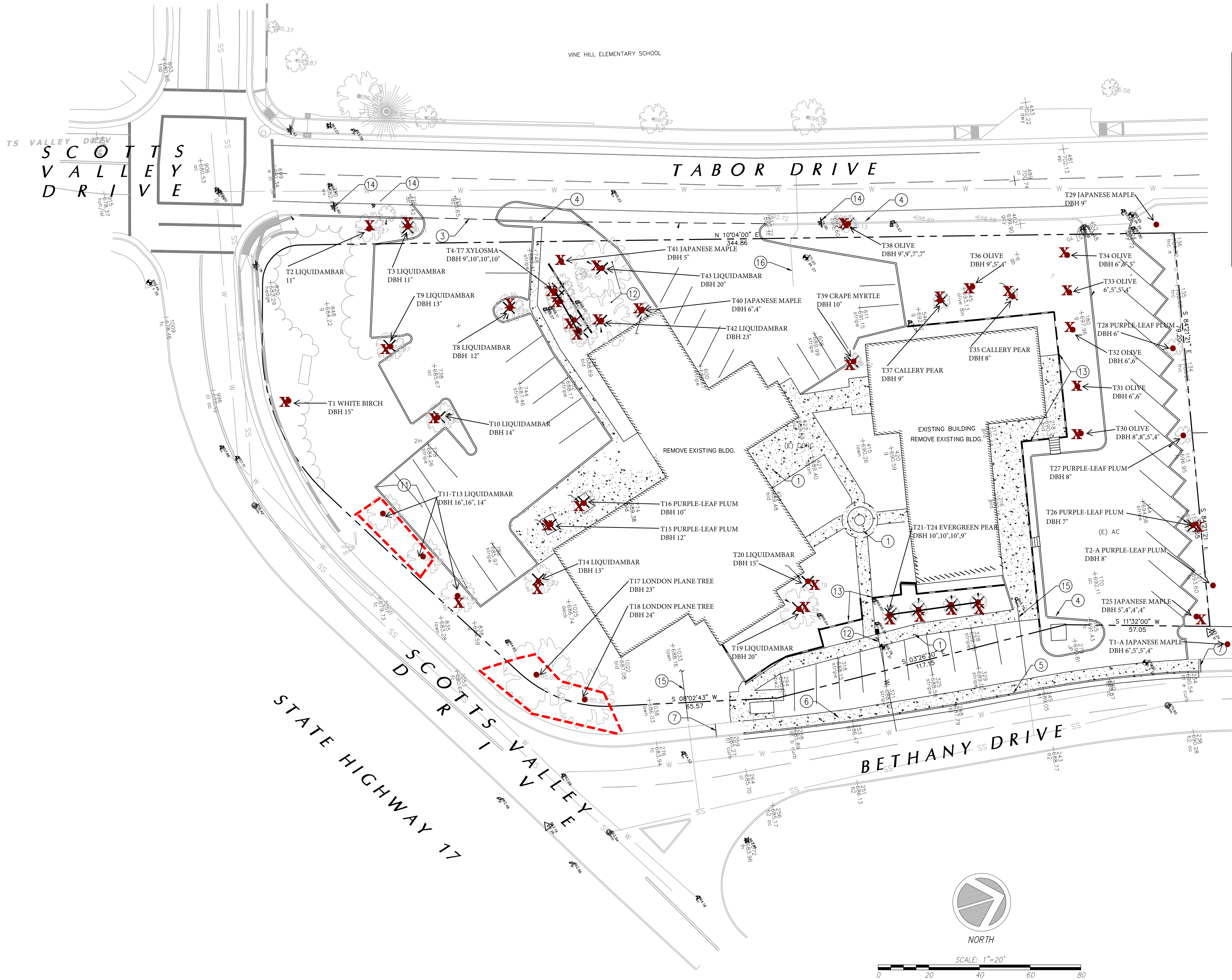
LIGHTING PLAN

BETHANY PROFESSIONAL PROP.
125 BETHANT DRIVE
SCOTT'S VALLEY, CALIFORNIA

Date:	10-06-23
1" = 20'	
Drawn:	TC/JB
Job:	338-40
Sheet:	E1
Of 1	Sheets

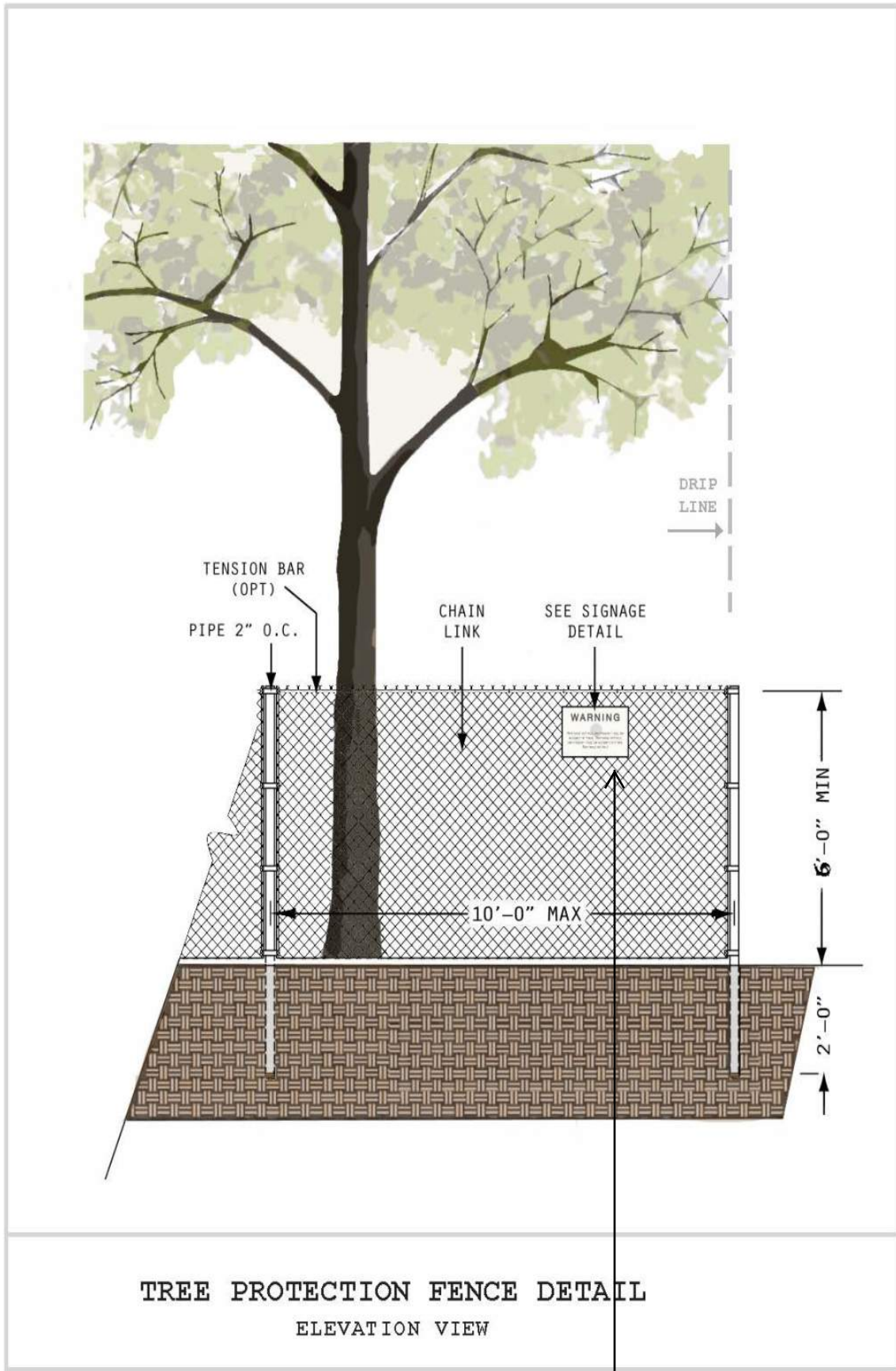


Luminaire	
IES Filename :	rab04258mod50.ies
Description :	SLM18 CAST BROWN PAINTED FINNED METAL HOUSING, 1 CIRCUIT BOARD WITH 1 LED, ONE WHITE MULTICHIP LIGHT EMITTING DIODE
Light Loss Factor :	1.00
Number of Lamps :	1
Lamp Lumens :	-1 lms
Luminaire Watts :	18 W



Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree



Warning
Tree Protection Zone
Keep Out

NOTICE: PROTECTIVE FENCING IS REQUIRED ON THIS JOB SITE. REMOVAL OR DAMAGE OF THIS FENCING MAY RESULT IN A FINE

This sign must be prominently displayed. Fencing may not be moved or removed without permission of the Project Arborist. During demolition and construction, all reasonable steps necessary to prevent damage, or the destruction of protected trees is required. Failure to comply with all precautions may result in a STOP WORK order being issued by the regulating agency.

No Entry without Project Arborist Authorization
Kurt Fouts - Arborist Consultant - 831-359-3607

Base map provided by C2G Civil Consultants, Scotts Valley, CA

K.F.
5/27/2021
APN: 023-102-15

Sheet T1
of 2 sheets

Tree Location & Removal Plan

125 Bethany Drive, Scotts Valley, California

Kurt Fouts
Arborist Consultant

826 Monterey Avenue
Capitola, CA 95010
kurfouts1@outlook.com

SCOTT'S
VALLEY
DRIVE

TABOR DRIVE

Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree
- Replacement Tree

Tree Protection Specifications & Recommended Sequence

Demolition Phase:

1. **Tree Removal** - Remove trees marked for removal.
2. **Tree Pruning** - Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. **Tree Protection Fencing** - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. **Supplemental Irrigation** - A temporary hose bib shall be installed within the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.
5. **Demolition of existing curb and parking lot** - On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces.

Construction Phase:

1. **Installation of curb and parking lot** - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (see tree protection plan Sheet T2, for location). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, 1-2 feet behind the form boards, between the forms and trees T11 & T12. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, **Pre-Construction Root Pruning**.
2. **Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18** -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT48 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, **Pre-Construction Root Pruning**.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary.
3. **Installation of pervious paver patio** - The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
4. The grade shall not be raised at the tree trunk or within 1 - 2 feet of the trunk. No new soil shall be placed against the tree trunks under any circumstances.

PRE-CONSTRUCTION ROOT PRUNING

Excavation shall only occur within the TPZ (Tree Protection Zone), of retained trees, when designated by the Project Arborist. Excavations within (or outside of the TPZ, as designated), the Tree Protection Zone, will be executed by hand, in order to preserve roots two (2") inches in diameter or greater during the excavation process. All root pruning will be conducted under supervision of the Project Arborist. These activities will be documented, and a monitoring report will be provided to the City Arborist. Under direction of the Project Arborist, it may be necessary to temporarily remove the Tree Protection Fencing to allow access for root pruning activities.

Trenches for root pruning will be hand dug according to locations of the Tree Protection Plan sheet:

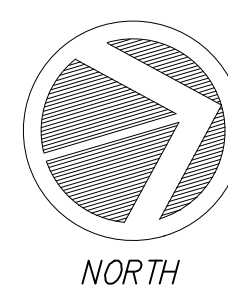
- Trenches will be dug one foot behind staking on tree side of stakes.
- The depth of the trench will equal the depth required for installation of the adjacent element.
- Cleanly prune any roots encountered 2 inches in diameter or smaller. Use loppers, hand saw or Sawzall. A sharp spade may be used for palm roots. The pruned roots should be covered with burlap layers or carpeting and kept moist until the trench is backfilled.
- If roots are encountered 2" in diameter or greater, the Project Arborist shall be notified, and a determination shall be made to prune the root or retain the root depending on site specific conditions.
- Reinstall the Tree Protection Fencing to its original location.

T17 LONDON PLANE TREE
DBH 23"

T18 LONDON PLANE TREE
DBH 24"

Use Ditch Witch first 24" depth
or hand dig.

Additional tree protection information can be found in Appendix G of Arborist Report dated 5/28/2021.



SCALE: 1"=20'

Base map provided by C2G Civil Consultants, Scotts Valley, CA

K.F.
5/27/2021
APN:023-
102-15

Sheet T2
of 2 sheets

Tree Protection Plan 125 Bethany Drive, Scotts Valley, California



City of Scotts Valley
PLANNING COMMISSION STAFF REPORT

Date: January 25, 2024

**Applicant/
Property Owner:** Heritage Real Estate Ventures, LLC

Applications: Environmental Assessment EA 20-001
General Plan Amendment GPA 20-001
Zone Change ZC 20-001
Planned Development PD 23-001
Use Permit UP 20-002
Design Review DR 20-005
Cultural Resource Alteration Application CR23-001

Location: 125 Bethany/APN 023-102-15

General Plan/Zoning: Commercial Professional/C-P

Environmental Status: Negative Declaration

Request: Consideration of a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning and Planned Development Permit, Use Permit, Design Review application and Cultural Resources Alteration application to allow for the construction of a 52,822 sf three story commercial development on a 1.35-acre site located at 125 Bethany Drive, on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive. Proposed land uses would include 10,465 sf of professional and administrative office space, and 42,357 sf of storage for up to 227 users.

Staff Planner: Susie Pineda, Consulting Planner, (408) 331-7987
spineda@m-group.us

STAFF RECOMMENDATION

Staff recommends that the Planning Commission hold a public hearing and provide input and direction on the proposed project.

BACKGROUND

The project site (APN 023-102-15) is located at 125 Bethany Drive, at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive (Attachment 1: Location map). The subject site is approximately 1.35-acres. Current land uses include two existing one- and two-story commercial buildings, totaling 12,200 sf, and associated parking. Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east.

The site was previously known as Bethany Park and the existing buildings were used as support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus. The site is currently used as office space.

PROJECT DESCRIPTION

The proposed project includes demolition of the existing commercial buildings and construction of a three-story commercial redevelopment which consists of one 52,822 square feet (sf) building (Attachment 2: Sheet A2.1 Site Plan). This building would include 10,465 square feet of professional and administrative office space, and 42,357 square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by an internal drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the internal drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor, although it is important to note that while Sheet A2.2 of the plan set shows a total of 13 office/storage spaces, the project, as proposed, would allow the applicant to demise the interior space into 227 individual storage spaces, if desired. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown on the Building Elevations (Attachment 2: Sheets A4.1 – A4.3), the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs. The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

Access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive, one of which would function as an exit-only driveway, providing egress access to the internal drive aisle.

As shown on the Tree Removal Plan (Attachment 2: Sheet T1), a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown on the Lighting Plan (Attachment 2: Sheet E1), 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting on the project site, with the exception of one freestanding pole adjacent to the residential units to the north of the site where light leakage is shown.

PROPOSED ENTITLEMENTS

The project requires the following planning permits:

1. Negative Declaration
2. General Plan Amendment to change from the existing Commercial Service to Light Industrial
3. Zone Change from the C-P zoning designation to I-L / Planned Development
4. Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards
5. Use permit
6. Design Review permit to evaluate the site design and architecture
7. Cultural Resource Alteration Application

The following sections provide a discussion of the relevant planning, entitlement and environmental issues associated with the proposed project.

General Plan

General Plan Amendment

The project site has a current General Plan land use designation of Commercial Professional which allows administrative, business and professional offices in which merchandise is not manufactured or sold. Examples of uses in this category include insurance offices, tax consulting services, real estate agencies, banks and other financial and investment services, architects and other design professionals, doctors and dentists, attorneys, and similar business and professional offices.

The applicant proposes a General Plan Amendment to change from the existing Commercial Professional land use designation to Light Industrial (see Attachment 3: General Plan Amendment Map) to accommodate a large portion of the project which is comprised of storage use. Storage facilities are not allowed in the Commercial districts; therefore, the applicant is requesting a land use change to Light Industrial. The General Plan defines the Light Industrial designation as “industrial and industrial related land uses that are neither commercial/retail, nor residential, but may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. In addition, the General Plan states that planning review shall ensure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.”

When considering a General Plan Amendment, the City must find that the project is in the public interest. The Planning Department has concerns that the Light Industrial land use designation may not be compatible with surrounding land uses and development

patterns in the area given the adjacent residential and the elementary school located across the street. This proposed change in land use may negatively impact the existing adjacent land uses and create unnecessary nuisance. For example, while the site is currently used for office purposes, the proposed project allows for up to 227 separate storage units which would generate trips that are industrial in nature and may be incompatible with pedestrian and vehicular traffic associated with the elementary school. The operation of the roll up doors on the northern elevation of the proposed building may create unwanted noise for nearby residents, and the trash enclosure, located within 50' of the residential to the north may also create noise during pick up, and potentially emit odor.

In addition to the General Plan Amendment and Zone Change, this project also would also require a Planned Development permit and a Use permit which would serve to limit land use to those specifically included in this application (discussed in further detail below). While these permits would serve as useful mechanisms for restricting land use for this project, it is important to note that General Plan designations lay the groundwork for long-term planning in the City. Changing the designation from Commercial Professional to Light Industrial may create land use compatibility issues with the adjacent residential and school.

General Plan – Housing Element

The Housing Element includes an inventory of available housing sites to enable the City to meet its Regional Housing Needs Allocation (RHNA). During the Housing Element update process, the project site was included on the inventory of available sites. While it had the potential to accommodate a portion of the required residential units, it was removed from the list by the City Council, per the owner's request.

General Plan Consistency

Concurrent with City Council approval, the project would be consistent with the amended Light Industrial General Plan land use category.

Zone Change

The proposed project includes a Zone Change from the C-P Professional Commercial zoning designation to I-L Light Industrial/Planned Development (Attachment 4: Zone Change Map). Per SVMC Section 17.26.010, the I-L district is intended to apply to all lands designated in the General Plan as "light industrial." This land use classification is designed to accommodate industrial and industrially related land uses and provide a location for businesses that are inappropriate in commercial or residential zones because of their operations or sizes and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. Permitted uses in the I-L industrial zoning district include warehousing of non-toxic materials, automobile repairs, manufacturing, assembling, processing and packaging of components and finished materials where

significant amounts of hazardous materials are not being used. Storage facilities are a conditionally permitted use which may be appropriate with conditions to mitigate any potential impacts on the surrounding neighborhood.

As proposed, the project requires a Planned Development permit and a Use permit which would serve to restrict and limit land use to those specifically included in this application and serve to make the project consistent with surrounding neighborhood.

Planned Development Zoning

The proposed project includes a request for a Planned Development Zoning. The purpose of Planned Development Zoning is to provide the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the Planning Commission and City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Whenever Planned Development zoning is utilized, the standards established for the zoning district, which reflects the General Plan designation, are tailored as part of a planned development. Tailored zoning regulations include, but are not limited to, lot size and shape, intensity, coverage, and appearance of structures.

In addition to several development exceptions that will be discussed in the analysis below, the Planned Development zoning would also be used to limit land uses on site to administrative/professional office and storage only, as specifically requested in this application. Any other land uses identified in the zoning code as permitted or conditionally permitted in the I-L zoning district would not be allowed on site with approval of this application.

Use Permit

In addition to the previous applications, this project would also require a Use Permit. SVMC Section 17.50.020, states that “due to their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties.”

The use permit is intended to protect the existing adjacent residential and school from all permitted uses in the Light Industrial Zoning district by restricting land uses allowed on the property to professional/administrative office use and associated storage only. In addition, the Use Permit would limit the number of storage spaces allowed on site to a maximum of 227, which is directly related to the amount of parking provided on site.

To approve a Conditional Use Permit, the Planning Commission must find that:

1. The proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the district in which the site is located.

2. The establishment, maintenance or operation of the use or building will not, under the circumstances of the case, be detrimental to the health, safety, peace, morals, comfort and general welfare of persons residing or working in the neighborhood of the proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.

As mentioned previously, the Planning Department has concerns that the Light Industrial General Plan land use designation may not be compatible with surrounding land uses, and development patterns in the area, given the adjacent residential and the elementary school located across the street.

Planned Development Permit/Design Review

The proposed project is required to obtain both Design Review and Planned Development Permit approvals.

The design review process includes project review by City Staff, Planning Commission, and City Council. This review serves as a basis for evaluating proposals for quality of design. The City's review process is designed to encourage the highest level of design quality, while at the same time providing the flexibility necessary to encourage creativity on the part of the project designers.

Per Chapter 17.38 of the City's Municipal Code, Planned Development (PD) districts must be combined with a base zoning district, which in this case, is I-L Industrial. The development regulations in the zoning code provide the framework for evaluating the proposed project. The following development standards, as defined in the zoning code, apply to the project:

Zoning Compliance Table				
Light Industrial				
	Standard	Proposed	Compliance	Comment
Minimum Lot Area	40,000 sf	Approx.. 57,500 sf	Yes	
Minimum Lot Width	100'	Not less than 100'	Yes	
Minimum Lot Depth	100'	Not less than 100'	Yes	
Minimum Lot Frontage	100'	Not less than 100'	Yes	
Maximum Building Coverage	50%	20,124 sf = 35%	Yes	
Front Setback	15'	20'	Yes	
Side Setback	0'	10'	Yes	
Rear Setback*	0'	67'-10"	Yes	
Height	35'	34'-10"	Yes	

Solid wall, fence or shrub abutting residential	6' in height on property line	Maintaining original fence	Yes	
Landscaping (permanently maintained) abutting residential	Minimum of 5'	5'	Yes	
Landscaping (permanently maintained, not within the ROW) adjoining a street	Not less than 10'	Not less than 10'	Yes	
Landscaping (permanently maintained)	Not less than 10%		No	Exception requested
Parking spaces	See parking data table below			
Parking space dimensions			No	Exception requested
Parking lot drive aisle width	Not less than 26'	26'	Yes	
Shade trees in parking lot	1 shade tree/4 parking stalls		No	Exception requested
Loading Spaces**	Max of 2 loading spaces permitted on the street side of any building within 65' of the street right of way		No	Exception requested
Trash Disposal	Adequate and accessible in accordance with Section 17.44.020	Designed to city standards	Yes	
Outdoor Storage***	Prohibited next to housing	None proposed		

*Minimum yard setback abutting residential/open space: 1' shall be added to each setback requirement for each 3' of building height above 16'

** Loading spaces shall not interfere with required parking, access or circulation.

*** Outdoor storage requires design approval and a use permit.

As shown in the table above, this project would require exceptions to zoning code requirements. These exceptions, as well as additional site design issues are discussed in further detail in the discussion and analysis below.

DISCUSSION AND ANALYSIS

The discussion and analysis below provides additional details about the proposed exceptions and site design issues related to the project.

Site Design

Trash enclosure

The trash enclosure is located to the rear of the site, within the parking lot, and adjacent to the residential, as shown on Attachment 1: Site Plan, Sheet A2.1.

The Planning Department is concerned that the trash enclosure may interfere with parking spaces numbers 39 and 44, as shown on the site plan. Vehicles will have limited space to maneuver out of the stalls. In addition, the trash enclosure is located within 50 feet of residential land uses, which may be a nuisance to neighbors, creating noise on trash pick-up days, and, though it is required to be covered, could potentially create odors.

The Planning Department discussed relocation of the trash enclosure with the applicant, possibly locating the trash enclosure within the access drive that runs through the building, but that, in turn created impacts to required parking on site.

Retaining Walls

Due to the design of the stormwater treatment areas and the overall topography of the site, the proposed project would require several retaining walls. Please refer to the Manufacturers Detail in the plan set, Attachment 2: Sheet CB2, for color and design details.

The parking lot located to the rear of the building, at the northern end of the project site, would require retaining walls within the parking lot, along Bethany Drive (Attachment 1: Building Sections, Sheet A5.1 and Exterior Elevations, Sheet 4.1). To soften the appearance and provide screening for the retaining walls, the project includes a planter strip at the base to soften and provide screening for the retaining walls in the lower parking lot, visible from Bethany Drive.

In addition to the retaining wall in the parking lot, the project would also require four retaining walls along Bethany Drive, to achieve storm water treatment on site. None of these proposed retaining walls would exceed 3' in height. Stormwater treatment features are typically specific landscape-based items such as rain gardens, swales or infiltration basins that capture pollutants and prevent them from reaching the storm drain. While there are a variety of methods that can be used to achieve stormwater treatment, as designed for this project, several retaining walls would be required along Bethany Drive.

Parking and Parking Lot Design

The proposed project requires 54 parking spaces, as shown in the table below.

Parking Requirements*		
Land Use	Required	Proposed
Business and professional use	one (1) space per 250 square feet gross floor area	10,465 sf/250 sf = 42 spaces required
Self Storage	four (4) spaces plus additional space as required by the Planning Commission 4 spaces required	For storage, applicant used 1/3500 sf 42,357 sf/3500 = 12 spaces
Bicycle spaces		4 short term 4 long term
Loading spaces	Two (2) required loading spaces (SVMC section 17.44.030(L) (3))	Loading zone is included as an 8' x 60' space located inside the internal drive aisle
Future EV parking		6 spaces
Accessible parking		6 spaces

The parking table provided on Attachment 1: Sheet A2.2 of the plan set appears to demonstrate compliance, however, many of the parking spaces are not dimensioned and previous plans reviews indicated that approximately 30% were undersized and do not comply with the requirements of SVMC Section 17.44.030(G). As proposed, the project would require an exception.

The Zoning Code requires that the proposed project comply with the standards for Off Street Parking facilities, including parking space dimensions. Each full-sized space shall be 9'x20,' each compact sized space shall be 9'x16,' and no more than 20% of the parking spaces may be compact.

The Planning Department has concerns about the size of some of the parking spaces as well as the overall parking lot design in the rear lot. As shown on Attachment 1: Sheet C2.1 of the plan set, many of the proposed parking spaces do not meet these requirements and many of the parking spaces do not include dimensions to demonstrate compliance. In addition, all of the spaces along the access drive that runs through the building are undersized, measuring only 8' in width.

In addition to the undersized parking spaces, the Planning Department also has concerns about the parking lot design. As shown on Attachment 1: Sheet C2.1 of the plan set, and mentioned previously, parking spaces 39 and 44 would be difficult to maneuver in and out of as the trash enclosure does not allow for adequate turning movements or back up space.

Parking Lot Lighting

The Planning Department has concerns about one of the free-standing light fixtures located at the rear of the project site, adjacent to the residential uses where the photometric plan shows light leak to the adjacent property (Attachment 1: Sheet E1). If approved, the project would include a condition of approval that would require all lighting footprints to be fully contained on site.

Loading Zone

The SVMC Section 17.44.030(L)(3), requires each loading space to be at least 45' long and 12' wide. The Zoning Code also requires that the loading spaces should not interfere with required parking, access or circulation. As proposed, the project does not comply with the Zoning Code and would require an exception.

As shown on Attachment 1: Sheet C2.1 of the plan set, the proposed project includes a loading zone located within the internal drive aisle. The drive aisle is 13.6' wide and includes eleven 8' x 20' parking spaces on both sides.

The applicant has designed the loading space to be flex space, functioning as either three parking stalls or one loading zone. They anticipate the largest trucks to be the size of a UPS truck that would come and go, and employees would park in the parking lots. In addition, the applicants propose to install signage to restrict parking in the loading spaces to 20 minutes only. The applicant believes this is sufficient space and would meet the needs of the project.

The Planning Department has several concerns about the loading zone. First, Attachment 1: Sheet C2.1 Site Improvements, shows the proposed loading space to be 8'x60', which does not satisfy the Zoning Code requirement of two 12'x45' spaces. Second, when the loading zone is in use, it blocks parking spaces limiting the amount of required parking on site. Third, if the parking spaces were in use when a truck needed to use the loading space, the truck could potentially park in the drive aisle, and this could create queuing problems on and potentially off site. Finally, if a large truck were parked in the loading zone, and the parking spaces on the opposite side were in use, the drive aisle could potentially be blocked, which could also create a queuing problem.

Landscaping

As shown in the Landscape Plan (Attachment 1: Sheets L1, TR-1 and TR-2), the project proposes to remove a majority of the existing landscaping on site and replace it with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

The Zoning Code includes several provisions regarding landscaping, and as proposed, the project would require two exceptions, discussed below.

- SVMC Section 17.44.030(G)(6), requires that 10% of the required parking area shall be landscaped; the landscaping shall be evenly distributed throughout the area and adjacent to buildings. The minimum planter width shall be five feet.

- Per SVMC Section 17.44.030(G)(7), landscaped areas within or adjacent to the parking area shall provide for a minimum of one shade tree for every four parking stalls. This is a Zoning Code requirement, and there is also a shade requirement in the California Green Building Standards that will apply to this project. While trees are included around the perimeter of the parking lots, shade trees are not provided within the parking lot, therefore, the proposed project would require an exception.

Since compliance with these sections of the Code would result in the loss of additional on-site parking spaces, the applicant is requesting exceptions to these requirements.

Trees

As described in the Arborist Report (Attachment 5), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severe drought stressed European white birch (*Betula pendula*). The management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown on Sheet L1: Landscape Plan, new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

If the project were approved, standard conditions of approval would be included to require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

The proposed project has been reviewed in accordance with the State of California Public Resources Code and the California Environmental Quality Act. With the

implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly. Based on this review, a proposed Negative Declaration is hereby made on this proposed project. The reason for this determination is that the project will not result in significant adverse impacts to the environment.

The proposed Negative Declaration, including the Initial Study, was made available at the Community Development Department, as well as posted online. Neighbors within 300 feet were notified by mail. The Public Review Period for the proposed Negative Declaration began on July 24, 2023 and closed on August 24, 2023. Public comments were received and attached, for your reference (Attachment 6: Negative Declaration Public Comment). In response to concerns regarding traffic in general, as well as the Vehicles Miles Travelled analysis in the traffic study, the City hired the environmental consultant, Kimley Horn, to prepare a memo to provide further clarification (Attachment 7).

PUBLIC NOTICE/COMMENT

On January 12, 2024, public hearing notices were posted at City Hall and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to State law. In August 2023, a notice of proposed development was posted on site. The Planning Department has received public comments from neighbors and interested parties expressing concern regarding the proposed project and the applicant has forwarded letters in support. All comments are attached, for reference (Attachment 8).

CONCLUSION

In summary, the Planning Department is requesting Planning Commission input and direction on the requested entitlements. This report does not include a resolution or request for action. The Planning Department has identified two options for Planning Commission consideration:

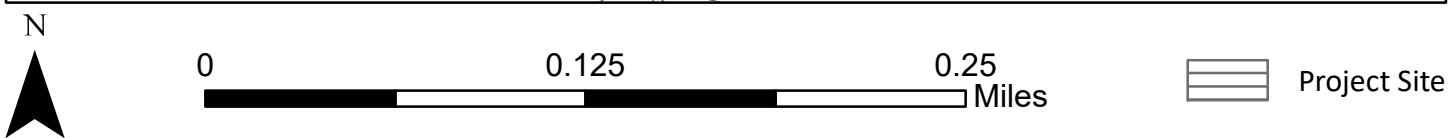
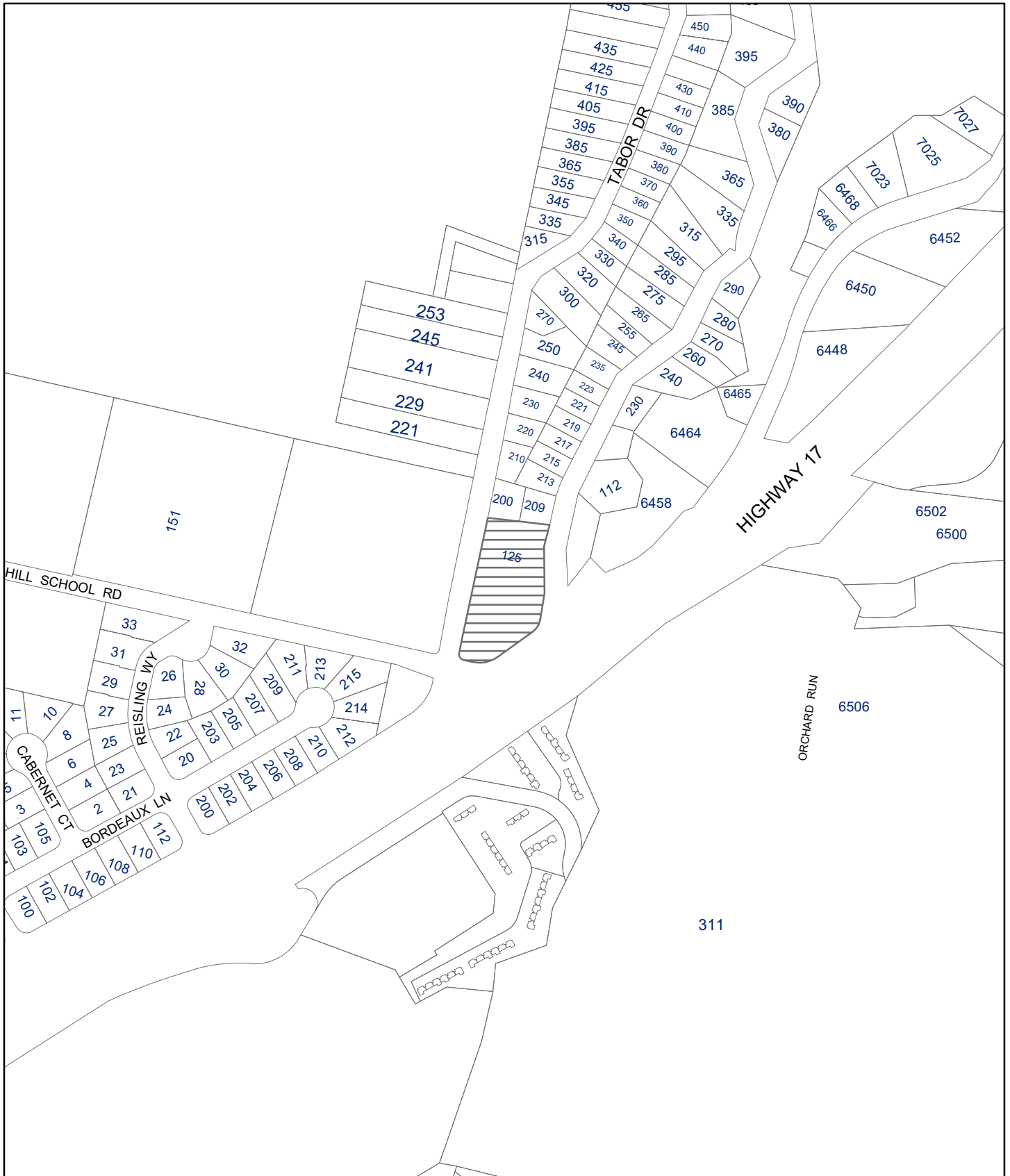
1. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is appropriate and that the issues associated with the proposed project are adequately addressed, the Planning Commission could direct staff to prepare a resolution recommending approval for consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.
2. If it is determined that a change in the General Plan land use designation from Commercial Professional to Light Industrial is not appropriate, or the issues associated with the proposed project are not adequately addressed, the Planning Commission could direct staff to prepare a recommendation of denial for

consideration at a future Planning Commission meeting. The final recommendation would then be forwarded to the City Council for consideration.

ATTACHMENTS

1. Location Map
2. Project Plans
3. General Plan Amendment Map
4. Zone Change Map
5. Negative Declaration
6. Negative Declaration Public Comment
7. Response to Negative Declaration Public Comment re: Traffic
8. Public Comment

125 Bethany Drive / APN 023-102-15



REDEVELOPMENT PLANS FOR BETHANY PROFESSIONAL COMMERCIAL PROPERTY

125 BETHANY DR, SCOTTS VALLEY, CA

ABBREVIATIONS

AB	Anchor Bolt	(E)	Existing	PLY WD	Plywood
ABV	Above	EA	Each	PSF	Pounds per Square Foot
ACI	American Concrete Institute	EN	Edge Nailing	PSI	Pounds per Square Inch
ALT	Alternate	ENGR	Engineer	PTDF	Preservative Treated Douglas Fir
APA	American Plywood Association	EXT	Exterior	RDWD	Redwood
ARCH	Architect	FLR	Floor	REINF	Reinforcement
ATR	All Thread Rod	FND	Foundation	REQD	Required
CBC	California Building CodeBoard	FOS	Face of Concrete	RF	Roof
BD	Block	FRMG	Framing	RM	Room
BLK(G)	Block(ing)	FT	Foot or Feet	RTW	Retaining Wall
BLW	Below	FTG	Footing	SAD	See Architectural Drawings
BM	Beam	GALV	Galvanized	SB	Solid Blocking
BN	Boundary Nailing	GL	Glued Laminated	SF	Square Foot
BP	Base Plate	GYP	Gypsum	SIM	Similar
BRG	Bearing	HD	Holdown	SPEC	Specifications
CL	Center Line	HDR	Header	SO	Square
CLG	Clear	HORIZ	Horizontal	STD	Standard
CLR	Clear, Clearance	HT	Height	STL	Steel
COL	Column	INT	Interior	SKYLT	Skylight
CONC	Concrete	JST(S)	Joist(s)	T&B	Top and Bottom
CONN	Connection	MB	Machine Bolt	T&G	Tongue and Groove
CONT	Continuous	MI	Malleable Iron	TOC	Top of Concrete
CNTR	Center	MIN	Minimum	TOW	Top of Wall
DBL	Double	(N)	New	TYP	Typical
DF	Douglas Fir	OC	On Center	UNO	Unless Noted Otherwise
DIA	Diameter	OH	Opposite Hand	Ø	Diameter
DTL	Detail	OPNG	Opening		
DWG	Drawing	PAF	Powder Actuated Fastener		
		PL	Plate of Property Line		

DEFERRED SUBMITTALS

A LICENSED DESIGNER / INSTALLER SHALL PREPARE AND SUBMIT (2) SETS OF PLANS, CALCULATIONS, AND CUT SHEETS FOR THE AUTOMATIC FIRE SPRINKLER SYSTEM TO MEET NFPA 13-D TO THE FIRE DEPARTMENT AGENCY FOR REVIEW AND APPROVAL. THE CUT SHEETS SHALL INCLUDE, BUT ARE NOT LIMITED TO, PIPING, VALVES, GUAGES, AND SPRINKLER HEADS.

THE JOB COPIES OF THE BUILDING AND FIRE SYSTEM PLANS AND PERMITS SHALL BE ON-SITE DURING INSPECTIONS

A MINIMUM OF 48 HOURS NOTICE TO THE FIRE DEPARTMENT SI REQUIRED PRIOR TO INSPECTIONS

WATER:
SCOTTS VALLEY WATER DISTRICT
2 CIVIC CENTER DRIVE
SCOTTS VALLEY, CA 95066
831-438-2363

FIRE
SCOTTS VALLEY FIRE PROTECTION DISTRICT
7 ERBA LANE
SCOTTS VALLEY, CA 95066
831-438-0211

CODES

2022 CALIFORNIA RESIDENTIAL CODE
2022 CALIFORNIA PLUMBING CODE
2022 CALIFORNIA MECHANICAL CODE
2022 CALIFORNIA ELECTRICAL CODE
2022 CALIFORNIA FIRE CODE
2022 CALIFORNIA GREEN BUILDING CODE
2022 CALIFORNIA ENERGY EFFICIENCY STANDARDS

CONSULTANTS

HUGH ZIKE ARCHITECT
838 WESTERN DR, SANTA CRUZ, CA 95060
831-818-5808

C2G CIVIL CONSULTANTS GROUP, INC
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ALPHA SURVEY
TODD CREAMER
4444 SCOTTS VALLEY DR, SCOTTS VALLEY, CA 95066
831-438-4420

ROCK SOLID ENGINEERING, INC
GEOTECHNICAL ENGINEERING
YVETTE WILSON
1100 MAIN STREET, SUITE A, WATSONVILLE, CA 95076
831-724-5868

ANIMATEHOUSE RENDERING
ALAN HYMES
831-295-2719

PROJECT DATA

DEMOLISH AND REMOVE EXISTING MIXED USE OFFICE STORAGE STRUCTURES.
CONSTRUCT NEW 52,822 SF THREE STORY LIGHT GUAGE METAL FRAME MIXED USE OFFICE - STORAGE STRUCTURE.

OWNER: HERITAGE REAL ESTATE VENTURES LLC
125 BETHANY DRIVE, SCOTTS VALLEY

DEVELOPER: BLACKCOMB PROPERTY GROUP

OCCUPANCY	B - S1
CONSTRUCTION TYPE	IIB FIRE SPRINKLED
SRA	LRA
APN	023-102-15
ZONING	CP
ADDRESS	125 BETHANY DRIVE, SCOTTS VALLEY, CA 95066

AREAS

AREA OF PROPERTY	57499.02 SF
BUILDING FOOTPRINT	18501.00 SF
MAXIMUM ALLOWABLE COVERAGE 35%	20124.66 SF

TOTAL BUILDING AREA	52,822.00 SF
MAXIMUM ALLOWABLE BUILDING AREA	91875.00 SF

SHEET INDEX

ARCHITECTURAL

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A2.1	SITE PLAN
A2.2	OFFICE STORAGE RATIO
A3.1	FIRST FLOOR PLAN
A3.2	SECOND FLOOR PLAN
A3.3	THIRD FLOOR PLAN
A3.4	ROOF PLAN
A4.1	EXTERIOR ELEVATIONS
A4.2	EXTERIOR ELEVATIONS
A4.3	PERSPECTIVE
A5.1	BUILDING SECTIONS
A6.1	ARCHITECTURAL DETAILS
CB1	COLOR BOARD 1
CB2	COLOR BOARD 2

CIVIL

C0.1	COVER SHEET
C1.1	EXISTING SITE AND DEMOLITION PLAN
C2.1	SITE IMPROVEMENTS
C3.1	GRADING PLAN
C3.2	STORM WATER CONTROL PLAN
C4.1	UTILITY AND FIRE SUPPRESSION PLAN
C5.1	EROSION CONTROL PLAN
C5.2	EROSION CONTROL DETAILS
C6.1	DETAILS
C6.2	DETAILS
C6.3	DETAILS
C6.4	SVVD DETAILS

LANDSCAPE

L1.1	LANDSCAPE PLANS
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ELECTRICAL

E1	LIGHTING PLAN
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ARBORIST

T1	TREE LOCATION
T2	TREE PROTECTION PLAN

PROJECT DESCRIPTION

The project site is a 1.35-acre parcel with two existing office and administrative buildings which contain approximately 13,500 gross square feet. The site is located at the intersection of Bethany Drive, Scotts Valley Drive, and Tabor Drive and is visible along the freeway frontage. The proposed project is a mixed-use commercial redevelopment which consists of gross 52,822 square feet, including 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage. The new project utilizes the existing footprints of the current buildings. According to Scotts Valley's municipal code parking requirements for office use, the professional administrative use requires 42 parking spaces and the storage component only requires 12 parking spaces for a total of 54 parking spaces.

The new Bethany Business Center is a revitalization of the 65 year-old office buildings designed and used by Bethany Bible College back in the day for their needs at the time. The buildings are not only obsolete and antiquated, they are not energy and water efficient and do not comply with current ADA requirements. Perhaps more significantly, the buildings don't meet the needs of our current and future tenants-local service and business professionals.

The proposed new building represents a comprehensive redevelopment of the site and reflects the diverse new ways people are working and doing business. The new design is responsive to today's reduced demand for physical office space as well as the increased need for flexible storage for inventory, equipment, materials, and e-commerce operations, among other uses.

The new design is for a slightly reduced amount of office space available on-site today, but in a new energy efficient, sustainable, functional, and beautiful building. The proposed building would reduce existing impacts, while adding 39,000 (+/-) square feet of low impact, flexible, office-adjacent storage. This will primarily be completed through adding floors to the current building envelopes. This concept maintains the current level of parking and will give businesses the room and flexibility they need as they grow and change.

The design and desired use of the building is for businesses that have a need for office space as well as storage space of various proportions in one convenient location. The use case and demand for this mix-use commercial service and professional space is significant and well documented - as shown via half a dozen community support letters submitted from local businesses in favor of this design.

The building will have all of the same office uses as it has now, which can be defined within the Commercial Professional and Service zoning designations. The building will not allow any industrial users.

The new design includes elevators to make the property fully accessible, and a hidden drive-through lane in the middle of the building (East to West) along with a drop off feature that makes it extremely convenient and low impact. The addition of storage is an extremely benign use when it comes to impacts, while at the same time is the single most beneficial component that can be added to the office space needs of existing businesses at the building.

However, to ensure that the maximum potential impacts are evaluated in the planning and environmental review process, it is suggested that the impacts be assessed on the maximum potential number of storage users - 227. While it's highly unlikely there will be even a fraction of this many storage users, storage as a use is very low impact because it does not generate water or sewage use, while generating the lowest amount of traffic. Additionally, it is estimated that the office users in the aggregate, and at a minimum, will use storage at a rate of 3:1 to their office space.

The hours of operation for the building will remain the same as it currently is - Monday to Friday, 8am - 6pm. However, many office users currently come in on the weekend and the building management does not limit users' ability to access their office(s) outside of these times. For hours of operation for the storage component, access hours will be characterized as the same as office, from 8am - 6pm. However, if a business requires access to their storage outside of these access hours, management will allow access by prior arrangement.

The property will be highly secure utilizing state-of-the-art security and surveillance systems providing 24/7 monitoring, with key-padded access to all exterior entryways. In addition, there will be a full-time on-site property manager based out of one of the ground-level office spaces. The manager will assist with property upkeep and oversight, tenant relations, maintenance requests, leasing efforts, and many other similar tasks. Hours of operation for the on-site manager will be Monday to Friday, 9am - 5pm.

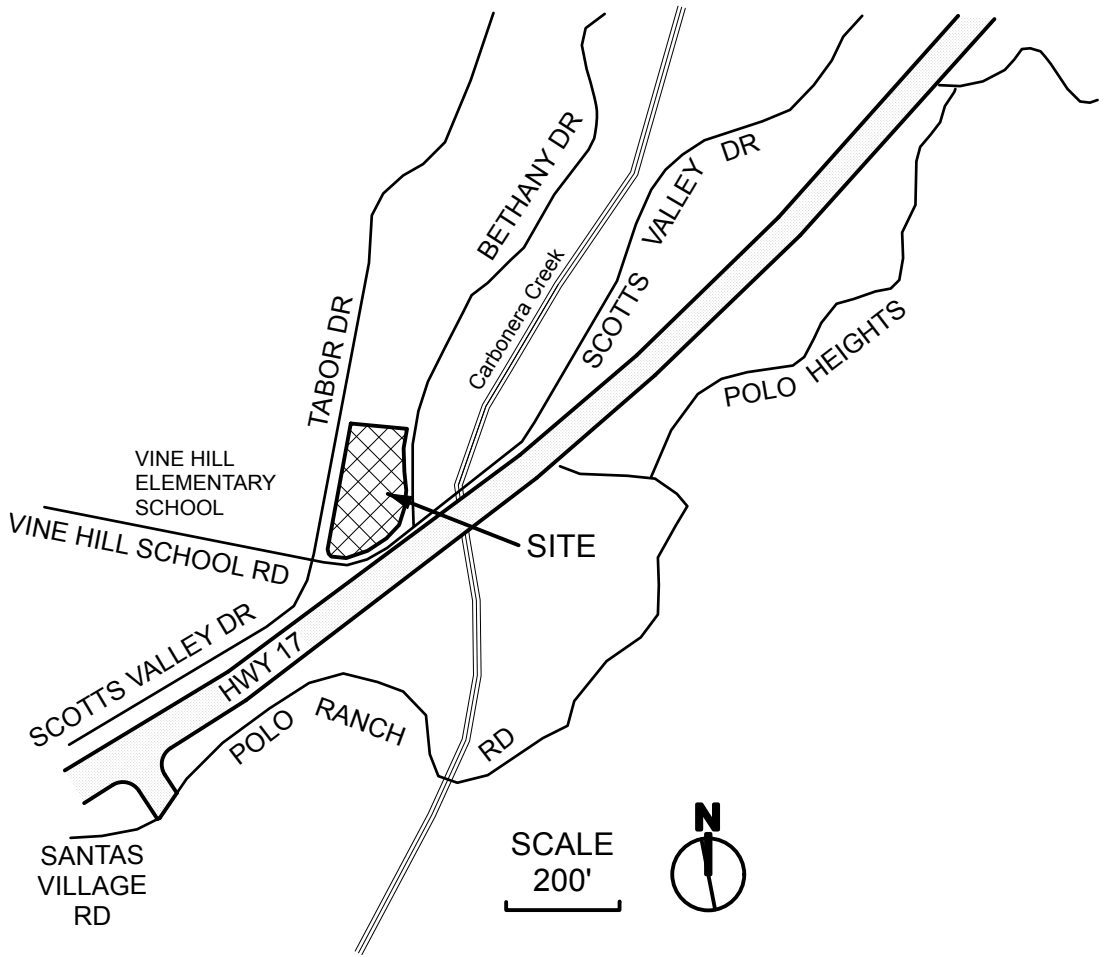
Noise generation from the property will be negligible and the professional noise study performed on the site found that proposed "project-generated noise levels and noise increases in the ambient conditions will be within the standards of the Municipal Code."

The property will also be designed with sustainable practices in mind, such as energy-efficient lighting and HVAC systems, energy efficient windows, as well as water-conserving features such as low-flow toilets, faucets, and drought-resistant landscaping. In fact, overall water impacts will be significantly reduced from the current structure since the proposed project replicates the existing office space available today but in a more energy efficient manner, and the additional storage space does not add any additional water usage.

The proposed project plans to use the property's existing monument signage. Additional signage will include directional signage around the building, a tenant directory (which now currently exists), as well as life-safety signage for elevators, electrical, fire department, etc.

By combining office space and storage space in one property, service and professional-based businesses will increase efficiency in managing their operations by being able to easily access equipment and supplies, without the need to travel to a separate facility, which will also reduce traffic trip generation.

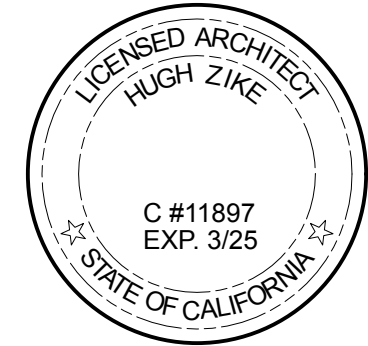
VICINITY MAP



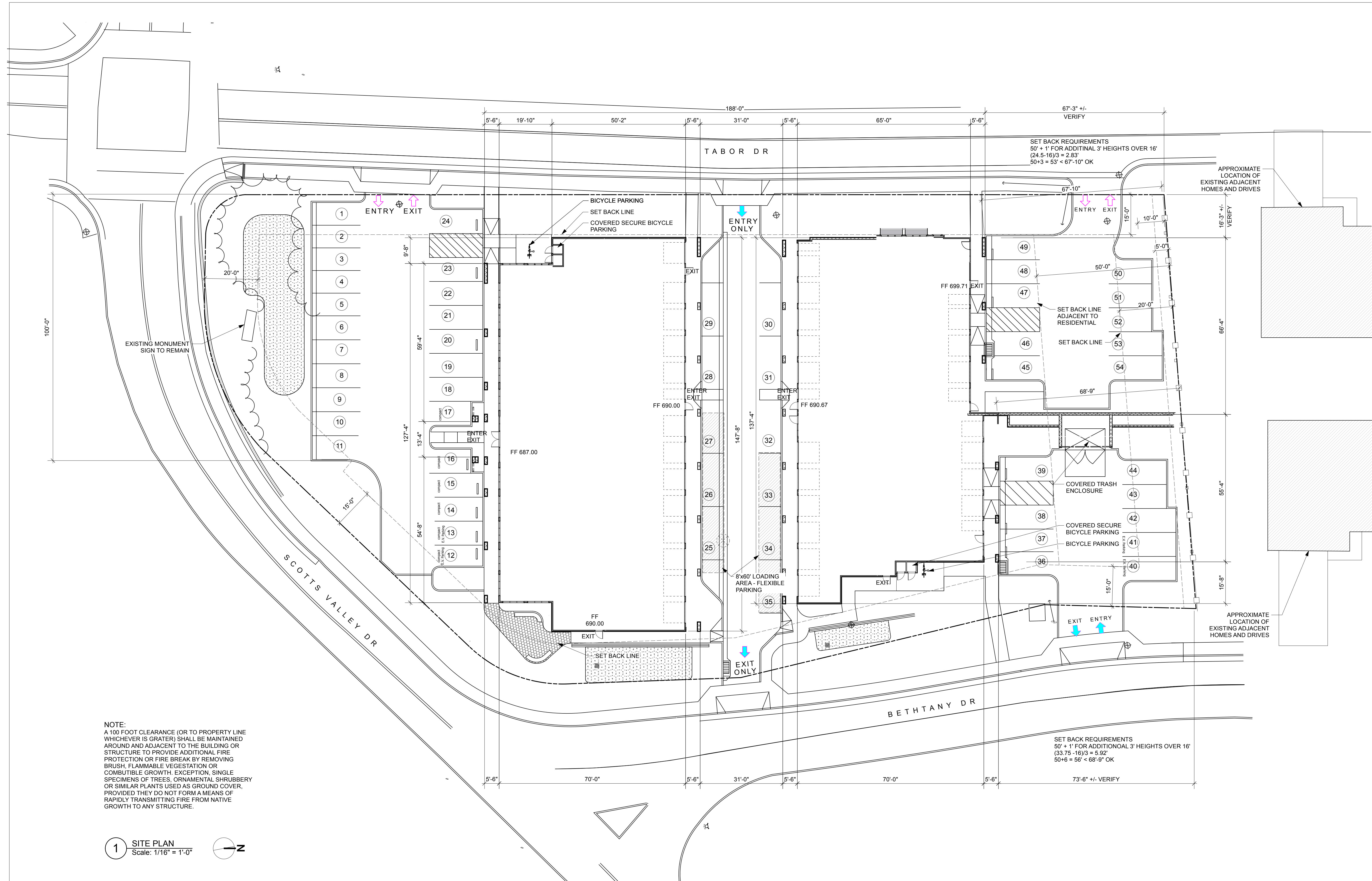
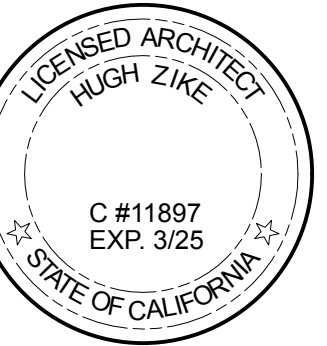
OFFICE - STORAGE AREA TABULATION					
FIRST FLOOR					
OFFICE 1	2163 SF	20.7%	STORAGE 1	2128 SF	5.7%
OFFICE 2	188	1.8%	STORAGE 2	188	0.5%
OFFICE 3	184	1.8%	STORAGE 3	161	0.4%
SECOND FLOOR					
OFFICE 1	2935 SF	28.0%	STORAGE 1	NONE	
OFFICE 4	271	2.6%	STORAGE 4	338 SF	0.9%
OFFICE 5	344	3.3%	STORAGE 5	265	0.7%
OFFICE 6	216	2.1%	STORAGE 6	186	0.5%
OFFICE 7	481	4.6%	STORAGE 7	336	0.9%
OFFICE 8	301	2.9%	STORAGE 8	337	0.9%
THIRD FLOOR					
OFFICE 1	1678 SF	16.1%	STORAGE 1	772 SF	2.1%
OFFICE 9	334	3.3%	STORAGE 9	265	0.7%
OFFICE 10	298	2.8%	STORAGE 10	338	0.9%
OFFICE 11	481	4.6%	STORAGE 11	336	0.9%
OFFICE 12	301	2.9%	STORAGE 12	337	0.9%
OFFICE 13	271	2.6%	STORAGE 13	338	0.9%
TOTAL	10465		TOTAL	6695	
GENERAL STORAGE					
1st FLR	11599 - 15% CIRCULATION =		9859 SF	24.4%	
2nd FLR	15360 - 15% CIRCULATION =		13056	29.7%	
3rd FLR	15398 - 15% CIRCULATION =		13088	29.1%	
TOTAL	42357		36003		
TOTAL GROSS STORAGE = 6695+35662=					
TOTAL OFFICE 10465 SF STORAGE - CIR = 36003 SF					
RATIO - OFFICE : STORAGE 1 : 3.44					

OFFICE PARKING RATIO	1:250 SF
STORAGE PARKING RATIO	1:3500 SF
TOTAL PARKING REQUIRED	42357 SF / 3500 = 12 SPACES
TOTAL PARKING PROVIDED	= 54 SPACES

MAXIMUM POSSIBLE STORAGE AREA = 54 PARKING SPACES x 3500 SF/SPACE = 189,000SF > 62,469 TOTAL BUILDING AREA

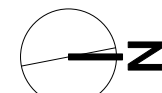


Project Title Scale		Design Firm HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808	Designed By		Date	No.	Issue Notes	Revision Notes	Zones	Annex	
			Drawn By	10-06-23							
Sheet Title COVER SHEET		Consultant	Checked By	Revision	The DATA SET FORTH ON THIS SHEET IS THE PROPERTY OF HUGH ZIKE ARCHITECT. IT IS TO BE USED ONLY FOR THE PROJECT AND MAY NOT BE ALTERED, REPRODUCED, OR USED WITHOUT THE WRITTEN CONSENT OF HUGH ZIKE ARCHITECT. THE ELECTRONIC TRANSFER OF DATA SHALL BE THE SOLE RESPONSIBILITY OF THE ARCHITECT WITHOUT LIABILITY TO THE ARCHITECT. UNAUTHORIZED USE IS PROHIBITED.	No.	Date	Issue Notes	Revision Notes	Zones	Annex
			Reviewed By	Project ID							
			Submitted By	Store More Scotts Valley							
				Drawing Code							
			CAD File Name	Filename							
			Project Manager	Plot Date	10/06/00						



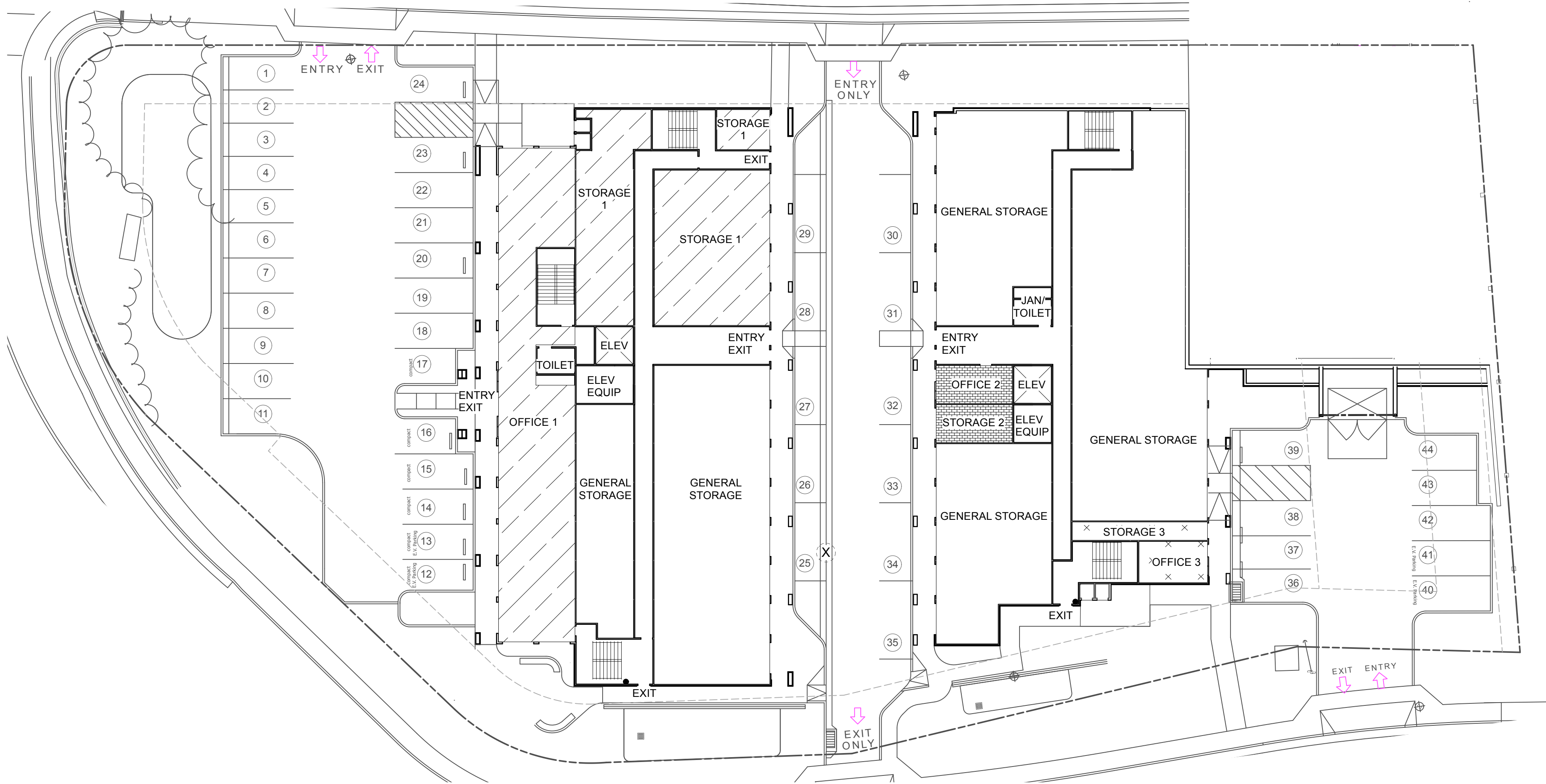
NOTE:
A 100 FOOT CLEARANCE (OR TO PROPERTY LINE WHICHEVER IS GRATER) SHALL BE MAINTAINED AROUND AND ADJACENT TO THE BUILDING OR STRUCTURE TO PROVIDE ADDITIONAL FIRE PROTECTION OR FIRE BREAK BY REMOVING BRUSH, FLAMMABLE VEGETATION OR COMBUTIBLE GROWTH. EXCEPTION, SINGLE SPECIMENS OF TREES, ORNAMENTAL SHRUBBERY, OR SHRUBS ARE USED AS GROUND COVER, PROVIDED THEY DO NOT FORM A MEANS OF RAPIDLY TRANSMITTING FIRE FROM NATIVE GROWTH TO ANY STRUCTURE.

1 SITE PLAN
Scale: 1/16" = 1'-0"

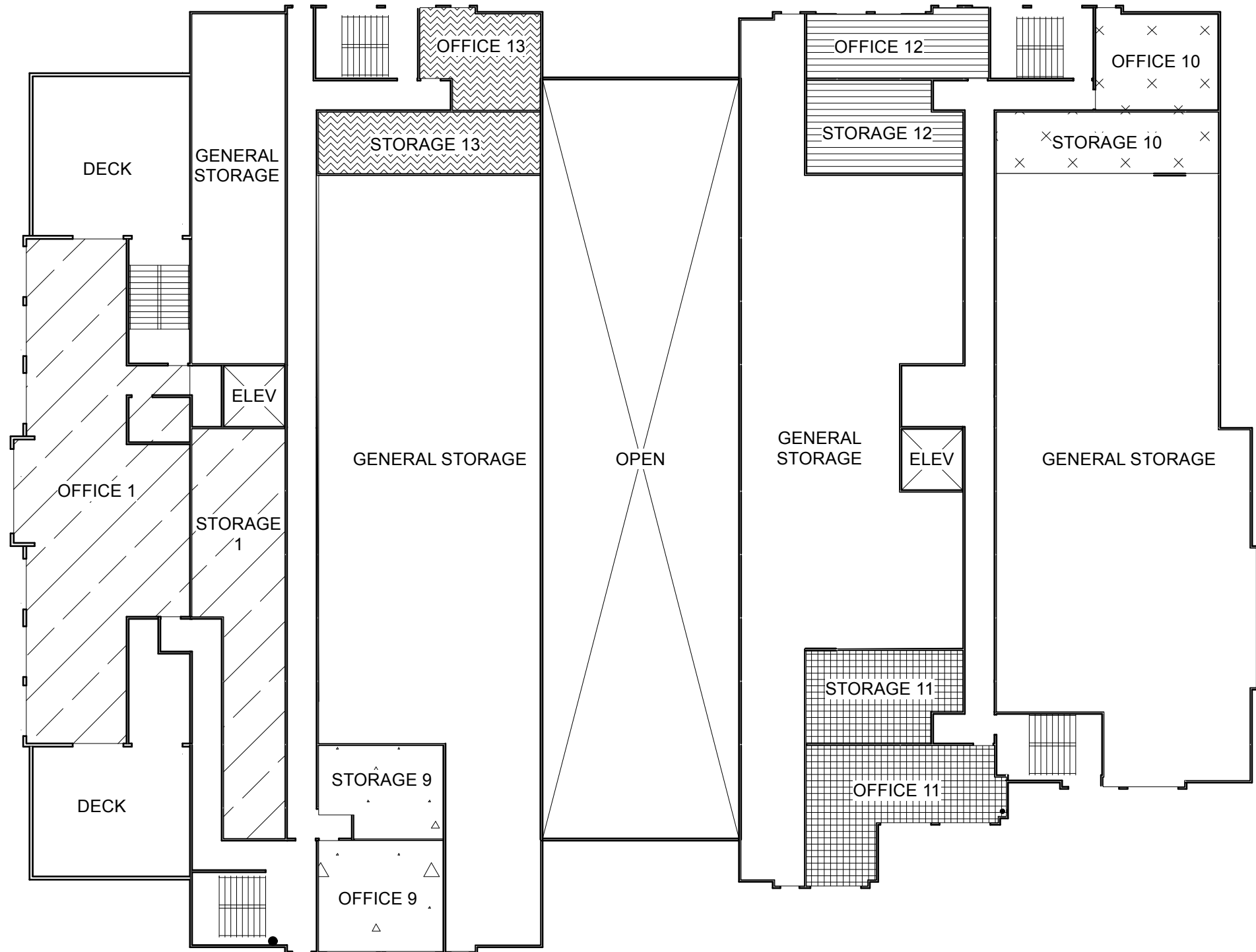


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Project Title										REDEVELOPMENT FOR 125 BETHANN DRIVE SCOTT'S VALLEY, CA APN 023-102-15										Design Firm										HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808																																																	
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OFFICE - STORAGE AREA TABULATION					
FIRST FLOOR					
OFFICE 1	2163 SF	20.7%	STORAGE 1	2128 SF	5.7%
OFFICE 2	188	1.8%	STORAGE 2	188	0.5%
OFFICE 3	184	1.8%	STORAGE 3	161	0.4%
SECOND FLOOR					
OFFICE 1	2935 SF	28.0%	STORAGE 1	NONE	
OFFICE 4	271	2.6%	STORAGE 4	338 SF	0.9%
OFFICE 5	344	3.3%	STORAGE 5	265	0.7%
OFFICE 6	216	2.1%	STORAGE 6	186	0.5%
OFFICE 7	481	4.6%	STORAGE 7	336	0.9%
OFFICE 8	301	2.9%	STORAGE 8	337	0.9%
THIRD FLOOR					
OFFICE 1	1678 SF	16.1%	STORAGE 1	772 SF	2.1%
OFFICE 9	334	3.3%	STORAGE 9	265	0.7%
OFFICE 10	298	2.8%	STORAGE 10	338	0.9%
OFFICE 11	481	4.6%	STORAGE 11	336	0.9%
OFFICE 12	301	2.9%	STORAGE 12	337	0.9%
OFFICE 13	271	2.6%	STORAGE 13	338	0.9%
TOTAL	10465		TOTAL	6695	
GENERAL STORAGE					
1st FLR	11599	- 15% CIRCULATION =	9859 SF	24.4%	
2nd FLR	15360	- 15% CIRCULATION =	13056	29.7%	
3rd FLR	15398	- 15% CIRCULATION =	13088	29.1%	
TOTAL	42357		36003		
TOTAL GROSS STORAGE = 6695+35662= 42357 SF					
TOTAL OFFICE 10465 SF STORAGE - CIR = 36003 SF					
RATIO - OFFICE : STORAGE 1 : 3.44					
OFFICE PARKING RATIO 1:250 SF					
10465 SF / 250 = 42 SPACES					
STORAGE PARKING RATIO 1:3500 SF					
42357 SF / 3500 = 12 SPACES					
TOTAL PARKING REQUIRED = 54 SPACES					
TOTAL PARKING PROVIDED = 54 SPACES					
MAXIMUM POSSIBLE STORAGE AREA = 54 PARKING SPACES x					
3500 SF/SPACE = 189,000SF > 62,469 TOTAL BUILDING AREA					



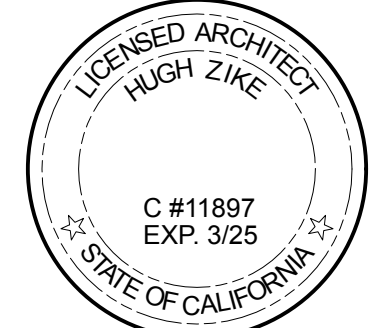
1 FIRST FLOOR OFFICE STORAGE CORRELATION PLAN
Scale: 1" = 20'-0"



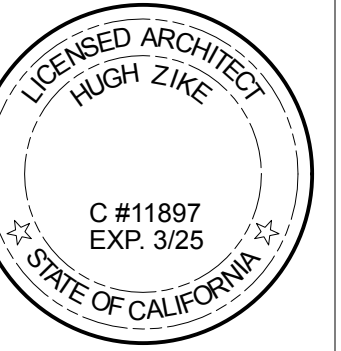
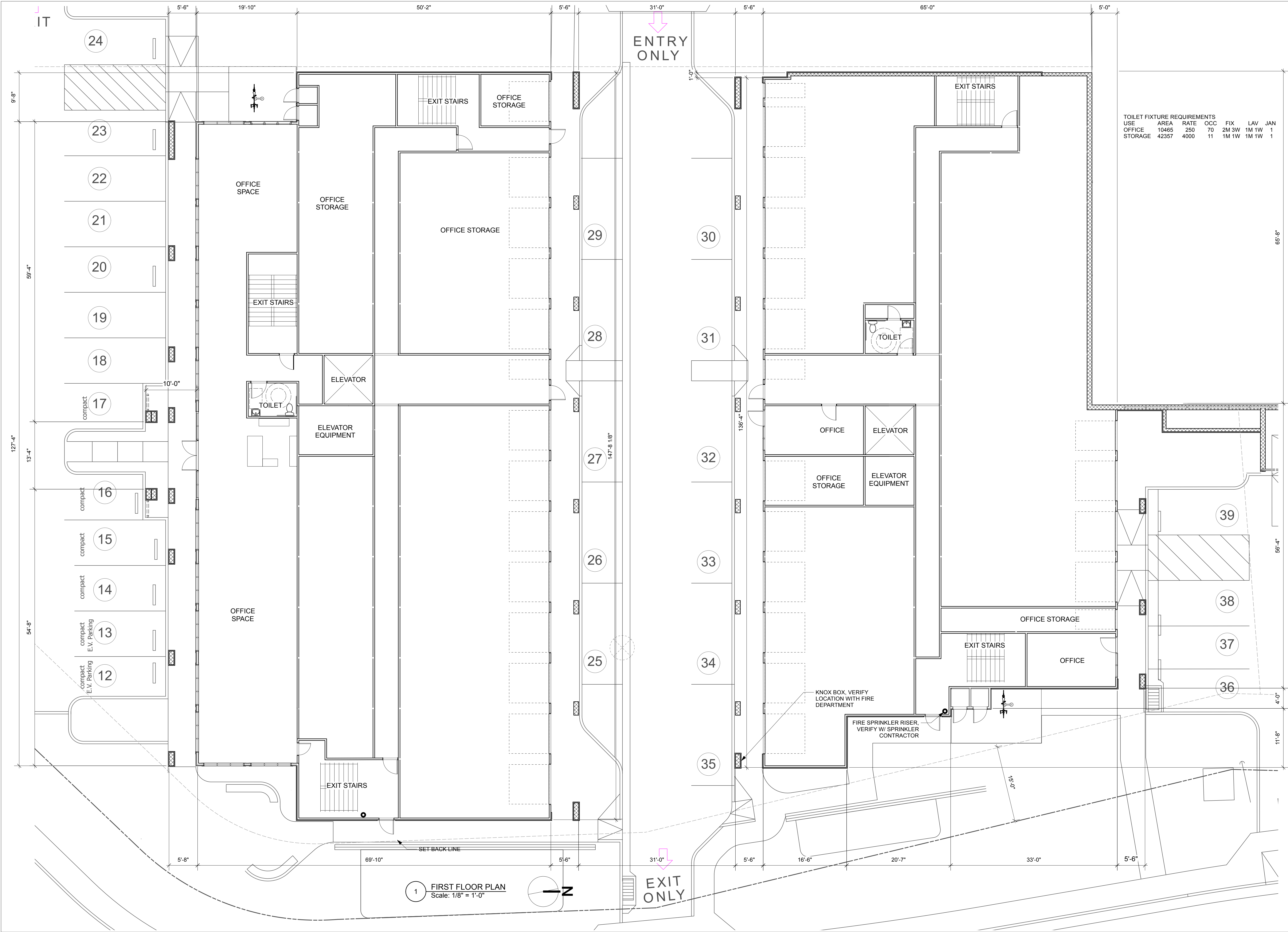
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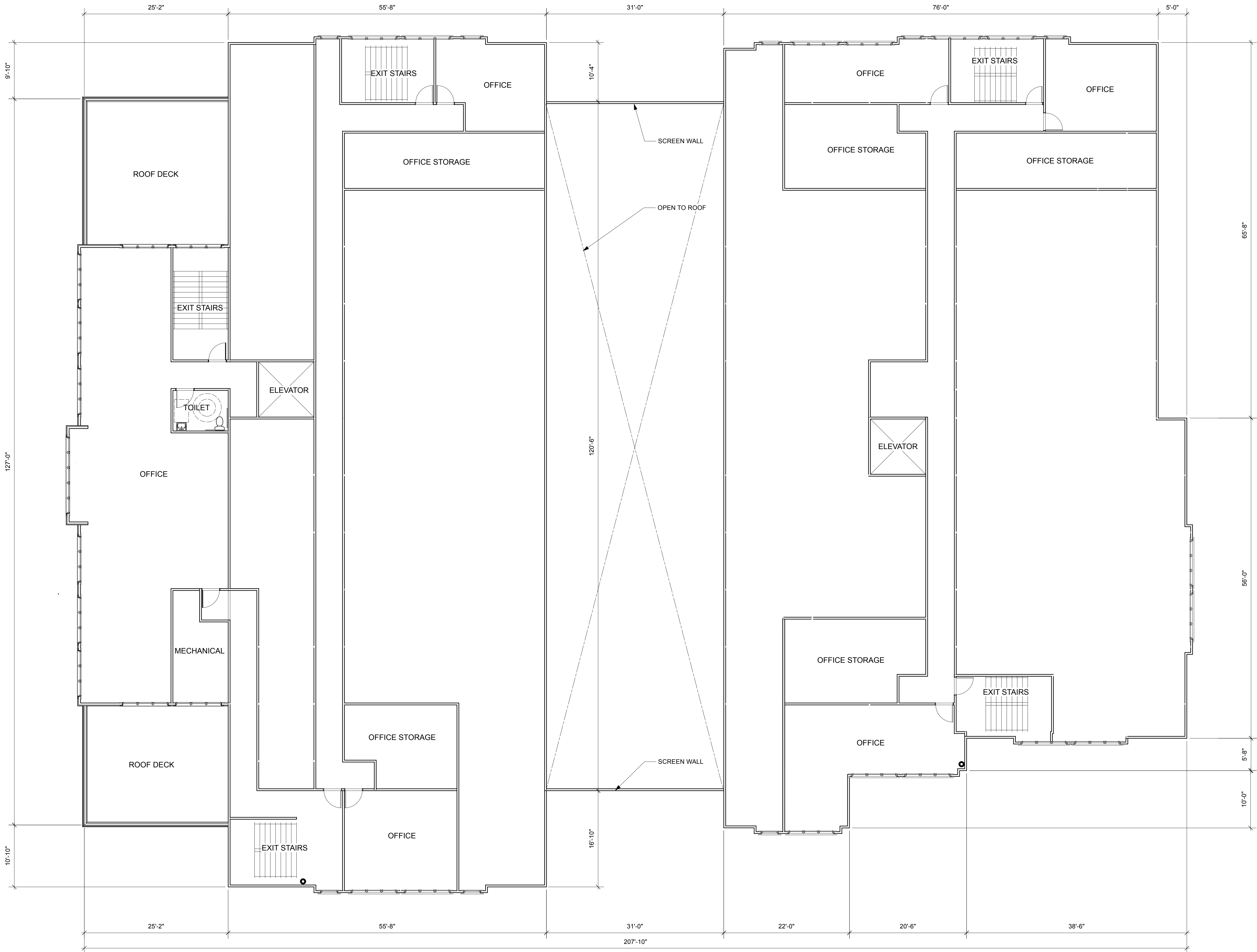


2 SECOND FLOOR OFFICE STORAGE CORRELATION PLAN
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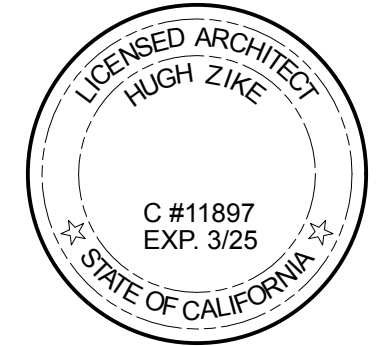


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Designed By		10-06-23		Revision		Store More Scotts Valley		Drawing Code		Filename		00/00/00	
Drawn By		HUGH ZIKE AIA		838 WESTERN DR		SANTA CRUZ, CA 95060		831-818-5808		Project Manager			
Checked By		REDEVELOPMENT FOR		125 BETTANT DRIVE		SCOTT'S VALLEY, CA		APN 023-102-15		OFFICE STORAGE RATIO		CORRELATION PLAN	
Reviewed By		Scale		1"=20'		Sheet No.		A2.2		of		Total Sheets	
Submitted By		Page		05 of 500									

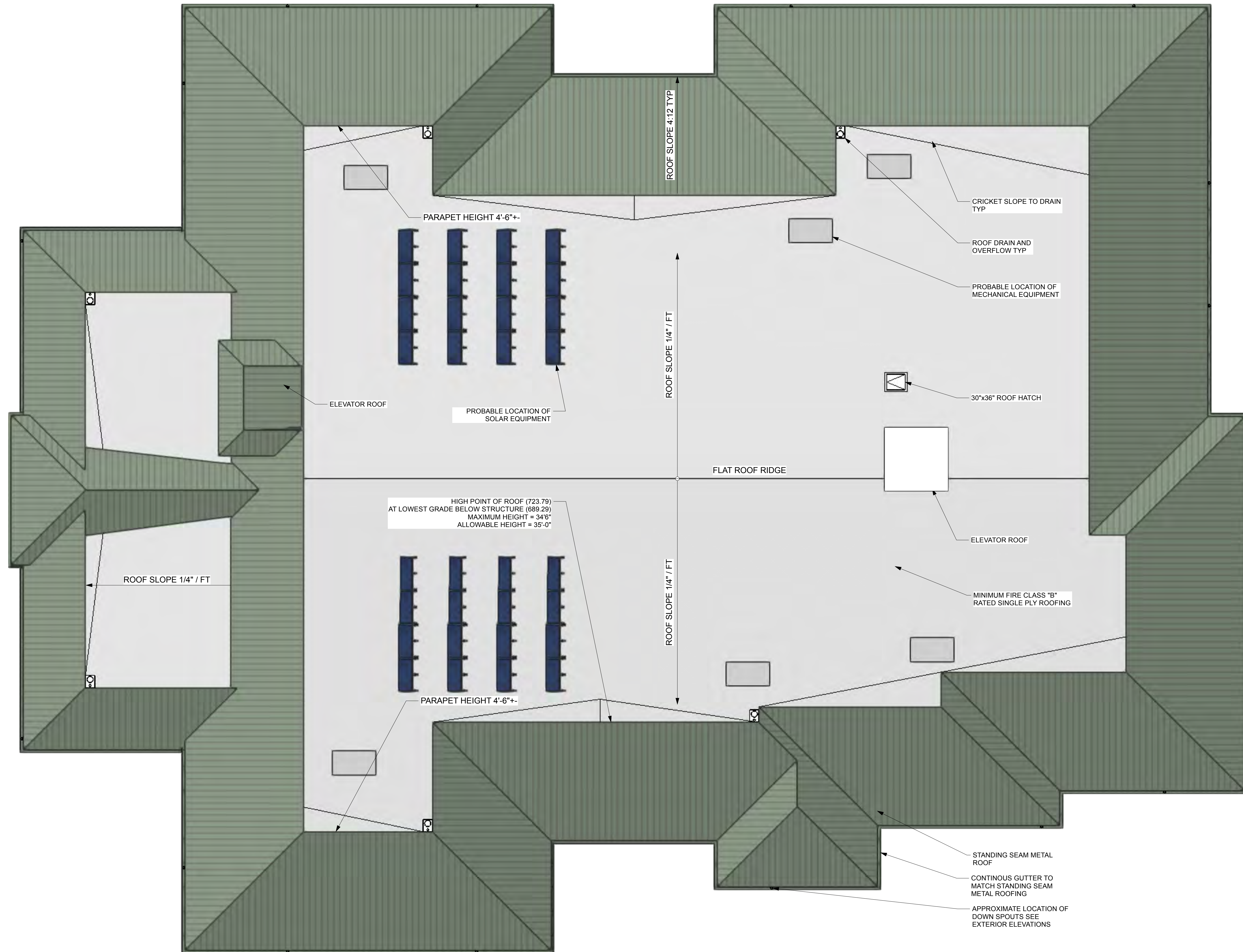
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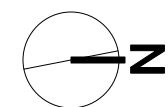
1 THIRD FLOOR PLAN
Scale: 1/8" = 1'-0"



Project Title		Design Firm		Date		Issue Notes		Revision Notes		Zone		Appr	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808		10-06-23		The data set forth on this sheet is for the project and site shown. It is not to be used for any other project or site without the written consent of the architect. The architect shall not be responsible for the accuracy of the information provided by others.							
Sheet Title		Consultant		Revision		No.		Date		No.		Date	
THIRD FLOOR PLAN				Store More Scott's Valley		00/00/00							
Scale		1/8" = 1'-0"		Drawing Code		File Name		Project Manager		Project Manager		Project Manager	
Sheet No.		A3.3		CAD File Name		00/00/00							
Total Sheets		of		Revision		Revision		Revision		Revision		Revision	



1 ROOF PLAN
Scale: 1/8" = 1'-0"

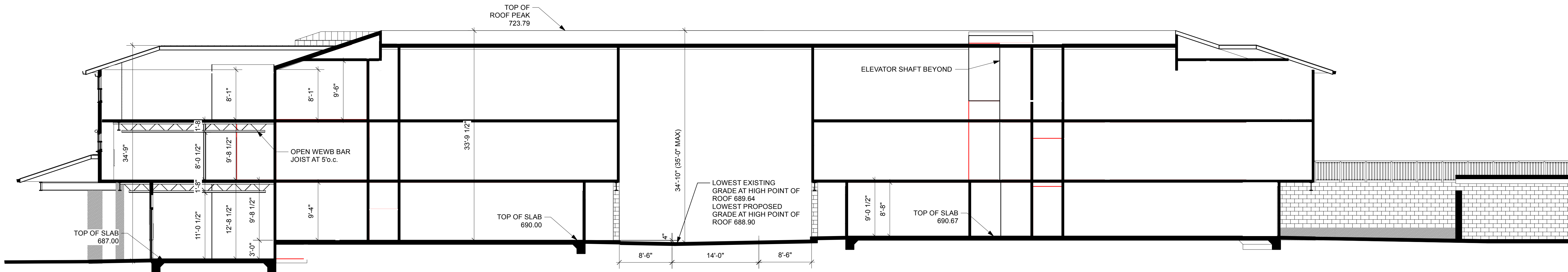


A3.4 of Total Sheets										Sheet No.	Scale	Sheet Title	Consultant	Drawing Code	Revision	Date	Issue Notes	No.	Date	Revision Notes	Zone	Appr.			
REDEVELOPMENT FOR 125 BETHANY DRIVE SCOTT'S VALLEY, CA APN 023-102-15										HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808	1/8" = 1'-0"	ROOF PLAN	Consultant	Drawing Code	Revision	Date	Issue Notes	No.	Date	Issue Notes	No.	Date	Revision Notes	Zone	Appr.
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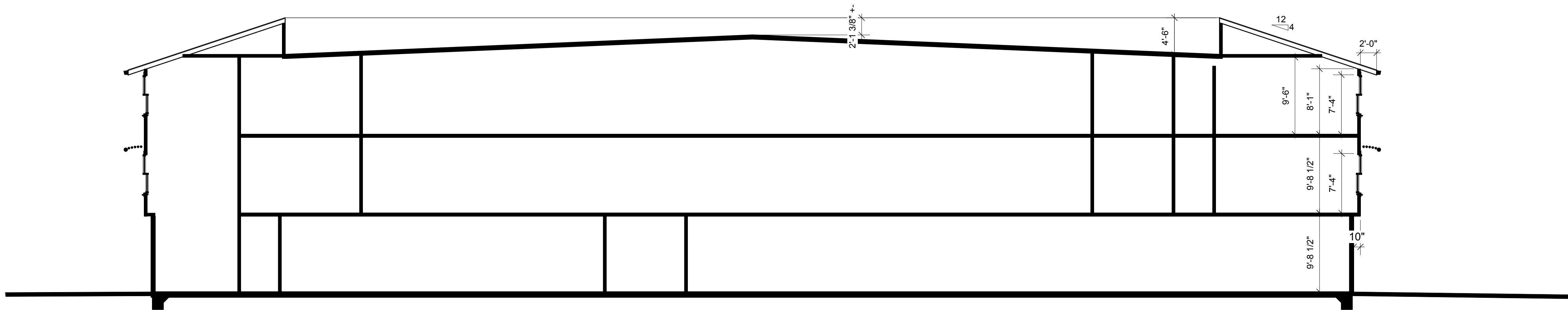


2 DRIVE THROUGH EXTERIOR ELEVATION - SECTION
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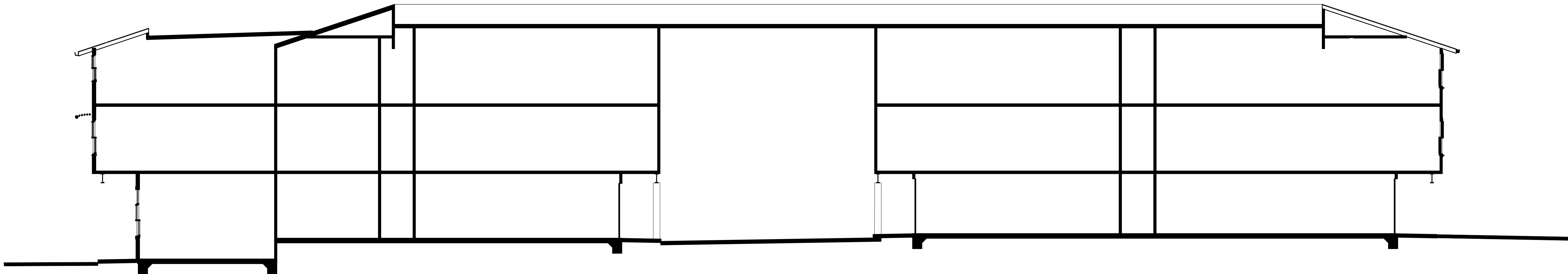
Page 132 of 500



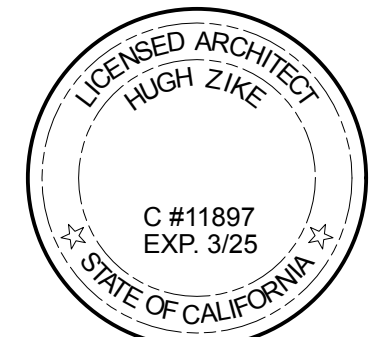
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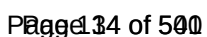
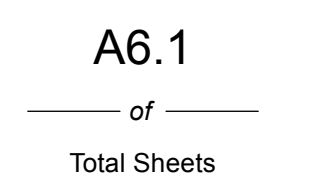
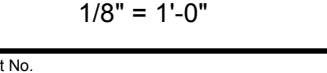
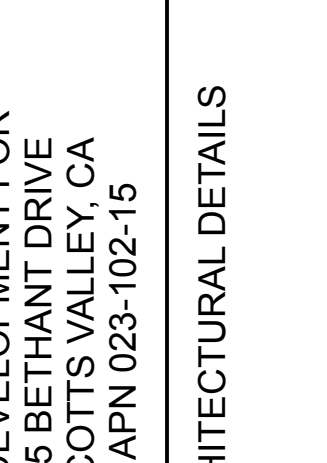
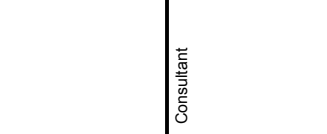
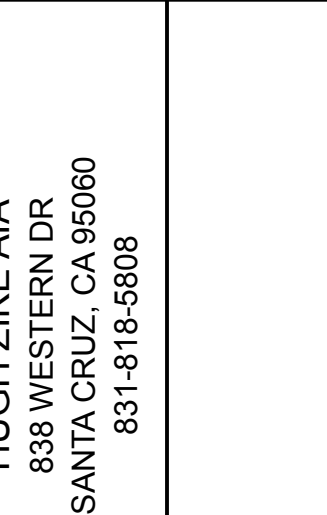
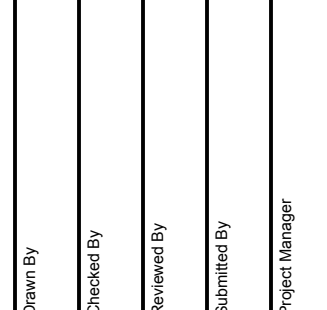
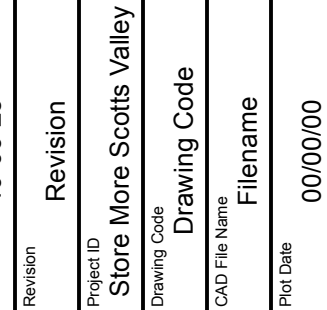
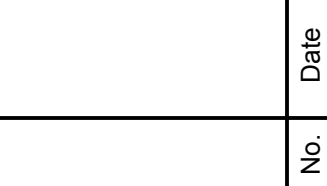
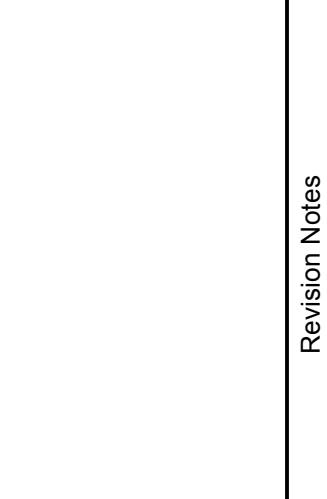
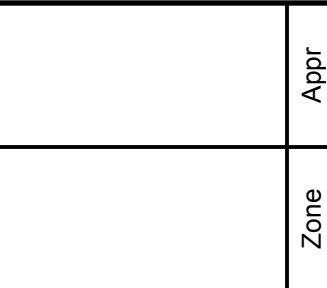
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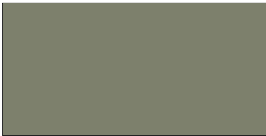


3 SECTION C-C
Scale: 1/8" = 1'-0"



Project Title		Project No.		Revision Notes		Zone		Appr	
REDEVELOPMENT FOR 125 BETHANT DRIVE SCOTT'S VALLEY, CA APN 023-102-15		10-06-23		Revision		Store More Scotts Valley		Drawing Code	
HUGH ZIKE AIA 838 WESTERN DR SANTA CRUZ, CA 95060 831-818-5808		Revision		Project ID		Drawing Code		CAD File Name	
Design Firm		Date		Revision		Project ID		Drawing Code	
Drawn By		Revision		Project ID		Drawing Code		CAD File Name	
Checked By		Revision		Project ID		Drawing Code		CAD File Name	
Reviewed By		Revision		Project ID		Drawing Code		CAD File Name	
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METAL ROOFING
AEP SPAN
COLOR: SAGE GREEN



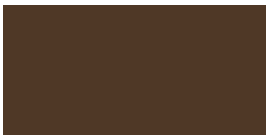
HORIZONTAL WALL CAP
AEP SPAN
COLOR: REGAL WHITE



STEEL BEAMS
COLOR: CHARCOAL GREY

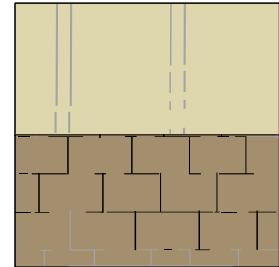


STEEL ROLL UP DOORS
COLOR: "JANUS" SILHOUETTE GRAY



AWNINGS
COLOR: BRONZED

BOARD AND BATTEN SIDING:
METAL
COLOR: NAVAJO BEIGE



WOOD SHINGLE SIDING
HARDIE
COLOR: KHAKI BROWN

STEEL EXIST DOORS AND FRAMES:
COLOR: "JANUS" DESERT SAND



DOOR & WDW FRAMES
ALUMINUM AND VYNIL
COLOR: WHITE



GROUND FACE CMU
BASALITE
COLOR: 113



STONE WAINSCOT
ELDORADO STONE
COLOR: LIMESTONE YORK

REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: FEBRUARY 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

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SHEET

CB1



PATIO PAVING
CALSTONE PAVERS
COLOR: QUARRY STONE
VERSAILLES CHACO CANYON

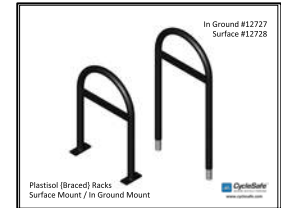


PATIO RETAINING WALL
ALLEN BLOCK
COLOR: EUROPA BROWN
BEIG CHARCOAL



PATIO BENCH
COLOR: ACID WASH BELSON
OUTDOORS MODEL TF160

BICYCLE RACK
CYCLE SAFE
COLOR: BLACK



REDEVELOPMENT FOR
125 BETHANY DRIVE
PROFESSIONAL COMMERCIAL PROPERTY
SCOTTS VALLEY, CA
DATE: OCTOBER, 2023

HUGH ZIKE, ARCHITECT
838 WESTERN DR
SANTA CRUZ, CALIFORNIA 95060
831 818-5808

THE DATA SET FORTH ON THIS SHEET IS
THE PDPROPERTY OF HUGH ZIKE,
ARCHITECT. IT IS AN INSTRUMENT OF
SERVICE AND MAY NOT BE ALTERED,
REPRODUCED, OR USED WITHOUT THE
WRITTEN CONSENT OF THE ARCHITECT.
THE PROPER ELECTRONIC TRANSFER OR
DATA SHALL BE THE USER'S
RESPONSIBILITY WITHOUT LIABILITY TO
THE ARCHITECT. UNAUTOORIZED USE IS
PROHIBITED

SHEET

CB2

REDEVELOPMENT PLANS FOR BETHANY PROFESSIONAL COMMERCIAL PROPERTY

125 BETHANT DRIVE
SCOTT'S VALLEY, CALIFORNIA

CIVIL SHEET INDEX

C0.1 - COVER SHEET
C1.1 - EXISTING SITE AND DEMOLITION PLAN
C2.1 - SITE IMPROVEMENTS
C3.1 - GRADING PLAN
C3.2 - STORM WATER CONTROL PLAN
C4.1 - UTILITY AND FIRE SUPPRESSION PLAN
C5.1 - EROSION CONTROL PLAN
C5.2 - EROSION CONTROL DETAILS
C6.1 - DETAILS
C6.2 - DETAILS
C6.3 - CITY OF SV Details
C6.4 - SVWD DETAILS

L1 - LANDSCAPE PLAN

E1 - LIGHTING PLAN

ARCHITECT:

HUGH ZIKES, ARCHITECT
838 WESTERN DRIVE
SANTA CRUZ, CA 95060
OFFICE: 831.818.5808

CIVIL ENGINEER:

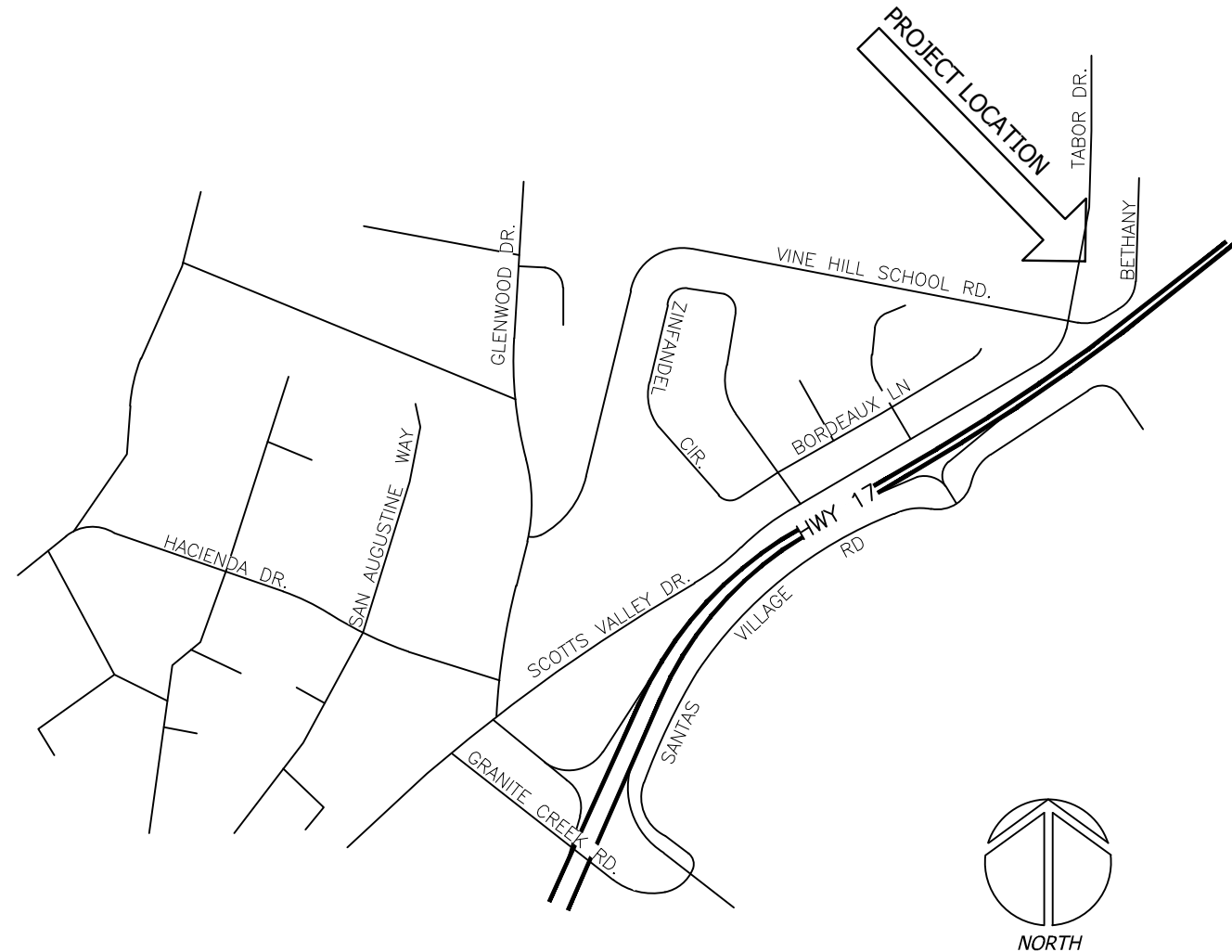
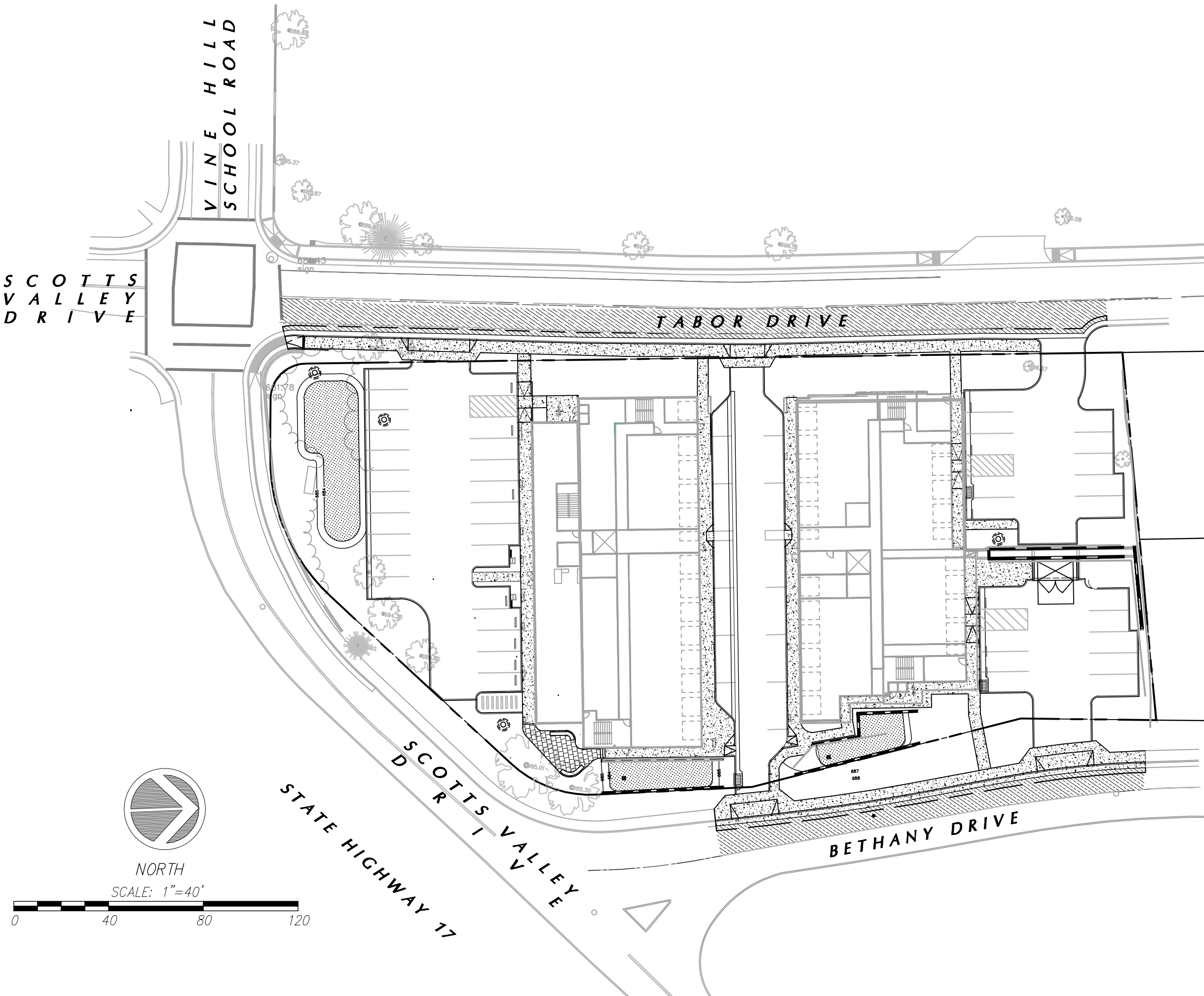
C2G/CIVIL CONSULTANTS GROUP, INC.
4444 SCOTT'S VALLEY DRIVE STE. 6
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

SURVEYOR:

ALPHA SURVEY
4444 SCOTT'S VALLEY DRIVE
SCOTT'S VALLEY, CA 95066
OFFICE: 831.438.4420

GEOTECHNICAL ENGINEER:

ROCK SOLID ENGINEERING
1100 MAIN STREET, SUITE A
WATSONVILLE, CA 95076
OFFICE: 831.724.5868



VICINITY MAP
SCALE: N.T.S.

PROJECT DATUM

BASED UPON GPS OBSERVED = NORTH

UTILITY PROVIDERS

PROVIDER	CONTACT NUMBER
WATER:	SCOTT'S VALLEY WATER DISTRICT (831) 438-2363
GAS AND ELECTRIC:	PACIFIC GAS AND ELECTRIC 1-800-468-4743
SANITARY SEWER:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-0732
STORM DRAIN SYSTEM:	SCOTT'S VALLEY PUBLIC WORKS (831) 438-5854

UNAUTHORIZED CHANGES AND USES

CAUTION: THE ENGINEER PREPARING THESE PLANS WILL NOT BE RESPONSIBLE FOR, OR LIABLE FOR, UNAUTHORIZED CHANGES TO OR USES OF THESE PLANS. ALL CHANGES TO THE PLANS MUST BE IN WRITING AND MUST BE APPROVED BY THE PREPARER OF THE PLANS

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CONTRACTOR RESPONSIBILITY

CONTRACTOR AGREES THAT HE SHOULD ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS, INCLUDING THE SAFETY OF ALL PERSONS AND PROPERTY, DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, AND THAT REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED DURING WORKING HOURS. THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE DESIGN PROFESSIONALS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR DESIGN PROFESSIONAL.

DISCREPANCIES

IF THERE ARE ANY DISCREPANCIES BETWEEN THE CONSTRUCTION DOCUMENTS AND EXISTING CONDITIONS WHICH WILL AFFECT THE WORK, THE CONTRACTOR SHALL BRING SUCH DISCREPANCIES TO THE DESIGN PROFESSIONAL FOR ADJUSTMENT BEFORE PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER FITTING OF ALL WORK AND FOR THE COORDINATION OF ALL TRADES, SUBCONTRACTORS, AND PERSONS ENGAGED UPON THIS CONTRACT.

CONSTRUCTION SURVEYING / STAKING

CONTRACTOR IS RESPONSIBLE TO PROVIDE ALL SURVEYING AND OR STAKING BY A LICENSED SURVEYOR FOR ALL CONSTRUCTION PURPOSES.

NOTE:

CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS. CALL USA (800) 227-2600. CONTRACTOR TO NOTIFY ENGINEER OF ANY APPARENT CONFLICTS FOR RESOLUTION PRIOR TO START OF CONSTRUCTION.

GENERAL NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTT'S VALLEY.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES.

ABBREVIATIONS

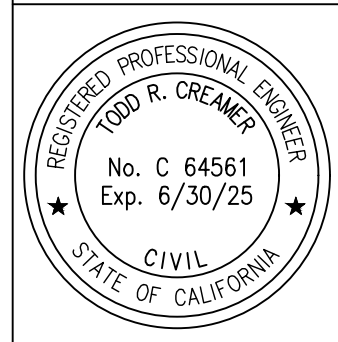
AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BFC	BOTTOM FACE OF CURB
BFP	BACK FLOW PREVENTER
BFS	BOTTOM FACE OF STEP
BLDG	BUILDING
CONC	CONCRETE
CB	CATCH BASIN
CL	CENTERLINE
CONC	CONCRETE
CCDA	DOUBLE CHECK DETECTOR ASSEMBLY
DI	DROP INLET/DRAINAGE INLET
DWY	DRIVEWAY
EC	EDGE OF CONCRETE
EP	EDGE OF PAVEMENT
EG	EXISTING GRADE
(E)	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FH	FIRE HYDRANT
FL	FLOW LINE
FS	FINISH SURFACE
GB	GRADE BREAK
HP	HIGH POINT
INV	INVERT
LP	LOW POINT
MAX	MAXIMUM
ME	MATCH EXISTING
MIN	MINIMUM
NAP	NOT A PART
NTS	NOT TO SCALE
P/L	PROPERTY LINE
R/W	RIGHT OF WAY
SD	STORM DRAIN
SDMH	STORM DRAIN MANHOLE
SF	SQUARE FEET
SS	SANITARY SEWER
STD	STANDARD
TC	TOP OF CURB
TYP	TYPICAL
WV	WATER VALVE

LEGEND

DESCRIPTION	PROPOSED	EXISTING
PROPERTY LINE		
EASEMENT LINE		
CENTERLINE		
CURB AND GUTTER		
SIDEWALK		
FIRE HYDRANT		
STREET LIGHT		
WATER METER		
DOMESTIC WATER SERVICE		
SANITARY SEWER		
STORM DRAIN		
SANITARY MANHOLE		
STORM MANHOLE		
DRIVEWAY		
ADA CURB RAMP		
IRRIGATION METER AND BACK FLOW PREVENTER		

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

COVER



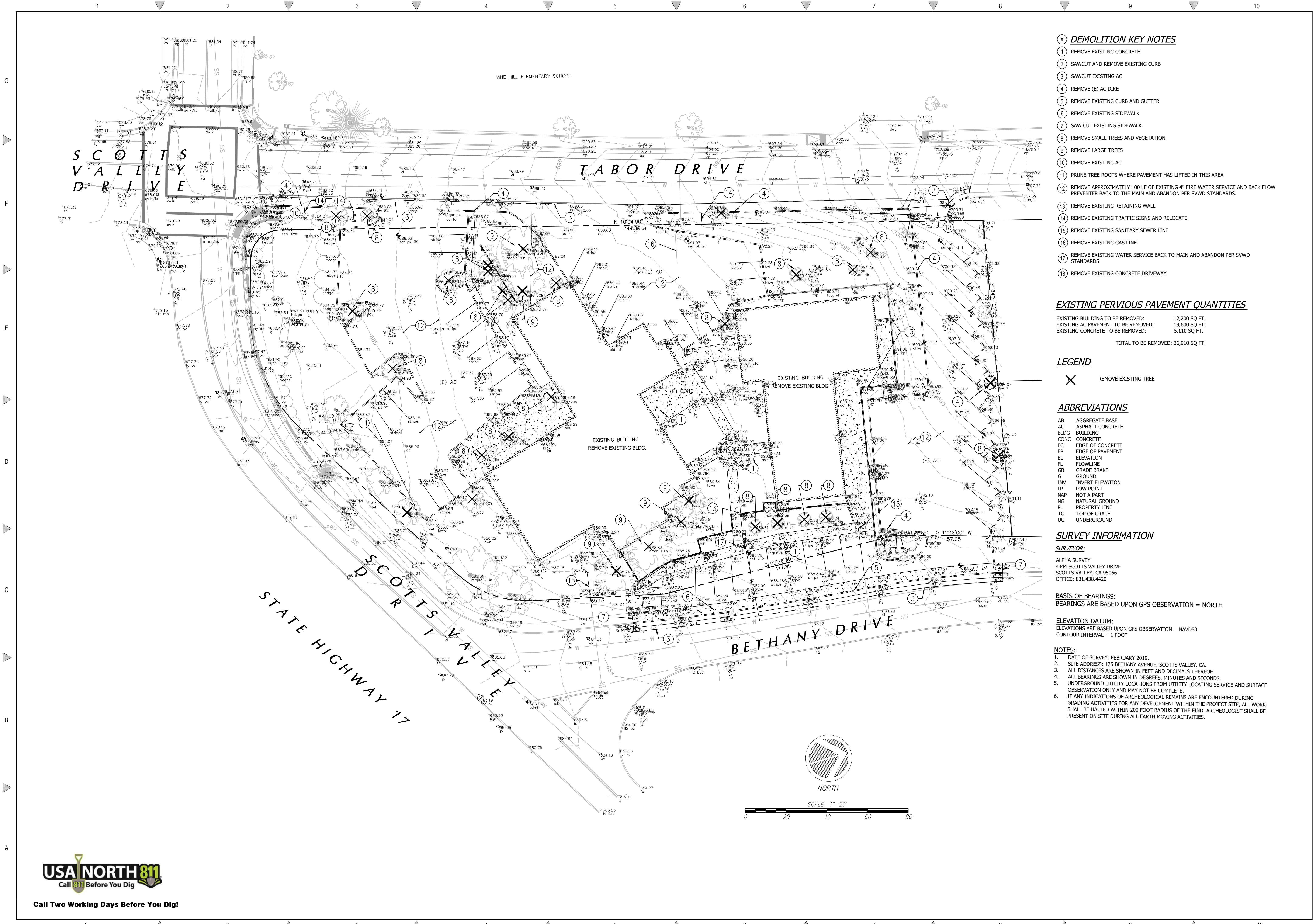
C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4444 Scott's Valley Drive
Scott's Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

**BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA**

Date:	10-06-23
Scale:	X" = XX'
Drawn:	TC/JB
Job:	338-40
Sheet:	C0.1
Of	12 Sheets



Call Two Working Days Before You Dig!



DEMOLITION KEY NOTES

- 1 REMOVE EXISTING CONCRETE
- 2 SAWCUT AND REMOVE EXISTING CURB
- 3 SAWCUT EXISTING AC
- 4 REMOVE (E) AC DIKE
- 5 REMOVE EXISTING CURB AND GUTTER
- 6 REMOVE EXISTING SIDEWALK
- 7 SAW CUT EXISTING SIDEWALK
- 8 REMOVE SMALL TREES AND VEGETATION
- 9 REMOVE LARGE TREES
- 10 REMOVE EXISTING AC
- 11 PRUNE TREE ROOTS WHERE PAVEMENT HAS LIFTED IN THIS AREA
- 12 REMOVE APPROXIMATELY 100 LF OF EXISTING 4" FIRE WATER SERVICE AND BACK FLOW PREVENTER BACK TO THE MAIN AND ABANDON PER SWWD STANDARDS.
- 13 REMOVE EXISTING RETAINING WALL
- 14 REMOVE EXISTING TRAFFIC SIGNS AND RELOCATE
- 15 REMOVE EXISTING SANITARY SEWER LINE
- 16 REMOVE EXISTING GAS LINE
- 17 REMOVE EXISTING WATER SERVICE BACK TO MAIN AND ABANDON PER SWWD STANDARDS
- 18 REMOVE EXISTING CONCRETE DRIVEWAY

EXISTING PERVIOUS PAVEMENT QUANTITIES

EXISTING BUILDING TO BE REMOVED: 12,200 SQ. FT.
EXISTING AC PAVEMENT TO BE REMOVED: 19,600 SQ. FT.
EXISTING CONCRETE TO BE REMOVED: 5,110 SQ. FT.

TOTAL TO BE REMOVED: 36,910 SQ. FT.

LEGEND

X REMOVE EXISTING TREE

ABBREVIATIONS

AB AGGREGATE BASE
AC ASPHALT CONCRETE
BLDG BUILDING
CONC CONCRETE
EC EDGE OF CONCRETE
EP EDGE OF PAVEMENT
EL ELEVATION
FL FLOWLINE
GB GRADE BRAKE
G GROUND
INV INVERT ELEVATION
LP LOW POINT
NAP NOT A PART
NG NATURAL GROUND
PL PROPERTY LINE
TG TOP OF GRATE
UG UNDERGROUND

SURVEY INFORMATION

SURVEYOR:

ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: 831.438.4420

BASIS OF BEARINGS:

BEARINGS ARE BASED UPON GPS OBSERVATION = NORTH

ELEVATION DATUM:

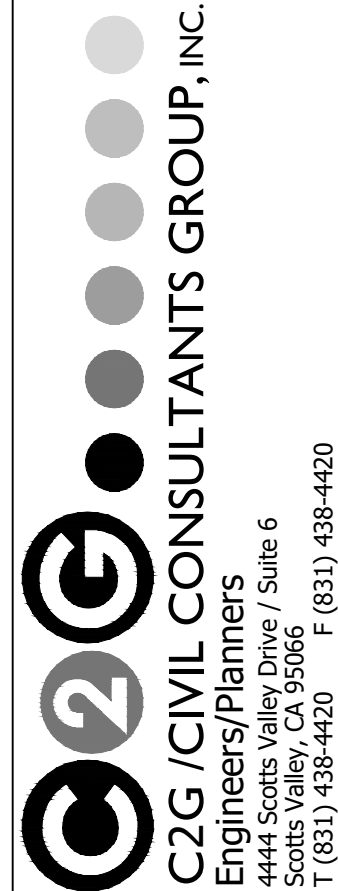
ELEVATIONS ARE BASED UPON GPS OBSERVATION = NAVD83
CONTOUR INTERVAL = 1 FOOT

NOTES:

1. DATE OF SURVEY: FEBRUARY 2019.
2. SITE ADDRESS: 125 BETHANY AVENUE, SCOTTS VALLEY, CA.
3. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
4. ALL BEARINGS ARE SHOWN IN DEGREES, MINUTES AND SECONDS.
5. UNDERGROUND UTILITY LOCATIONS FROM UTILITY LOCATING SERVICE AND SURFACE OBSERVATION ONLY AND MAY NOT BE COMPLETE.
6. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

EXISTING SITE/DEMOLITION PLAN

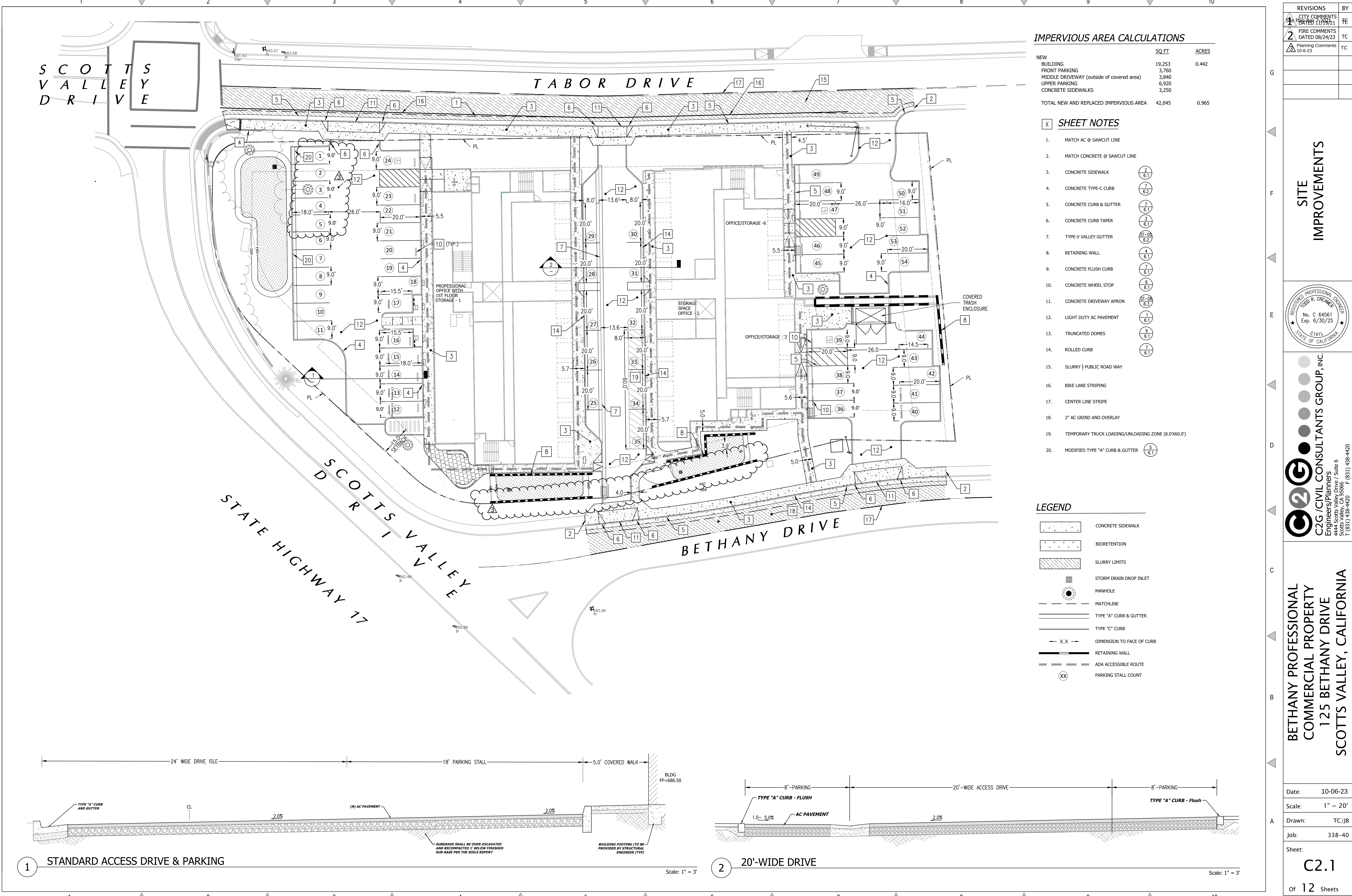


BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C1.1
Of 12 Sheets	



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IMPERVIOUS AREA CALCULATIONS

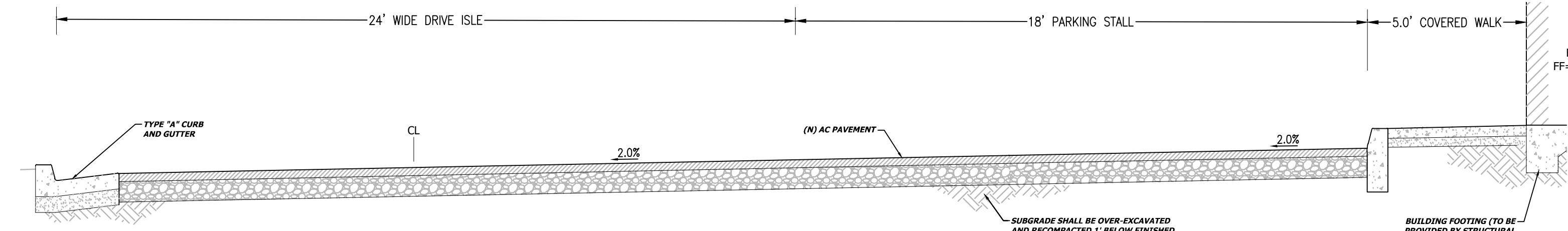
	SQ. FT	ACRES
NEW BUILDING	19,253	0.442
FRONT PARKING	3,760	
MIDDLE DRIVEWAY (outside of covered area)	3,840	
UPPER PARKING	6,920	
CONCRETE SIDEWALKS	3,250	
TOTAL NEW AND REPLACED IMPERVIOUS AREA	42,045	0.965

SHEET NOTES

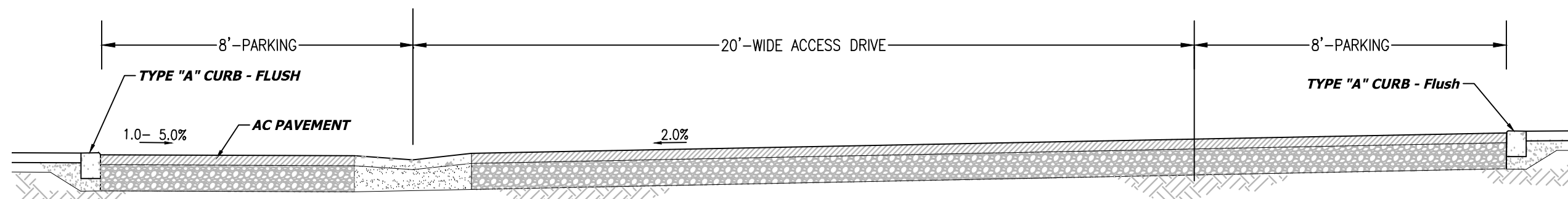
- MATCH AC @ SAWCUT LINE
- MATCH CONCRETE @ SAWCUT LINE
- CONCRETE SIDEWALK (2 6.1)
- CONCRETE TYPE-C CURB (7 6.2)
- CONCRETE CURB & GUTTER (7 6.1)
- CONCRETE CURB TAPER (3 6.1)
- TYPE-V VALLEY GUTTER (51-06 6.2)
- RETAINING WALL (4 6.1)
- CONCRETE FLUSH CURB (7 6.1)
- CONCRETE WHEEL STOP (6 6.1)
- CONCRETE DRIVEWAY APRON (51-06 6.3)
- LIGHT DUTY AC PAVEMENT (1 6.1)
- TRUNCATED DOMES (9 6.1)
- ROLLED CURB (7 6.1)
- SLURRY 1/2 PUBLIC ROAD WAY
- BIKE LANE STRIPING
- CENTER LINE STRIPE
- 2" AC GRIND AND OVERLAY
- TEMPORARY TRUCK LOADING/UNLOADING ZONE (8.0'X60.0')
- MODIFIED TYPE "A" CURB & GUTTER (5 6.1)

LEGEND

- CONCRETE SIDEWALK
- BIORETENTION
- SLURRY LIMITS
- STORM DRAIN DROP INLET
- MANHOLE
- MATCHLINE
- TYPE "A" CURB & GUTTER
- TYPE "C" CURB
- X.X DIMENSION TO FACE OF CURB
- RETAINING WALL
- ADA ACCESSIBLE ROUTE
- PARKING STALL COUNT



1 STANDARD ACCESS DRIVE & PARKING



2 20'-WIDE DRIVE

REVISIONS

1	CITY COMMENTS DATED 11/19/21	TE
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

SITE IMPROVEMENTS

REGISTERED PROFESSIONAL ENGINEER

TODD R. CREAGER

No. C 64561

Exp. 6/30/25

CIVIL

STATE OF CALIFORNIA

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Engineers/Planners

4400 Highway 99

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

Date:

10-06-23

Scale:

1" = 20'

Drawn:

TC/JB

Job:

338-40

Sheet:

C2.1

of 12 Sheets

SCOTT VALLEY DRIVE

TABOR DRIVE

SCOTT VALLEY DRIVE

BETHANY DRIVE

STATE HIGHWAY 17

GENERAL GRADING NOTES

1. SURFACE VEGETATION PRESENT AT THE TIME OF CONSTRUCTION SHOULD BE STRIPPED TOGETHER WITH ORGANIC LADEN TOPSOIL. THE ACTUAL DEPTH SHOULD BE DETERMINED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. FOR PLANNING PURPOSES THE AVERAGE DEPTH MAY BE ASSUMED TO BE 3-INCHES IN VEGETATED AREAS.
2. ALL MATERIAL TO BE USED AS FILL WITHIN BUILDING PAD AREAS & PARKING OR DRIVEWAY AREAS TO BE FREE OF ALL VEGETATION & FOREIGN MATTER AND SHALL BE APPROVED BY THE SOILS ENGINEER.
3. THESE SOILS WILL NEED TO BE PROCESSED; MOISTURE CONDITIONED AND RECOMPACTED AS ENGINEERED FILL. AT A MINIMUM, SUBGRADE SHOULD BE SACRIFICED TO A DEPTH OF 8-INCHES; MOISTURE CONDITIONED AND RECOMPACTED AS RECOMMENDED IN THE GEOTECHNICAL REPORT.
4. BUILDING PAD TO BE LEVEL SIDE-TO-SIDE, FRONT-TO-REAR, UNLESS OTHERWISE SHOWN.
5. STRIPPINGS MAY BE PLACED IN PLANTING AREAS; ALL EXCESS STRIPPING SHALL BE HAULED OFF. PAVING DEBRIS SHALL BE HAULED OFF TO AN APPROVED DISPOSAL SITE.
6. ALL WORK SHOWN OR NOTED IN THESE PLANS SHALL BE IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, ALL LOCAL, STATE AND FEDERAL MINIMUM STANDARDS AND THE LATEST ADDITION OF THE UNIFORM BUILDING CODE.
7. CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS NOT IDENTIFIED FOR REMOVAL DURING CONSTRUCTION. THEY SHALL REPAIR ANY DAMAGE TO NEW CONDITION AT THEIR EXPENSE.
8. VERIFY ALL EXISTING SITE CONDITIONS, SITE DIMENSIONS AND GRADES PRIOR TO THE START OF CONSTRUCTION.
9. ALL GRADING AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THE PROJECT.
10. GRADING SLOPES FOR BOTH CUT AND FILL SHALL NOT EXCEED 2(H):1(V) UNLESS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.
11. ALL SOFTSCAPE GRADES ADJACENT TO (N) BUILDINGS SHALL BE 8" (MIN.) BELOW FINISH FLOOR.
12. CONTRACTOR SHALL GRADE TO ENSURE DRAINAGE FLOWS AWAY FROM (N) BUILDINGS.
13. IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 300 FOOT RADIUS OF THE FIND. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

EARTHWORK QUANTITIES

NOTE: THE EARTHWORK QUANTITIES SHOWN HEREON ARE EXCLUSIVE OF WALL FOOTINGS, EXISTING PAVEMENT REMOVAL AND OVER EXCAVATION AND RECOMPACT, UTILITY TRENCH SPOILS & SOIL EXPANSION AND CONTRACTION FACTORS.

ITEM	DESCRIPTION	CUT (cu.yds)	FILL (cu.yds)
1	EG VS. FG	770	1980

NET VOLUME = 1210 CU.YDS. OF FILL

THE ABOVE QUANTITIES ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE NECESSARY CUT AND FILL TO ACCOMPLISH FINISH GRADE SHOWN ON THESE PLANS.

STORM WATER POST-CONSTRUCTION REQUIREMENTS

NET IMPERVIOUS AREA = 45,600 (REFER TO IMPERVIOUS AREA TABLE ON C2.1)

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION

- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS

PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT

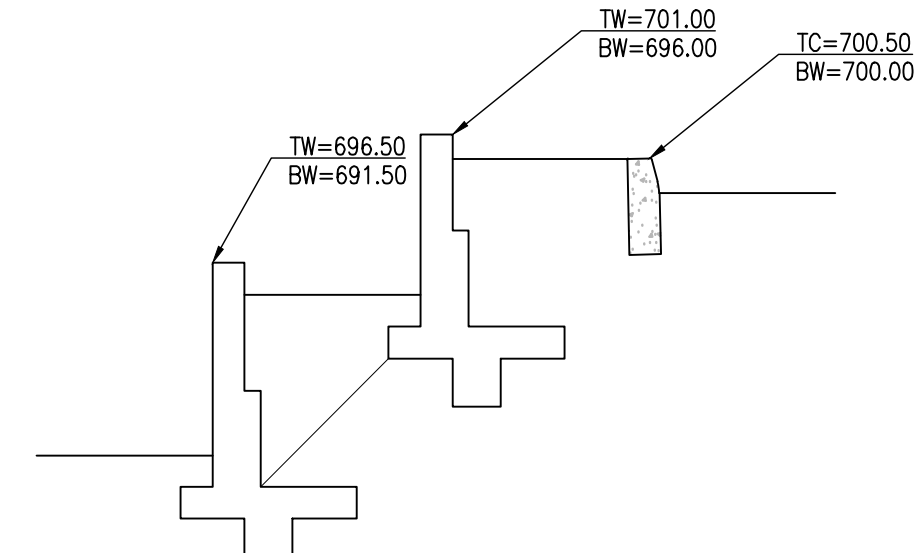
- BIO-RETENTION TREATMENT SYSTEM

PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION

- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
- PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION

PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT

- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

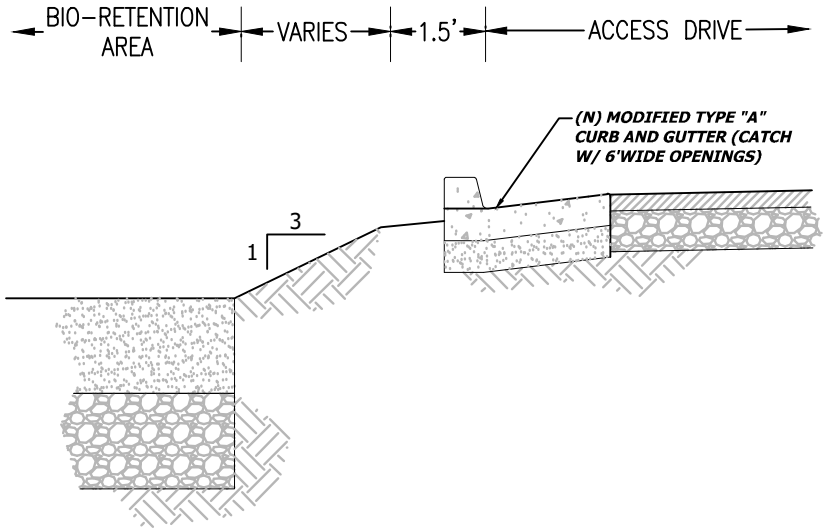


2 WALL X-SECTION

Scale: NTS



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1 ACCESS DRIVE DRAINAGE TO BIO-RETENTION AREA

Scale: 1" = 3'

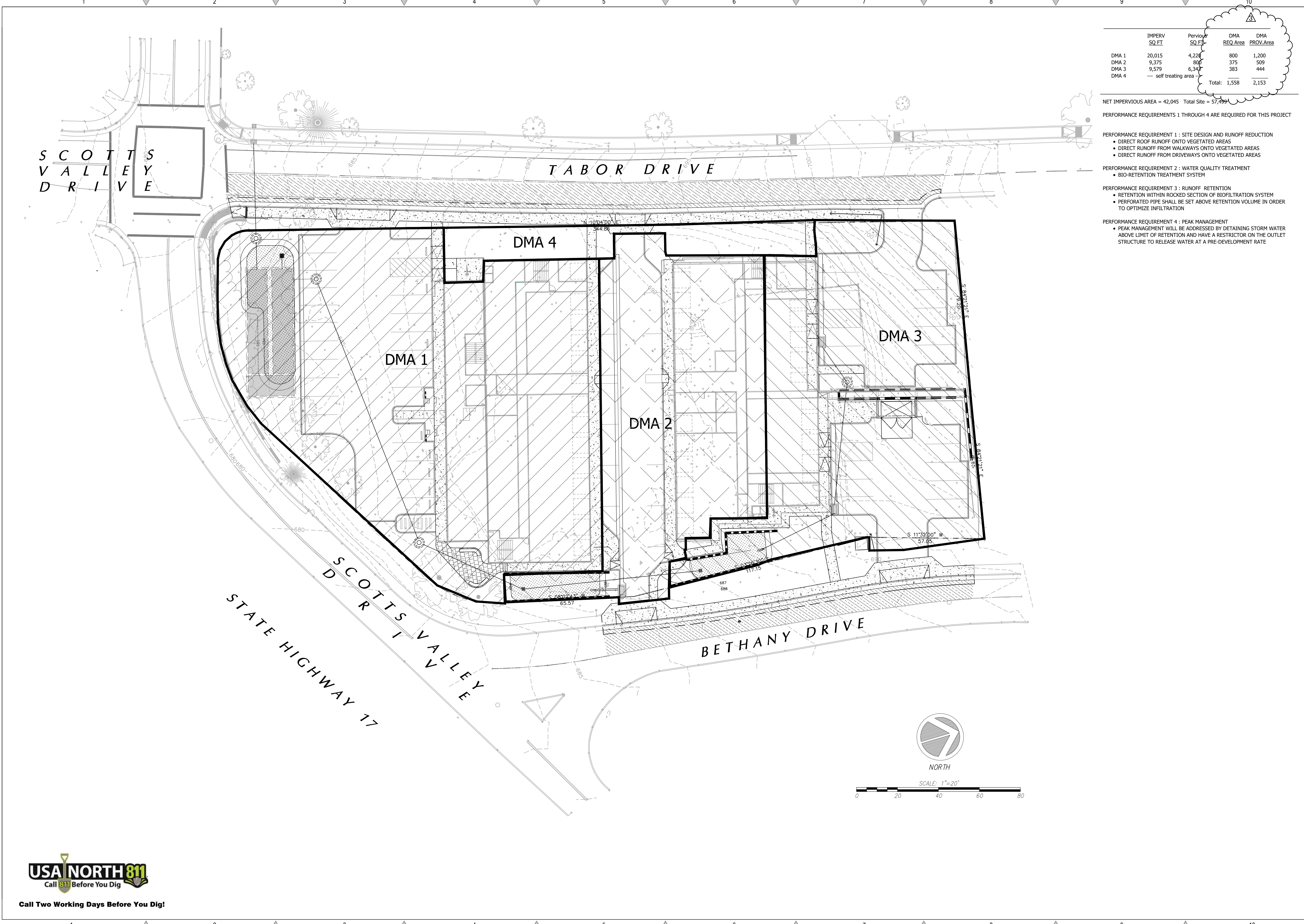
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

GRADING AND DRAINAGE PLAN



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
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Of 12 Sheets	



	IMPERV SQ FT	Pervious SQ FT	DMA REQ Area	DMA PROV Area
DMA 1	20,015	4,220	800	1,200
DMA 2	9,375	800	375	509
DMA 3	9,579	6,342	383	444
DMA 4	---	self treating area	---	---
Total:			1,558	2,153

NET IMPERVIOUS AREA = 42,045 Total Site = 57,494

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

- PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION
- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS
- PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT
- BIO-RETENTION TREATMENT SYSTEM
- PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION
- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
 - PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION
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REVISIONS

	BY	
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC
3	Planning Comments 10-6-23	TC

STORM WATER
CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

Scale: 1" = 20'

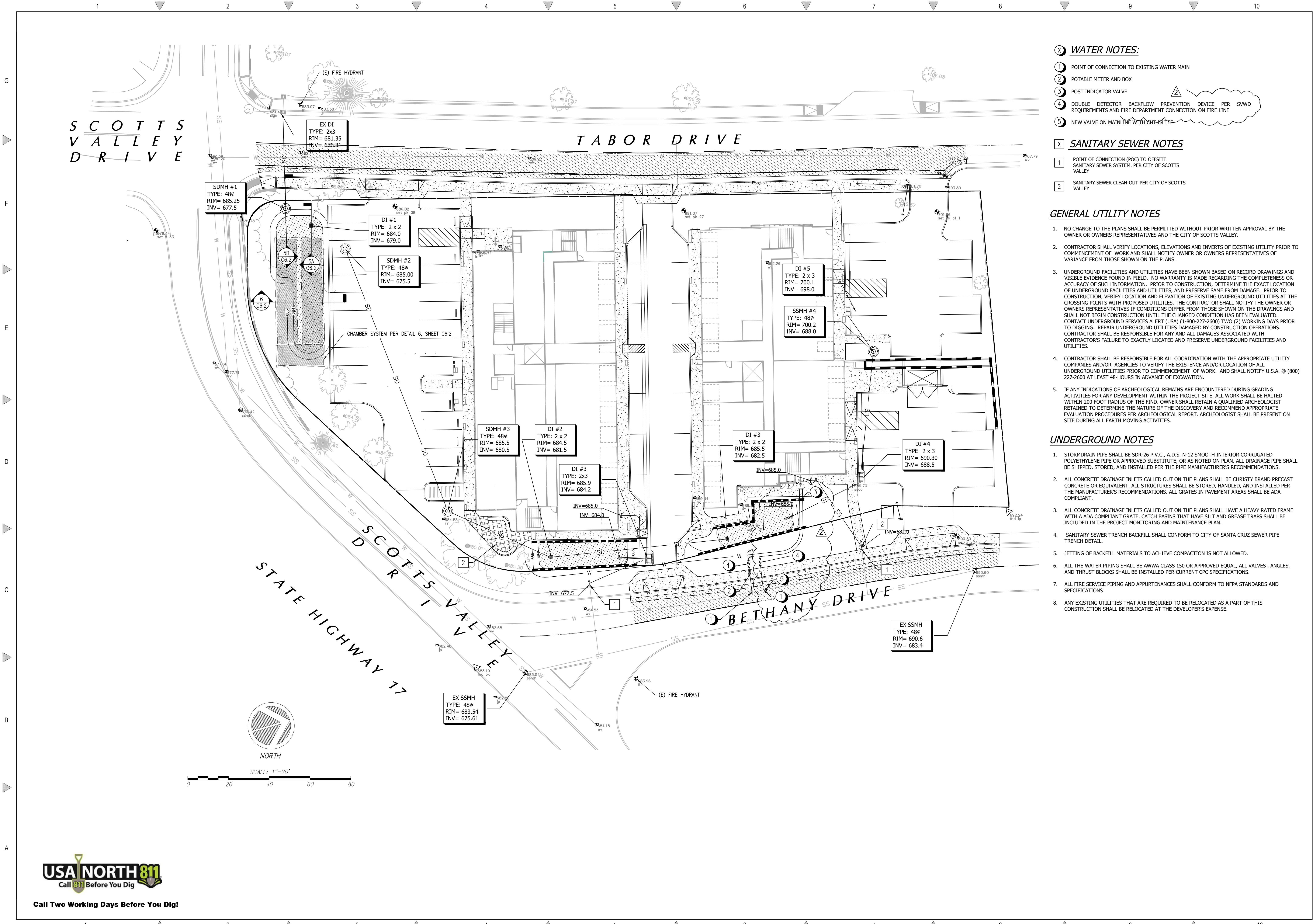
Drawn: TC/JB

Job: 338-40

Sheet:
C3.2
of 12 Sheets

Call Two Working Days Before You Dig!

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WATER NOTES:

- POINT OF CONNECTION TO EXISTING WATER MAIN
- POTABLE METER AND BOX
- POST INDICATOR VALVE
- DOUBLE DETECTOR BACKFLOW PREVENTION DEVICE PER SWWD REQUIREMENTS AND FIRE DEPARTMENT CONNECTION ON FIRE LINE
- NEW VALVE ON MAINLINE WITH CUT-IN TEE

SANITARY SEWER NOTES

- POINT OF CONNECTION (POC) TO OFFSITE SANITARY SEWER SYSTEM, PER CITY OF SCOTTS VALLEY
- SANITARY SEWER CLEAN-OUT PER CITY OF SCOTTS VALLEY

GENERAL UTILITY NOTES

- NO CHANGE TO THE PLANS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE OWNER OR OWNERS REPRESENTATIVES AND THE CITY OF SCOTTS VALLEY.
- CONTRACTOR SHALL VERIFY LOCATIONS, ELEVATIONS AND INVERTS OF EXISTING UTILITY PRIOR TO COMMENCEMENT OF WORK AND SHALL NOTIFY OWNER OR OWNERS REPRESENTATIVES OF VARIANCE FROM THOSE SHOWN ON THE PLANS.
- UNDERGROUND FACILITIES AND UTILITIES HAVE BEEN SHOWN BASED ON RECORD DRAWINGS AND VISIBLE EVIDENCE FOUND IN FIELD. NO WARRANTY IS MADE REGARDING THE COMPLETENESS OR ACCURACY OF SUCH INFORMATION. PRIOR TO CONSTRUCTION, DETERMINE THE EXACT LOCATION OF UNDERGROUND FACILITIES AND UTILITIES, AND PRESERVE SAME FROM DAMAGE. PRIOR TO CONSTRUCTION, VERIFY LOCATION AND ELEVATION OF EXISTING UNDERGROUND UTILITIES AT THE CROSSING POINTS WITH PROPOSED UTILITIES. THE CONTRACTOR SHALL NOTIFY THE OWNER OR OWNERS REPRESENTATIVES IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS AND SHALL NOT BEGIN CONSTRUCTION UNTIL THE CHANGED CONDITION HAS BEEN EVALUATED. CONTACT UNDERGROUND SERVICES ALERT (USA) (1-800-227-2600) TWO (2) WORKING DAYS PRIOR TO DIGGING. REPAIR UNDERGROUND UTILITIES DAMAGED BY CONSTRUCTION OPERATIONS. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGES ASSOCIATED WITH CONTRACTOR'S FAILURE TO EXACTLY LOCATED AND PRESERVE UNDERGROUND FACILITIES AND UTILITIES.
- CONTRACTOR SHALL BE RESPONSIBLE FOR ALL COORDINATION WITH THE APPROPRIATE UTILITY COMPANIES AND/OR AGENCIES TO VERIFY THE EXISTENCE AND/OR LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO COMMENCEMENT OF WORK. AND SHALL NOTIFY U.S.A. @ (800) 227-2600 AT LEAST 48-HOURS IN ADVANCE OF EXCAVATION.
- IF ANY INDICATIONS OF ARCHEOLOGICAL REMAINS ARE ENCOUNTERED DURING GRADING ACTIVITIES FOR ANY DEVELOPMENT WITHIN THE PROJECT SITE, ALL WORK SHALL BE HALTED WITHIN 200 FOOT RADIUS OF THE FIND. OWNER SHALL RETAIN A QUALIFIED ARCHEOLOGIST RETAINED TO DETERMINE THE NATURE OF THE DISCOVERY AND RECOMMEND APPROPRIATE EVALUATION PROCEDURES PER ARCHEOLOGICAL REPORT. ARCHEOLOGIST SHALL BE PRESENT ON SITE DURING ALL EARTH MOVING ACTIVITIES.

UNDERGROUND NOTES

- STORMDRAIN PIPE SHALL BE SDR-26 P.V.C., A.D.S. N-12 SMOOTH INTERIOR CORRUGATED POLYETHYLENE PIPE OR APPROVED SUBSTITUTE, OR AS NOTED ON PLAN. ALL DRAINAGE PIPE SHALL BE SHIPPED, STORED, AND INSTALLED PER THE PIPE MANUFACTURER'S RECOMMENDATIONS.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL BE CHRISTY BRAND PRECAST CONCRETE OR EQUIVALENT. ALL STRUCTURES SHALL BE STORED, HANDLED, AND INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS. ALL GRATES IN PAVEMENT AREAS SHALL BE ADA COMPLIANT.
- ALL CONCRETE DRAINAGE INLETS CALLED OUT ON THE PLANS SHALL HAVE A HEAVY RATED FRAME WITH A ADA COMPLIANT GRATE. CATCH BASINS THAT HAVE SILT AND GREASE TRAPS SHALL BE INCLUDED IN THE PROJECT MONITORING AND MAINTENANCE PLAN.
- SANITARY SEWER TRENCH BACKFILL SHALL CONFORM TO CITY OF SANTA CRUZ SEWER PIPE TRENCH DETAIL.
- JETTING OF BACKFILL MATERIALS TO ACHIEVE COMPACTION IS NOT ALLOWED.
- ALL THE WATER PIPING SHALL BE AWWA CLASS 150 OR APPROVED EQUAL, ALL VALVES, ANGLES, AND THRUST BLOCKS SHALL BE INSTALLED PER CURRENT CPC SPECIFICATIONS.
- ALL FIRE SERVICE PIPING AND APPURTENANCES SHALL CONFORM TO NFPA STANDARDS AND SPECIFICATIONS
- ANY EXISTING UTILITIES THAT ARE REQUIRED TO BE RELOCATED AS A PART OF THIS CONSTRUCTION SHALL BE RELOCATED AT THE DEVELOPER'S EXPENSE.

REVISIONS

1

CITY COMMENTS
DATED 11/19/21

TC

2

FIRE COMMENTS
DATED 08/24/23

TC

UTILITY AND
FIRE SUPPRESSION
PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/25
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners
44000 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 11.13.20

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

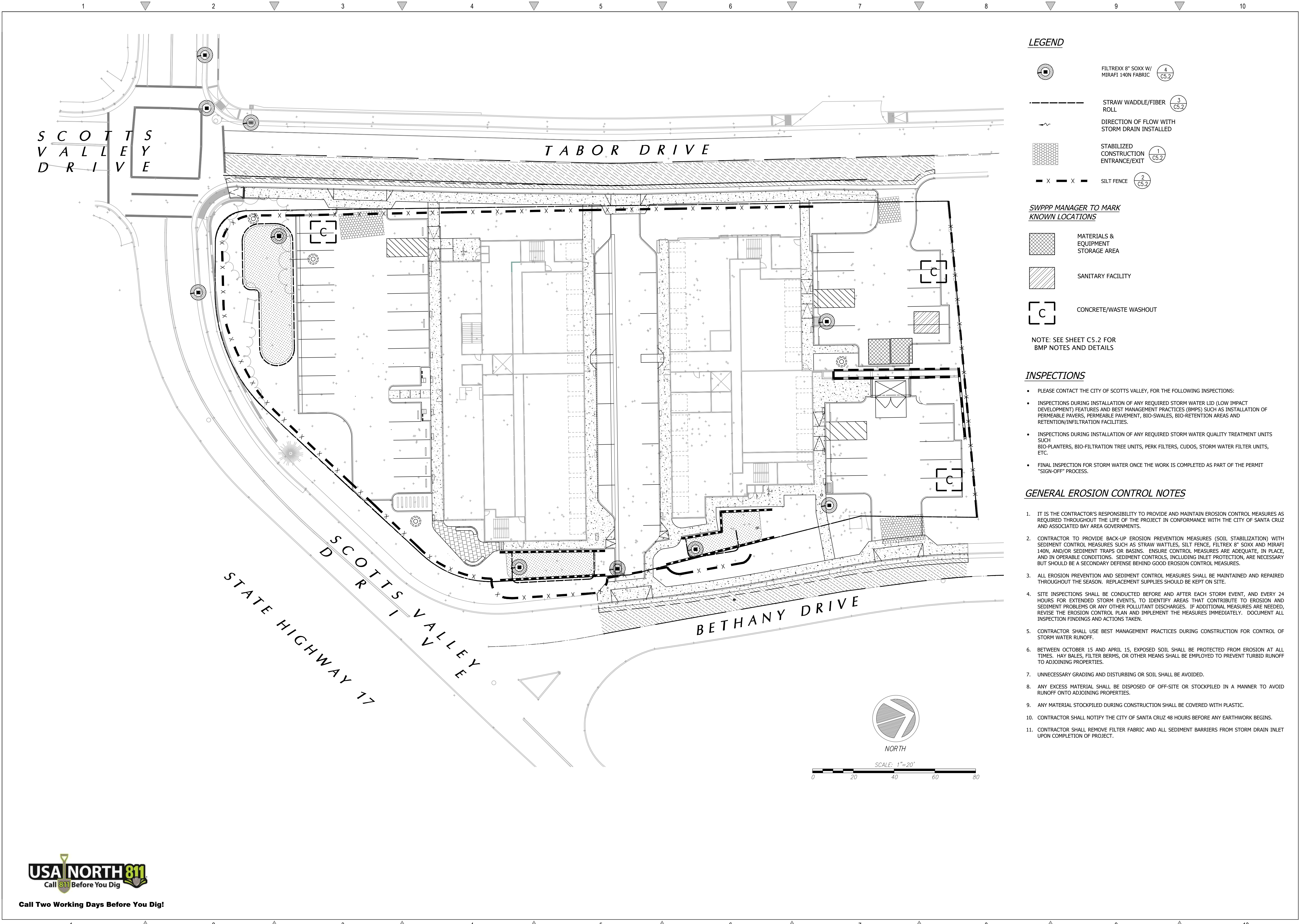
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Of 12 Sheets

USA NORTH 811
Call 811 Before You Dig

Call Two Working Days Before You Dig!

P84gd.02 of 500



LEGEND

- FILTREX 8" SOXX W/ MIRAFI 140N FABRIC 4 C5.2
- STRAW WADDLE/FIBER ROLL 3 C5.2
- DIRECTION OF FLOW WITH STORM DRAIN INSTALLED
- STABILIZED CONSTRUCTION ENTRANCE/EXIT 1 C5.2
- SILT FENCE 2 C5.2

SWPPP MANAGER TO MARK KNOWN LOCATIONS

- MATERIALS & EQUIPMENT STORAGE AREA
- SANITARY FACILITY
- CONCRETE/WASTE WASHOUT

NOTE: SEE SHEET C5.2 FOR BMP NOTES AND DETAILS

INSPECTIONS

- PLEASE CONTACT THE CITY OF SCOTTS VALLEY, FOR THE FOLLOWING INSPECTIONS:
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER LID (LOW IMPACT DEVELOPMENT) FEATURES AND BEST MANAGEMENT PRACTICES (BMPs) SUCH AS INSTALLATION OF PERMEABLE PAVERS, PERMEABLE PAVEMENT, BIO-SWALES, BIO-RETENTION AREAS AND RETENTION/INFILTRATION FACILITIES.
- INSPECTIONS DURING INSTALLATION OF ANY REQUIRED STORM WATER QUALITY TREATMENT UNITS SUCH BIO-PLANTERS, BIO-FILTRATION TREE UNITS, PERK FILTERS, CUDOS, STORM WATER FILTER UNITS, ETC.
- FINAL INSPECTION FOR STORM WATER ONCE THE WORK IS COMPLETED AS PART OF THE PERMIT "SIGN-OFF" PROCESS.

GENERAL EROSION CONTROL NOTES

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE AND MAINTAIN EROSION CONTROL MEASURES AS REQUIRED THROUGHOUT THE LIFE OF THE PROJECT IN CONFORMANCE WITH THE CITY OF SANTA CRUZ AND ASSOCIATED BAY AREA GOVERNMENTS.
- CONTRACTOR TO PROVIDE BACK-UP EROSION PREVENTION MEASURES (SOIL STABILIZATION) WITH SEDIMENT CONTROL MEASURES SUCH AS STRAW WATTLES, SILT FENCE, FILTREX 8" SOXX AND MIRAFI 140N, AND/OR SEDIMENT TRAPS OR BASINS. ENSURE CONTROL MEASURES ARE ADEQUATE, IN PLACE, AND IN OPERABLE CONDITIONS. SEDIMENT CONTROLS, INCLUDING INLET PROTECTION, ARE NECESSARY BUT SHOULD BE A SECONDARY DEFENSE BEHIND GOOD EROSION CONTROL MEASURES.
- ALL EROSION PREVENTION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED AND REPAIRED THROUGHOUT THE SEASON. REPLACEMENT SUPPLIES SHOULD BE KEPT ON SITE.
- SITE INSPECTIONS SHALL BE CONDUCTED BEFORE AND AFTER EACH STORM EVENT, AND EVERY 24 HOURS FOR EXTENDED STORM EVENTS, TO IDENTIFY AREAS THAT CONTRIBUTE TO EROSION AND SEDIMENT PROBLEMS OR ANY OTHER POLLUTANT DISCHARGES. IF ADDITIONAL MEASURES ARE NEEDED, REVISE THE EROSION CONTROL PLAN AND IMPLEMENT THE MEASURES IMMEDIATELY. DOCUMENT ALL INSPECTION FINDINGS AND ACTIONS TAKEN.
- CONTRACTOR SHALL USE BEST MANAGEMENT PRACTICES DURING CONSTRUCTION FOR CONTROL OF STORM WATER RUNOFF.
- BETWEEN OCTOBER 15 AND APRIL 15, EXPOSED SOIL SHALL BE PROTECTED FROM EROSION AT ALL TIMES. HAY BALES, FILTER BERMS, OR OTHER MEANS SHALL BE EMPLOYED TO PREVENT TURBID RUNOFF TO ADJOINING PROPERTIES.
- UNNECESSARY GRADING AND DISTURBING OR SOIL SHALL BE AVOIDED.
- ANY EXCESS MATERIAL SHALL BE DISPOSED OF OFF-SITE OR STOCKPILED IN A MANNER TO AVOID RUNOFF ONTO ADJOINING PROPERTIES.
- ANY MATERIAL STOCKPILED DURING CONSTRUCTION SHALL BE COVERED WITH PLASTIC.
- CONTRACTOR SHALL NOTIFY THE CITY OF SANTA CRUZ 48 HOURS BEFORE ANY EARTHWORK BEGINS.
- CONTRACTOR SHALL REMOVE FILTER FABRIC AND ALL SEDIMENT BARRIERS FROM STORM DRAIN INLET UPON COMPLETION OF PROJECT.

REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

EROSION CONTROL PLAN

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23
Scale: 1" = 20'
Drawn: TC/JB
Job: 338-40
Sheet: **C5.1**
of 12 Sheets

EROSION CONTROL BMP'S

ALL CONSTRUCTION SITES

- DELINEATE CLEARING LIMITS, SENSITIVE OR CRITICAL AREAS, TREES, DRAINAGE COURSES, AND BUFFER ZONES TO PREVENT EXCESSIVE OR UNNECESSARY DISTURBANCE AND EXPOSURE OF SOIL.
1. IDENTIFY ALL STORM DRAINS, DRAINAGE SWALES AND CREEKS LOCATED NEAR THE CONSTRUCTION SITE AND MAKE SURE ALL SUBCONTRACTORS ARE AWARE OF THEIR LOCATIONS TO PREVENT POLLUTANTS FROM ENTERING THEM.
 2. PRESERVE EXISTING VEGETATION, WHERE REQUIRED AND WHEN FEASIBLE, TO THE MAXIMUM EXTENT PRACTICABLE.
 3. PHASE GRADING OPERATIONS, TO THE EXTENT POSSIBLE, TO LIMIT AREAS OF DISTURBANCE AND TIME OF EXPOSURE.
 4. AVOID AND/OR MINIMIZE IMPACTS OF EXCAVATION AND GRADING DURING WET WEATHER AND IMMEDIATELY PRECEDING EXPECTED WET WEATHER.
 5. MINIMIZE CUTS AND FILLS.
 6. IMPLEMENT MEASURES TO MINIMIZE EROSION, MANAGE STORM WATER RUNOFF, AND PREVENT POLLUTANTS FROM CONSTRUCTION ACTIVITIES FROM ENTERING STORM DRAINS.
 7. ALIGN TEMPORARY AND PERMANENT ROADS AND DRIVEWAYS ALONG SLOPE CONTOURS.
 8. WASH VEHICLES AT AN APPROPRIATE OFF-SITE FACILITY. IF EQUIPMENT MUST BE WASHED ON-SITE, USE WASH DOWN AREAS DEVELOPED FOR SPECIFIC SITE REQUIREMENTS AND APPROVED BY SCHOOL DISTRICT REPRESENTATIVE. DO NOT USE SOAPS, SOLVENTS, DEGREASERS, OR STEAM CLEANING EQUIPMENT, AND PREVENT WASH WATER FROM ENTERING STORM DRAINS.

MINIMIZE SOIL MOVEMENT

1. STOCKPILED SOIL AND MATERIALS SHOULD BE COVERED AND STABILIZED WITH TARPS, GEOTEXTILE FABRIC, HYDROSEEDING AND/OR EROSION CONTROL BLANKETS.
2. CREATE A BERM AND/OR INSTALL SILT FENCING AROUND STOCKPILED MATERIALS TO PREVENT STORM WATER RUNOFF FROM TRANSPORTING SEDIMENT OFFSITE.
3. USE STANDARD EROSION CONTROL SEEDING, PLANTING, GEOTEXTILE FABRIC AND/OR EROSION CONTROL BLANKETS TO STABILIZE DISTURBED SOIL AND REDUCE THE POTENTIAL FOR EROSION.
4. USE OTHER SOIL STABILIZERS AS APPROVED BY THE SCHOOL DISTRICT.

STRUCTURES TO CONTROL AND CONVEY RUNOFF

1. CONVEY RUNOFF BY USE OF EARTH DIKES, DRAINAGE SWALES AND/OR DITCHES WHEN FEASIBLE.
2. USE SLOPE DRAINS TO COLLECT AND CONVEY WATER FOR DISCHARGE BELOW SLOPES WHEN FEASIBLE.
3. USE VELOCITY DISSIPATION DEVICES, FLARED CULVERT END SECTIONS AND/OR CHECK DAMS TO REDUCE RUNOFF VELOCITY AND MITIGATE EROSION WHEN FEASIBLE.

CAPTURE SEDIMENT

1. USE TERRACING, RIPRAP, SAND BAGS, ROCKS, APPROVED TEMPORARY VEGETATION AND/OR OTHER APPROVED BMP'S ON SLOPES TO REDUCE RUNOFF VELOCITY AND TRAP SEDIMENTS. DO NOT USE ASPHALT RUBBLE OR OTHER DEMOLITION DEBRIS FOR THIS PURPOSE.
2. PROTECT STORM DRAIN INLETS FROM SEDIMENT-LADEN RUNOFF. STORM DRAIN INLET PROTECTION DEVICES INCLUDE GRAVEL BAGS, FILTER FABRIC FENCES AND BLOCK AND GRAVEL FILTERS.

OTHER RUNOFF CONTROLS

1. TEMPORARY SEDIMENT BASIN
2. SEDIMENT TRAP
3. BRUSH OR ROCK FILTER
4. SILT FENCE
5. SAND OR GRAVEL BAG BARRIER

TRACKING CONTROL

1. IMPLEMENT MEASURES AS NECESSARY TO MINIMIZE TRACKING OF SOIL OFF SITE
2. USE DRY SWEEPING METHODS WHEN CLEANING SEDIMENTS FROM STREETS, DRIVEWAYS AND PAVED AREAS BY HAND. WHEN USING MECHANICAL STREET SWEEPERS, USE FINE WATER SPRAY TO REDUCE DUST AND IMPROVE SEDIMENT REMOVAL WHILE MINIMIZING RUNOFF.

PAINT WORK

1. DO NOT CLEAN PAINT BRUSHES OR RINSE PAINT CONTAINERS INTO A STREET, GUTTER, STORM DRAIN, OR CREEK.
2. FOR WATER-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE AND RINSE TO A DRAIN LEADING TO THE SANITARY SEWER (I.E., INDOOR PLUMBING).
3. FOR OIL-BASED PAINTS, PAINT OUT BRUSHES TO THE EXTENT POSSIBLE, AND FILTER AND REUSE THINNERS AND SOLVENTS. DISPOSE OF UNUSABLE THINNERS, OIL-BASED PAINT, SLUDGES AND RESIDUE AS HAZARDOUS WASTE.
4. NON-HAZARDOUS PAINT CHIPS AND DUST FROM DRY STRIPPING AND SAND BLASTING MAY BE SWEEPED UP OR COLLECTED IN PLASTIC DROP CLOTHS AND DISPOSED OF AS TRASH. CHEMICAL PAINT STRIPPING RESIDUE AND CHIPS AND DUST FROM MARINE PAINTS OR PAINTS CONTAINING LEAD OR TRIBUTYL TIN MUST BE DISPOSED OF AS A HAZARDOUS WASTE.
5. WHEN STRIPPING OR CLEANING BUILDING EXTERIORS WITH HIGH-PRESSURE WATER, COVER OR BERM STORM DRAIN INLETS. COLLECT (MOP OR VACUUM) BUILDING CLEANING WATER FOR DISPOSAL IN A PRE-AUTHORIZED MANNER.
6. RECYCLE, RETURN TO SUPPLIER OR DONATE UNWANTED WATER-BASED (LATEX) PAINT.
7. DRIED LATEX PAINT MAY BE DISPOSED OF IN THE TRASH.

CEMENT AND CONCRETE WORK

1. AVOID MIXING EXCESS AMOUNTS OF FRESH CONCRETE OR CEMENT MORTAR ON-SITE.
2. STORE DRY AND WET CONCRETE AND CEMENT UNDER COVER, PROTECTED FROM RAINFALL AND RUNOFF.
3. WASH OUT CONCRETE TRANSIT MIXERS ONLY IN DESIGNATED WASH-OUT AREAS. WHENEVER POSSIBLE, RECYCLE WASHOUT BY PUMPING BACK INTO MIXERS FOR REUSE. DO NOT DISPOSE OF WASHOUT INTO THE STREET, STORM DRAINS, DRAINAGE DITCHES, OR CREEKS. DESIGNATED WASH-OUT AREAS MUST BE MAINTAINED TO PREVENT OVER FLOW.
4. WHENEVER POSSIBLE, RETURN CONTENTS OF MIXER BARREL TO THE OFF-SITE YARD FOR RECYCLING. DISPOSE OF SMALL AMOUNTS OF EXCESS CONCRETE, GROUT, AND MORTAR IN THE TRASH.

ROADWORK/PAVEMENT

5. APPLY CONCRETE, ASPHALT, AND SEAL COAT DURING DRY WEATHER TO PREVENT CONTAMINANTS FROM CONTACTING STORMWATER RUNOFF.
6. COVER STORM DRAIN INLETS AND MANHOLES WHEN PAVING OR APPLYING SEAL COAT, SLURRY SEAL, FOG SEAL, AND SIMILAR MATERIALS.
7. ALWAYS PARK PAVING MACHINES OVER DRIP PANS OR ABSORBENT MATERIALS, SINCE THEY TEND TO DRIP CONTINUOUSLY.
8. WHEN MAKING SAW-CUTS IN PAVEMENT, USE AS LITTLE WATER AS POSSIBLE. COVER POTENTIALLY AFFECTED STORM DRAIN INLETS COMPLETELY WITH FILTER FABRIC DURING THE SAWING OPERATION AND CONTAIN THE SLURRY BY WET-VACUUMING, OR BY PLACING STRAW BALES, SANDBAGS, OR GRAVEL DAMS AROUND THE CATCH BASINS. AFTER THE LIQUID DRAINS OR EVAPORATES, SHOVEL OR VACUUM THE SLURRY RESIDUE FROM THE PAVEMENT OR GUTTER AND REMOVE FROM SITE.
9. WASH DOWN EXPOSED AGGREGATE CONCRETE ONLY WHEN THE WASH WATER CAN: (1) FLOW ONTO A DIRT AREA; (2) DRAIN ONTO A BERMED SURFACE FROM WHICH IT CAN BE PUMPED AND DISPOSED OF PROPERLY; OR (3) BE VACUUMED FROM THE AREA ALONG THE CURB WHERE SEDIMENT HAS ACCUMULATED BY BLOCKING A STORM DRAIN INLET.
10. ALLOW AGGREGATE RINSE TO SETTLE, AND PUMP THE WATER TO THE SANITARY SEWER IF ALLOWED BY YOUR LOCAL WASTEWATER AUTHORITY.
11. DO NOT WASH SWEEPINGS FROM EXPOSED AGGREGATE CONCRETE INTO A STREET OR STORM DRAIN. COLLECT AND RETURN TO AGGREGATE BASE STOCKPILE, OR DISPOSE WITH TRASH.
12. RECYCLE BROKEN CONCRETE AND ASPHALT.

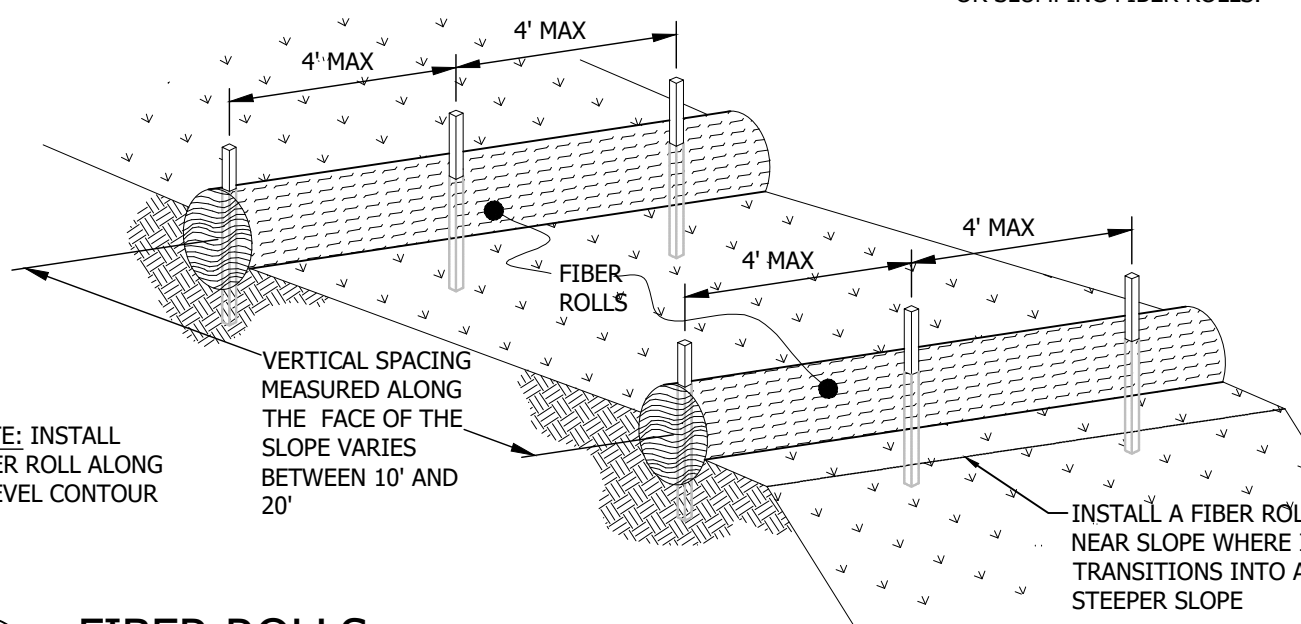
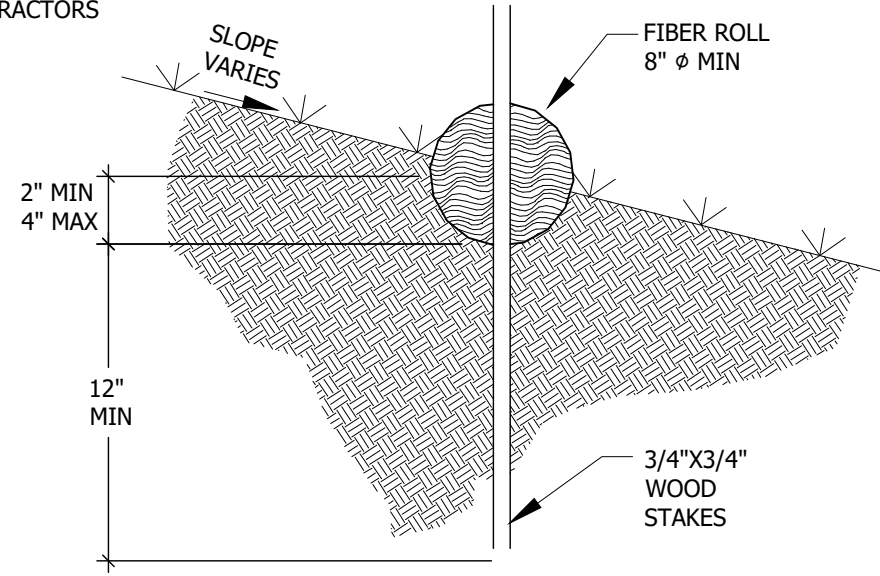
HAZARDOUS MATERIAL SPILL PREVENTION, SPILL REPORTING AND RESPONSE

1. ALL HAZARDOUS MATERIALS SHALL BE STORED SO THAT THEY ARE PROTECTED

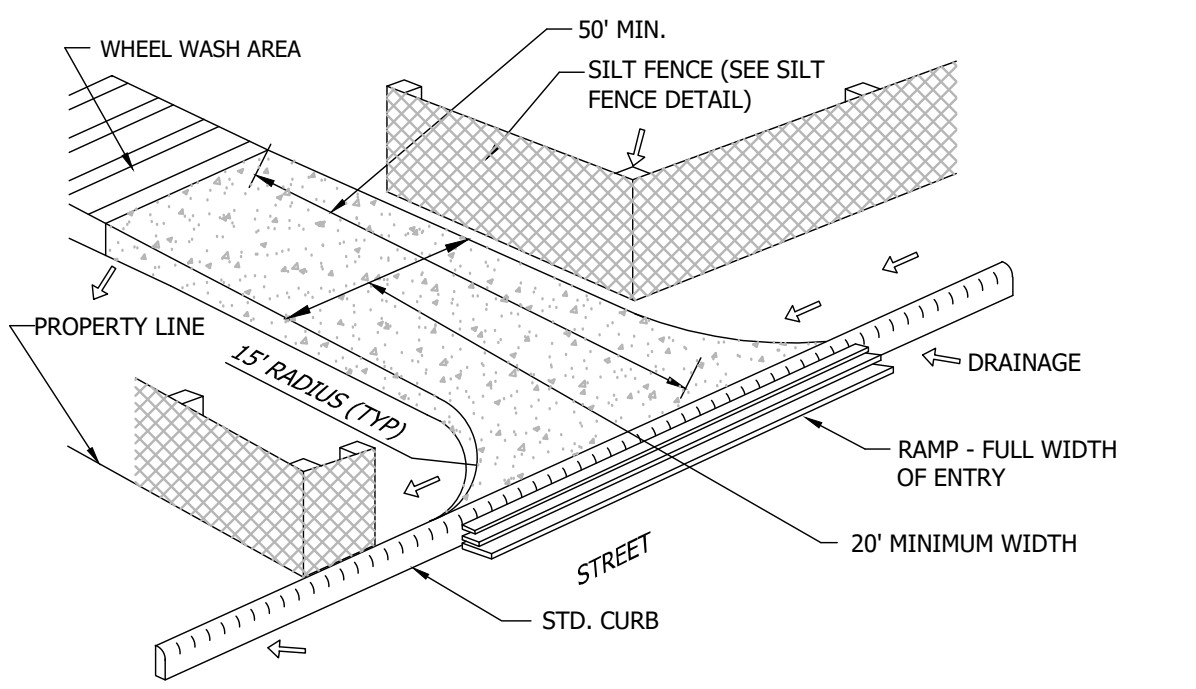
- FROM INCLEMENT WEATHER AND VANDALISM.
2. MOTOR VEHICLES SHALL NOT BE FUELED ON THE PROJECT SITE.
 3. SPILL CONTAINMENT MEASURES MUST BE MADE PRIOR TO FUELING WHEN FUELING EQUIPMENT OTHER THAN MOTOR VEHICLES.
 4. VEHICLE MAINTENANCE, OTHER THAN EMERGENCY REPAIRS, SHALL NOT BE PERFORMED ON THE PROJECT SITE.
 5. APPROPRIATE EMERGENCY SPILL CONTAINMENT SUPPLIES SHALL BE MAINTAINED ON SITE BY THE CONTRACTOR.
 6. SPILLS GREATER THAN ONE QUART SHALL BE IMMEDIATELY REPORTED TO THE CITY'S REPRESENTATIVE AND COUNTY INSPECTOR.
 7. SPILLS SHALL BE DIKED OR CONTAINED BY TRAINED PERSONNEL TO PREVENT THE SPILLED HAZARDOUS MATERIAL FROM ENTERING THE STORM WATER SYSTEM OR LEAVING THE PROJECT SITE.
 8. SPILLS OF LESS THAN FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL. ALL CONTAMINATED MATERIALS SHALL BE CONTAINERIZED, REMOVED FROM THE JOBSITE AND DISPOSED IN ACCORDANCE WITH FEDERAL, STATE AND LOCAL REGULATIONS.
 9. SPILLS IN EXCESS OF FIVE (5) GALLONS SHALL BE ABSORBED USING AN APPROPRIATE MATERIAL AND PLACED IN CONTAINERS UNDER THE DIRECTION OF THE COUNTY OFFICE OF ENVIRONMENTAL HEALTH AND SAFETY.
 10. ANY CONTAMINATED SOIL SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED WITH ACCEPTABLE FRESH SOIL.
 11. RESPONSE SHALL BE CARRIED OUT BY APPROPRIATELY TRAINED PERSONNEL UTILIZING SAFE PRACTICES.

GOOD HOUSEKEEPING PRACTICES

1. DO NOT WASH DOWN PAVEMENT OR SURFACES WHERE SILT HAS BEEN DEPOSITED OR MATERIALS HAVE SPILLED. USE DRY CLEANUP METHODS.
2. AVOID CONTAMINATING CLEAN RUNOFF FROM AREAS ADJACENT TO YOUR SITE BY USING BERMS AND/OR TEMPORARY OR PERMANENT DRAINAGE DITCHES TO DIVERT WATER FLOW AROUND THE SITE.
3. COVER EXPOSED PILES OF SOIL, CONSTRUCTION MATERIALS AND WASTES WITH PLASTIC SHEETING OR TEMPORARY ROOFS. BEFORE IT RAINS, SWEEP AND REMOVE MATERIALS FROM SURFACES THAT DRAIN TO STORM DRAINS, CREEKS, OR CHANNELS.
4. PLACE TRASH CANS AROUND THE SITE TO REDUCE POTENTIAL LITTER. DISPOSE OF NON-HAZARDOUS CONSTRUCTION WASTES IN COVERED DUMPSTERS OR RECYCLING RECEPTACLES. RECYCLE LEFTOVER MATERIALS WHENEVER POSSIBLE.
5. DISPOSE OF ALL WASTES PROPERLY. MATERIALS THAT CAN NOT BE REUSED OR RECYCLED MUST BE TAKEN TO AN APPROPRIATE LANDFILL OR DISPOSED OF AS HAZARDOUS WASTE, AS APPROPRIATE.
6. COVER OPEN DUMPSTERS WITH PLASTIC SHEETING OR A TARP DURING RAINY WEATHER. SECURE THE SHEETING OR TARP AROUND THE OUTSIDE OF THE DUMPSTER. IF THE DUMPSTER HAS A COVER, CLOSE IT.
7. TRAIN YOUR EMPLOYEES AND INFORM CONTRACTORS AND SUBCONTRACTORS ABOUT STORM WATER MANAGEMENT REQUIREMENTS AND THEIR RESPONSIBILITIES FOR COMPLIANCE.



FIBER ROLLS



ROCKED CONSTRUCTION ENTRANCE

CONSTRUCTION SPECIFICATIONS

LOCATE FIBER ROLLS ON LEVEL CONTOURS SPACED AS FOLLOWS:

- SLOPE INCLINATION OF 4 :1 (H:V) OR FLATTER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 20 FT.

- SLOPE INCLINATION BETWEEN 4:1 AND 2:1 (H:V) FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 15 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- SLOPE INCLINATION OF 2:1 (H:V) OR GREATER: FIBER ROLLS SHOULD BE PLACED AT A MAXIMUM INTERVAL OF 10 FT. (A CLOSER SPACING IS MORE EFFECTIVE).

- TURN THE ENDS OF THE FIBER ROLL UP SLOPE TO PREVENT RUNOFF FROM GOING AROUND THE ROLL. STAKE FIBER ROLLS INTO A 2 TO 4 IN. DEEP TRENCH WITH A WIDTH EQUAL TO THE DIAMETER OF THE FIBER ROLL.

- DRIVE STAKES AT THE END OF EACH FIBER ROLL AND SPACED 4 FT MAXIMUM ON CENTER.

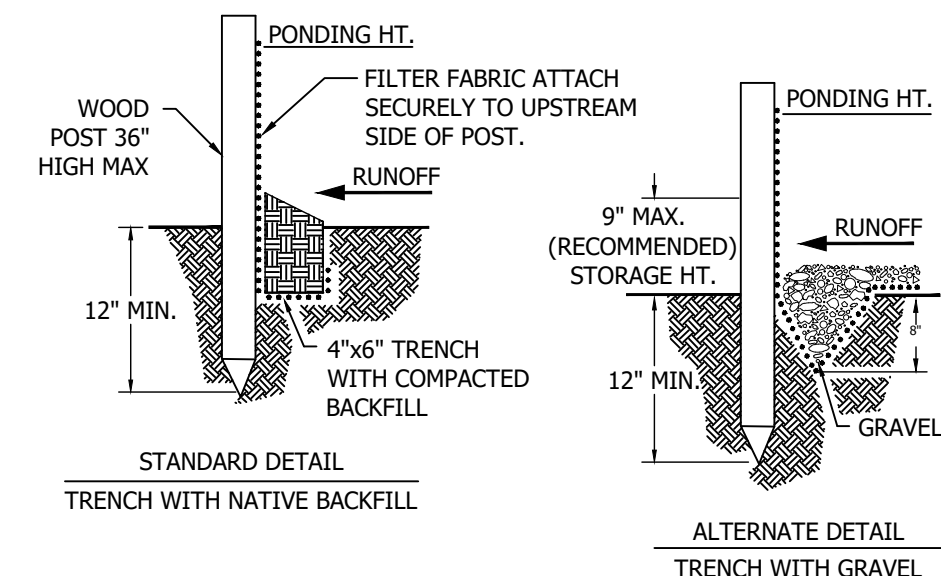
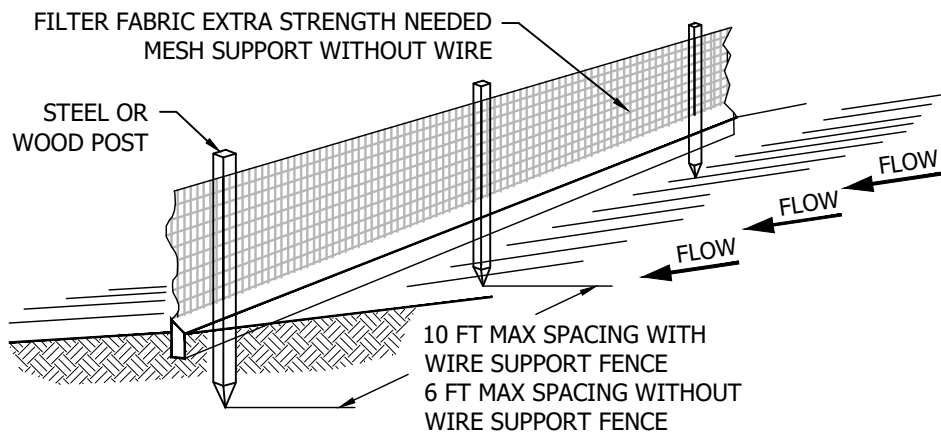
- USE WOOD STAKES WITH A NOMINAL CLASSIFICATION OF 0.75 BY 0.75 IN. AND A MINIMUM LENGTH OF 24 IN.

- IF MORE THAN ONE FIBER ROLL IS PLACED IN A ROW, THE ROLLS SHOULD BE OVERLAPPED, NOT ABUTTED. REPAIR OR REPLACE SPLIT, TORN, UNRAVELING OR SLUMPING FIBER ROLLS.

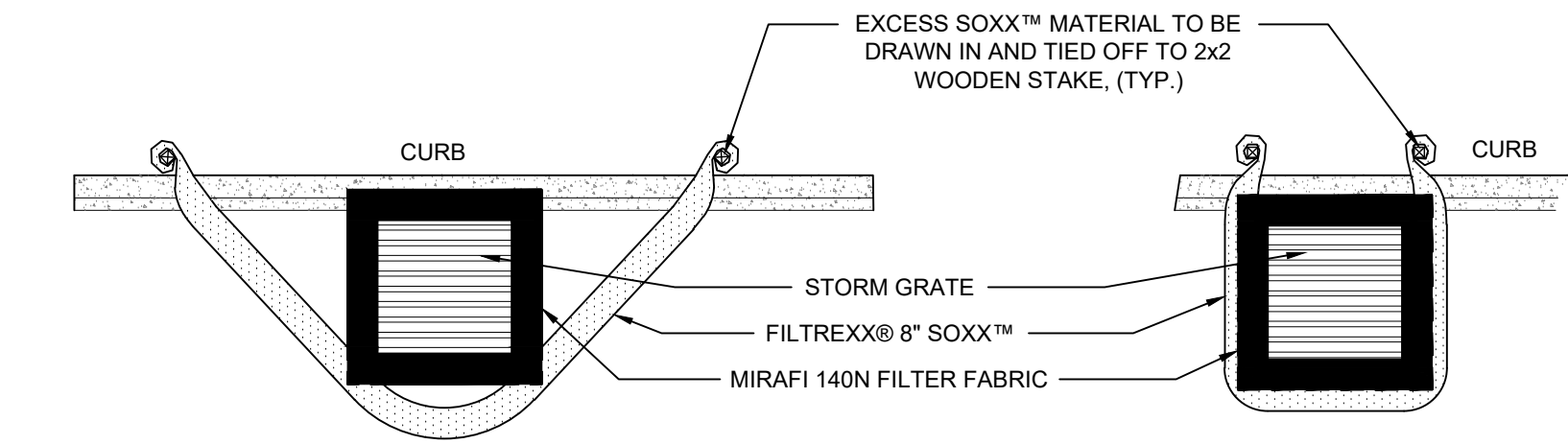
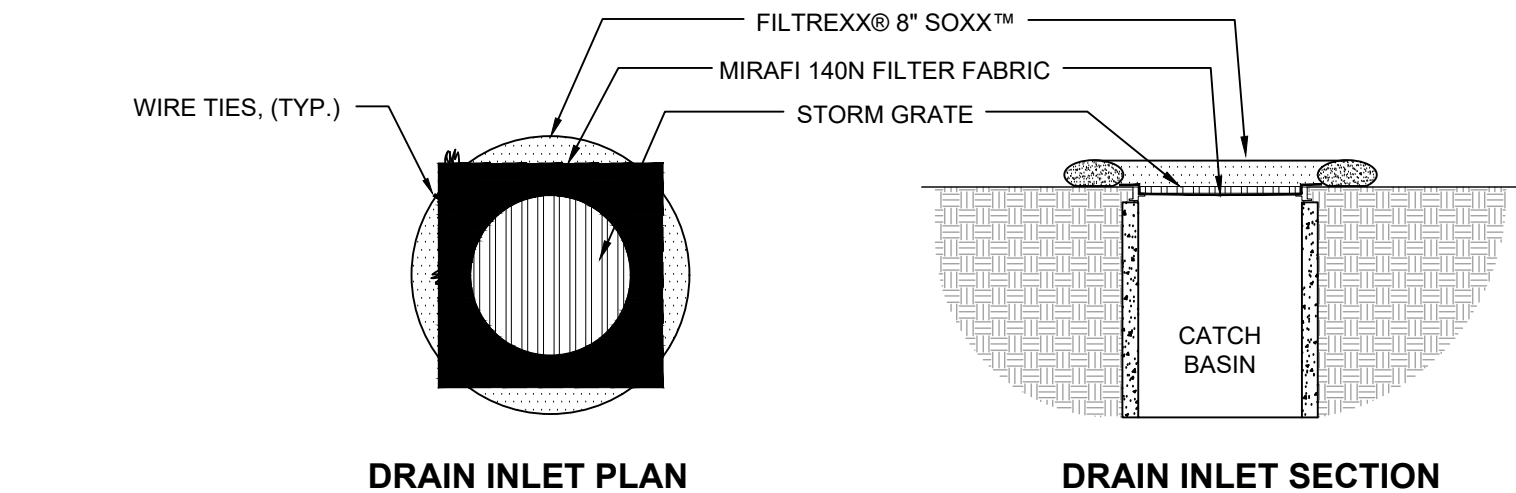
IF THE FIBER ROLL IS USED AS A SEDIMENT CAPTURE DEVICE, OR AS AN EROSION CONTROL DEVICE TO MAINTAIN SHEET FLOWS, SEDIMENT THAT ACCUMULATES IN THE BMP MUST BE PERIODICALLY REMOVED IN ORDER TO MAINTAIN BMP EFFECTIVENESS. SEDIMENT SHOULD BE REMOVED WHEN SEDIMENT ACCUMULATION REACHES ONE-HALF THE DESIGNATED SEDIMENT STORAGE DEPTH, USUALLY ONE-HALF THE DISTANCE BETWEEN THE TOP OF THE FIBER ROLL AND THE ADJACENT GROUND SURFACE. SEDIMENT REMOVED DURING THE MAINTENANCE MAY BE INCORPORATED INTO EARTHWORK ON THE SITE OR DISPOSED AT AN APPROPRIATE LOCATION.

NOTE:

1. INSPECT AND REPAIR FENCE AFTER EACH STORM EVENT AND REMOVE SEDIMENT WHEN NECESSARY.
2. REMOVED SEDIMENT SHALL BE DEPOSITED TO AN AREA THAT WILL NOT CONTRIBUTE SEDIMENT OFF-SITE AND CAN BE PERMANENTLY STABILIZED.
3. SILT FENCE SHALL BE PLACED ON SLOPE CONTOURS TO MAXIMIZE PONDING EFFICIENCY.

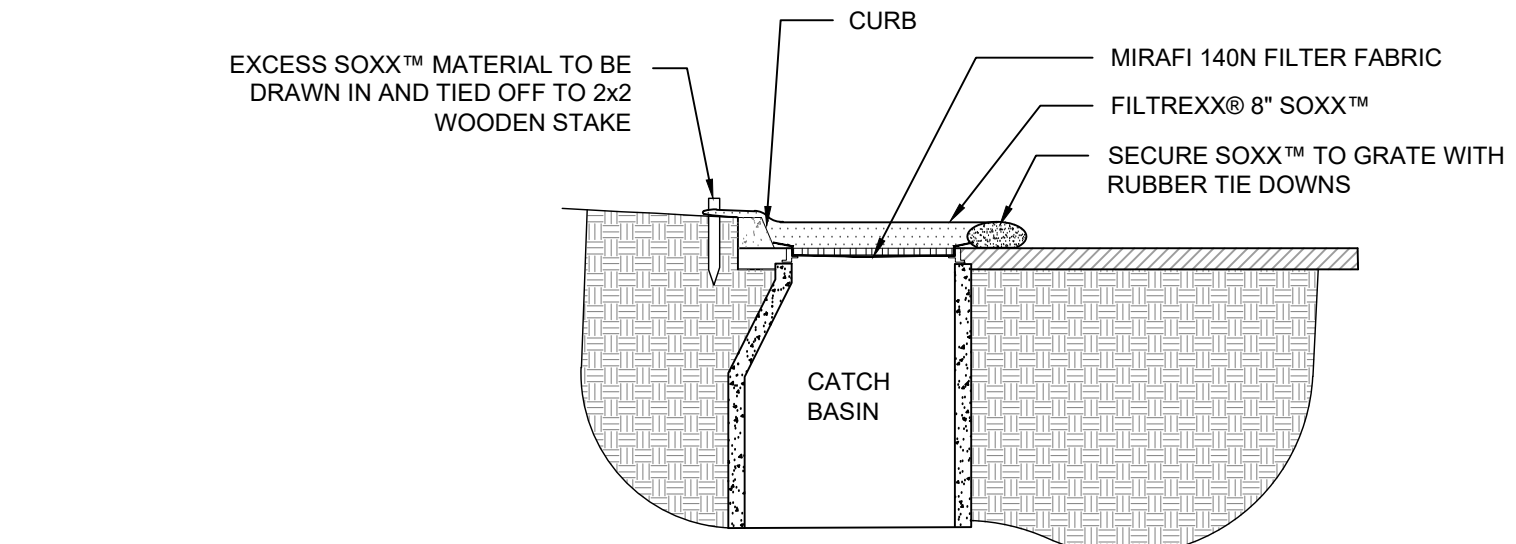


SILT FENCE



CURBSIDE OPTION "A" PLAN

CURBSIDE OPTION "B" PLAN



CURBSIDE SECTION

NOTES:

1. ALL MATERIAL TO MEET FILTREXX® SPECIFICATIONS.
2. FILTER MEDIA™ FILL TO MEET APPLICATION REQUIREMENTS.
3. COMPOST MATERIAL TO BE DISPERSED ON SITE, AS DETERMINED BY ENGINEER.
4. CONTRACTOR SHALL EXTEND MIRAFI 140N FABRIC 6\"/>
5. CONTRACTOR SHALL REMOVE ALL FILTER FABRIC FROM ALL STORM DRAIN INLETS UPON COMPLETION OF PROJECT

FILTREXX® INLET PROTECTION

CONSTRUCTION SPECIFICATIONS

THE HEIGHT OF A SILT FENCE SHALL NOT EXCEED 36 INCHES. STORAGE HEIGHT SHALL NEVER EXCEED 18\"/>

IF POSSIBLE, THE FILTER FABRIC SHALL BE CUT FROM A CONTINUOUS ROLL TO AVOID THE USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPICED ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP AND BOTH ENDS SECURELY FASTENED TO THE POST.

POSTS SHALL BE SPACED A MAXIMUM OF 10 FEET APART AND DRIVEN SECURELY INTO THE GROUND (MINIMUM OF 12 INCHES). WHEN EXTRA STRENGTH FABRIC IS USED WITHOUT THE WIRE SUPPORT FENCE, POST SPACING SHALL NOT EXCEED 6 FEET. TURN THE ENDS OF THE FENCE UPHILL.

A TRENCH SHALL BE EXCAVATED APPROXIMATELY 4 INCHES WIDE AND 6 INCHES DEEP ALONG THE LINE OF POSTS AND UPSLOPE FROM THE BARRIER.

WHEN STANDARD-STRENGTH FILTER FABRIC IS USED, A WIRE MESH SUPPORT FENCE SHALL BE FASTENED SECURELY TO THE UPSLOPE SIDE OF THE POSTS USING HEAVY DUTY WIRE STAPLES AT LEAST 1 INCH LONG. THE WIRES OR HOOK RINGS. THE WIRE SHALL EXTEND INTO THE TRENCH A MINIMUM OF 2 INCHES AND SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.

THE STANDARD-STRENGTH FILTER FABRIC SHALL BE STAPLED OR WIRED TO THE FENCE, AND 6 INCHES OF THE FABRIC SHALL EXTEND INTO THE TRENCH. THE FABRIC SHALL NOT EXTEND MORE THAN 36 INCHES ABOVE THE ORIGINAL GROUND SURFACE. FILTER FABRIC SHALL NOT BE STAPLED TO EXISTING TREES.

WHEN EXTRA-STRENGTH FILTER FABRIC AND CLOSER POST SPACING ARE USED, THE WIRE MESH SUPPORT FENCE MAY BE ELIMINATED. IN SUCH A CASE, THE FILTER FABRIC IS STAPLED OR WIRED DIRECTLY TO THE POSTS.

THE TRENCH SHALL BE BACKFILLED AND THE SOIL COMPACTED OVER THE TOE OF THE FILTER FABRIC.

SILT FENCES PLACED AT THE TOE OF A SLOPE SHALL BE SET AT LEAST 6 FEET FROM THE TOE IN ORDER TO INCREASE PONDING VOLUME.

SILT FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY STABILIZED, AND ANY SEDIMENT STORED BEHIND THE SILT FENCE HAS BEEN REMOVED.

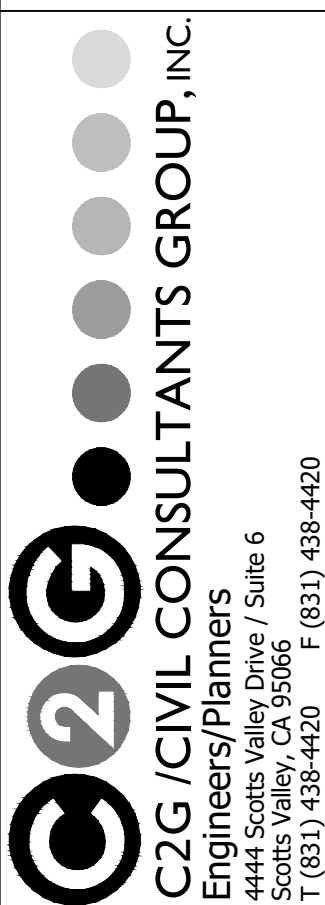
INSPECTION AND MAINTENANCE

SILT FENCES AND FILTER BARRIERS SHALL BE INSPECTED WEEKLY AND AFTER EACH SIGNIFICANT STORM (1\"/>

THE REMOVED SEDIMENT SHALL VEGETATE OR OTHERWISE STABILIZED.

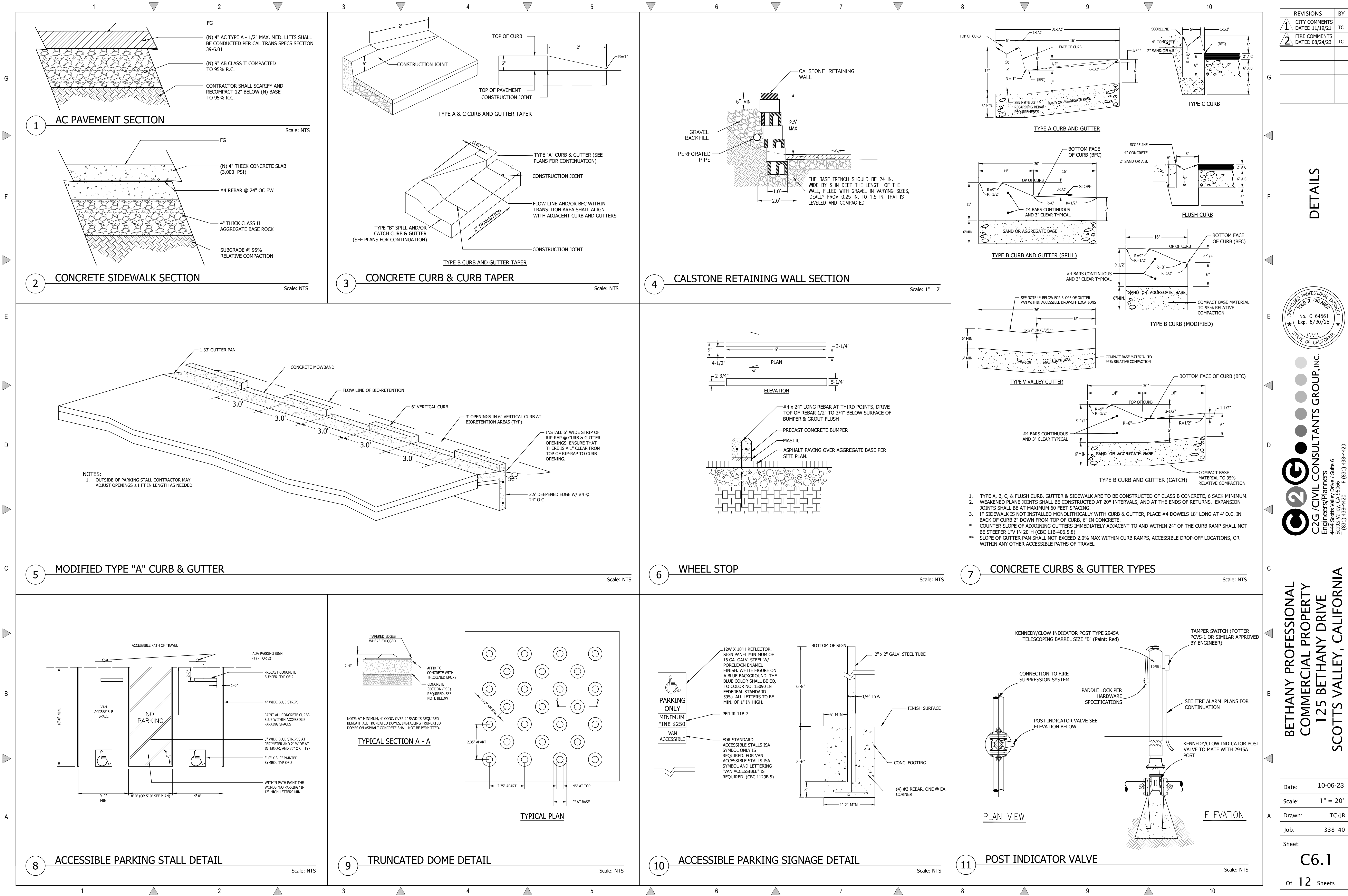
REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC
2 FIRE COMMENTS DATED 08/24/23	TC

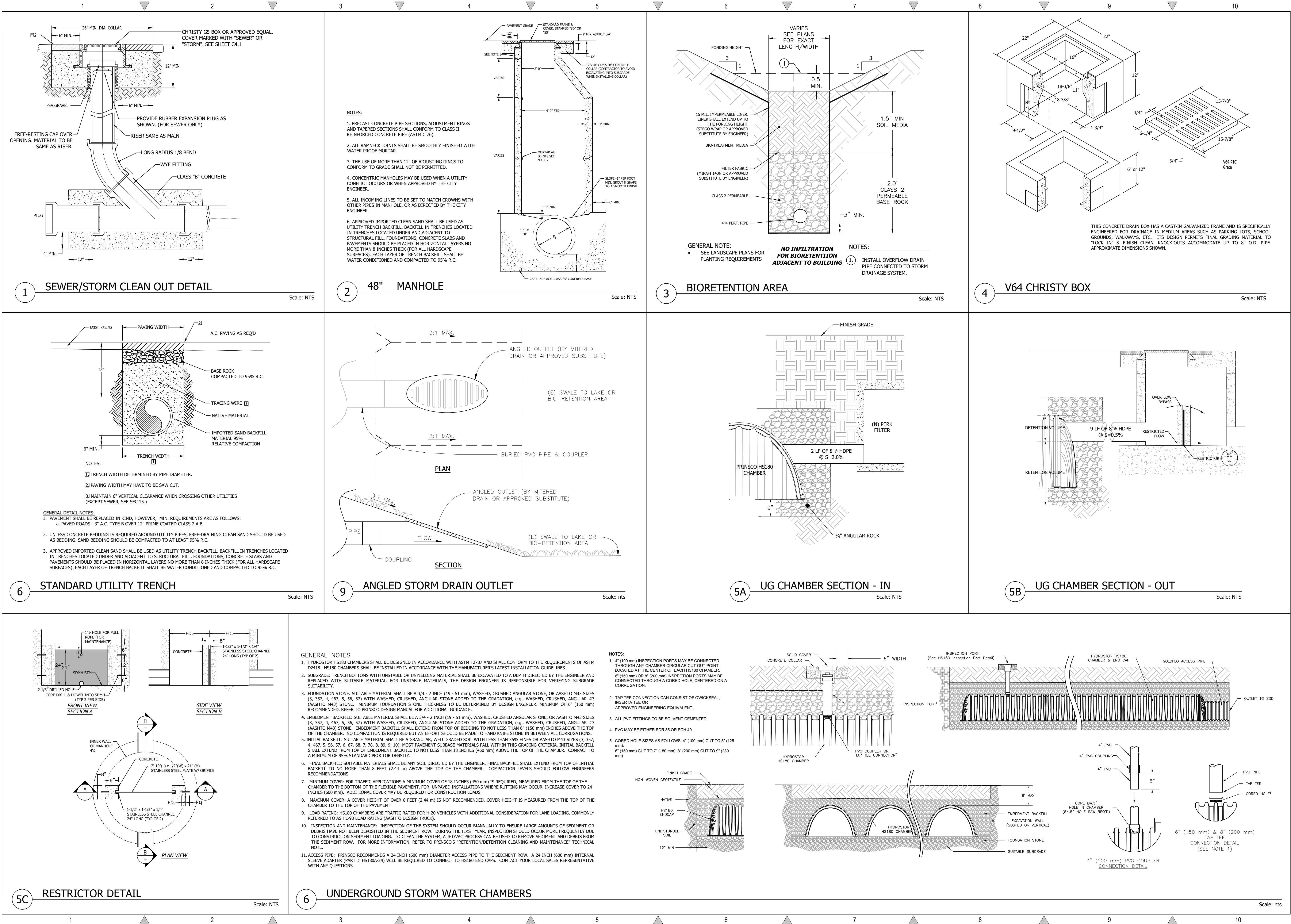
EROSION CONTROL DETAILS



BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date:	10-06-23
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C5.2
of 12 Sheets	





REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

DETAILS

REGISTERED PROFESSIONAL ENGINEER

TODD R. CREMER

No. C 64561

Exp. 6/30/25

CIVIL

STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners

4400 E. Highway 99, Suite 6

Scotts Valley, CA 95066

T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL

COMMERCIAL PROPERTY

125 BETHANY DRIVE

SCOTTS VALLEY, CALIFORNIA

Date: 10-06-23

Scale: 1" = 20'

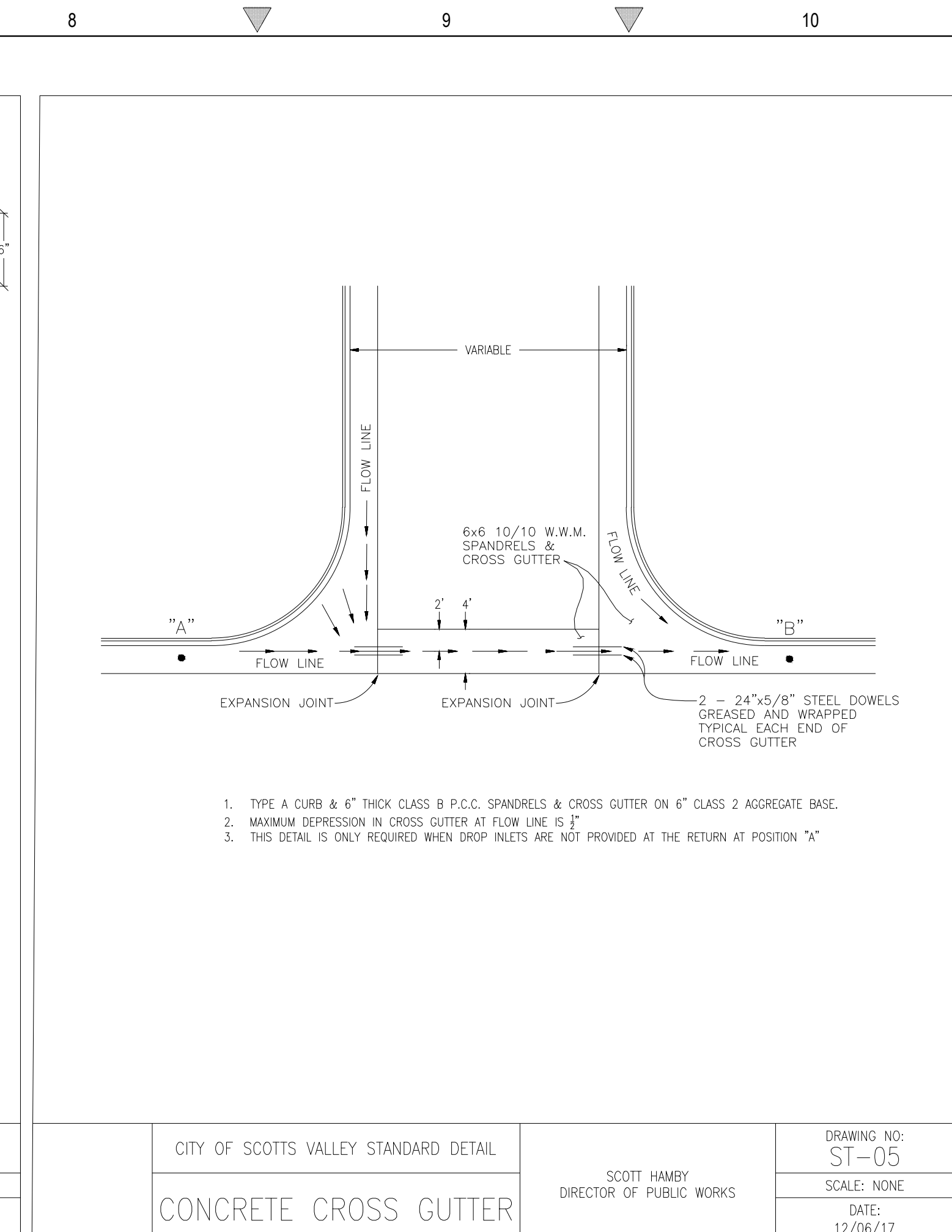
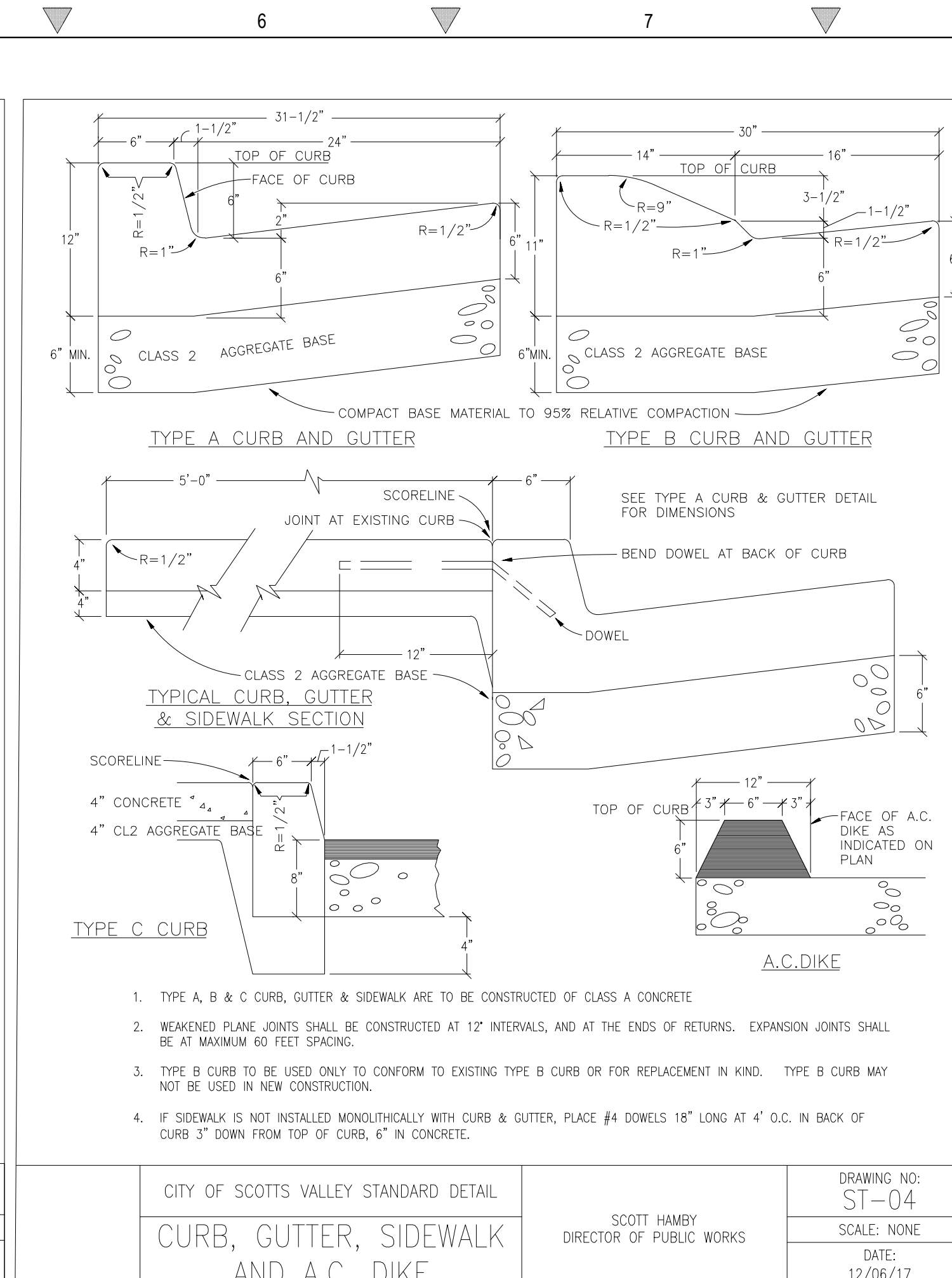
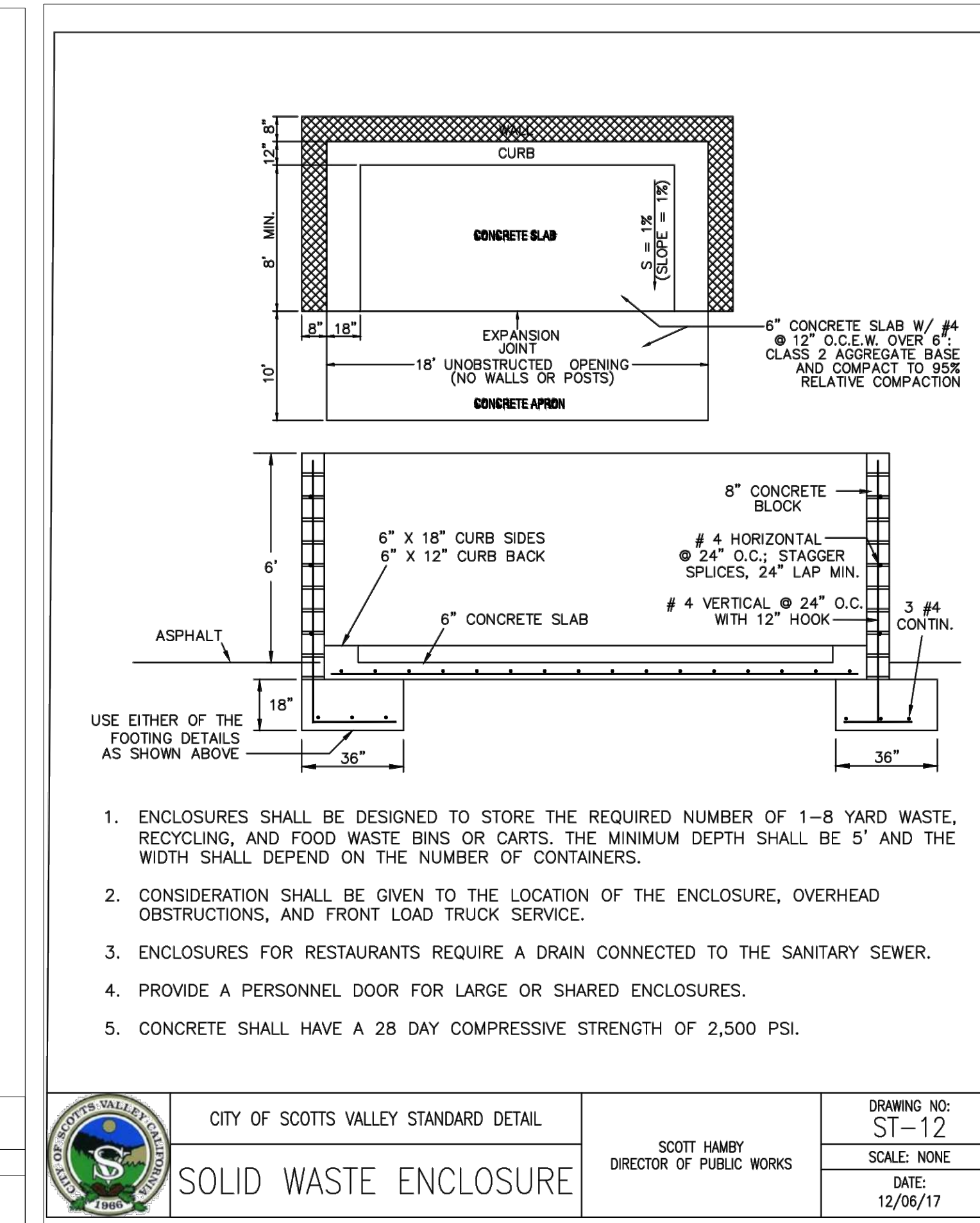
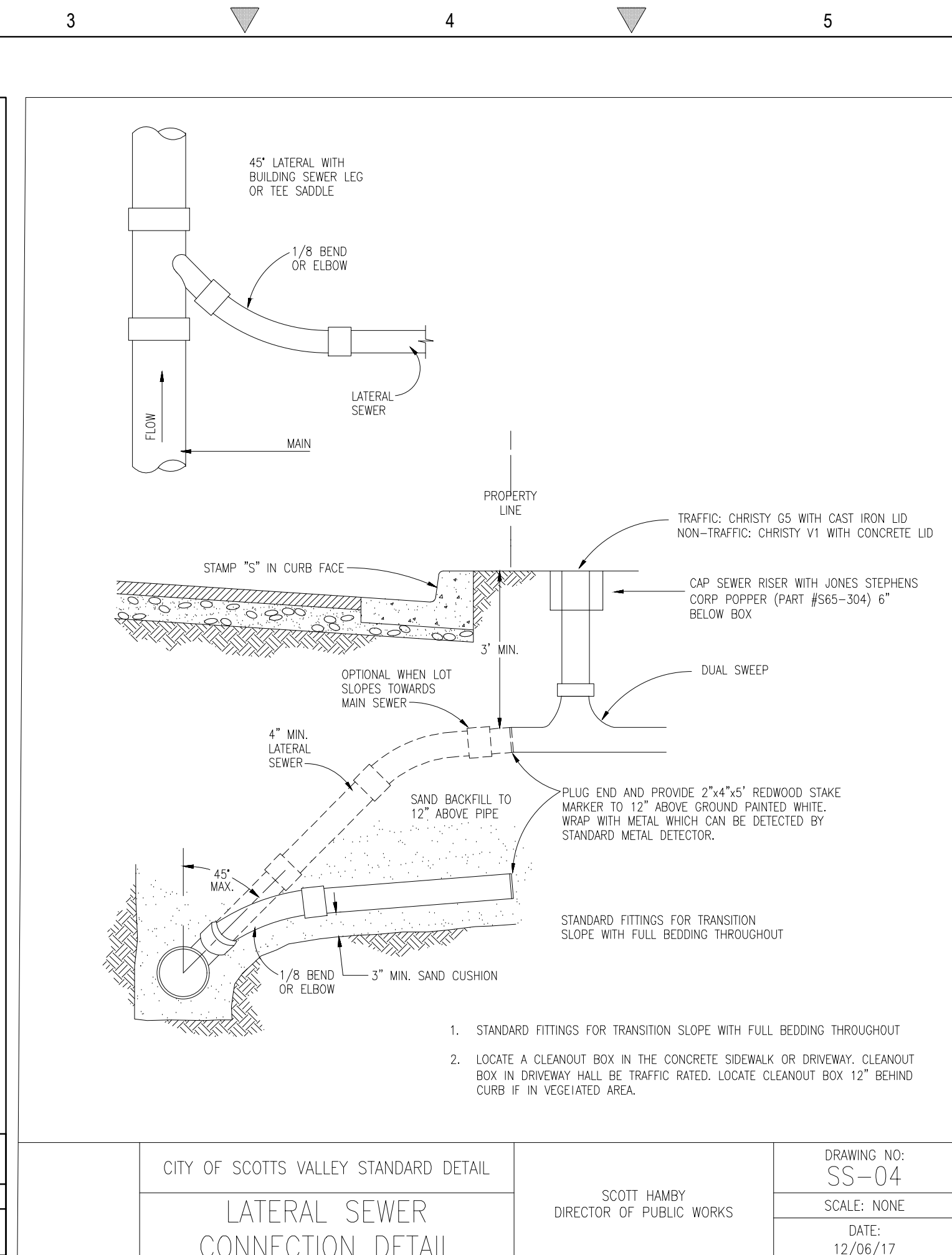
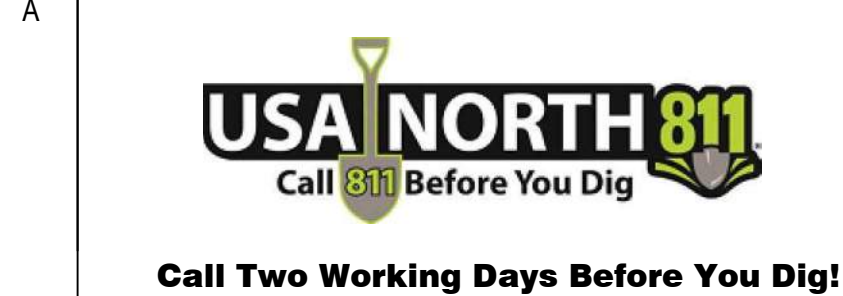
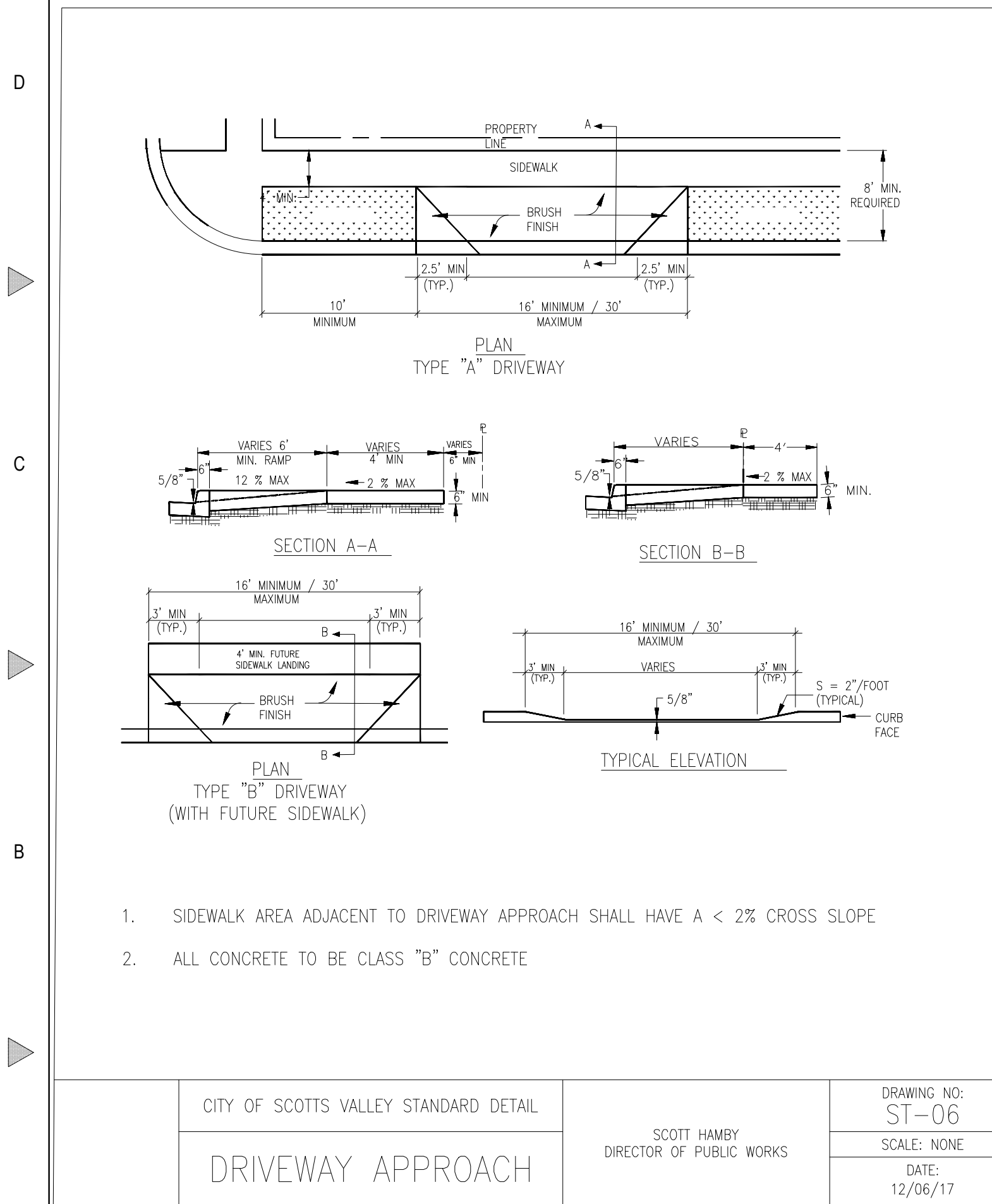
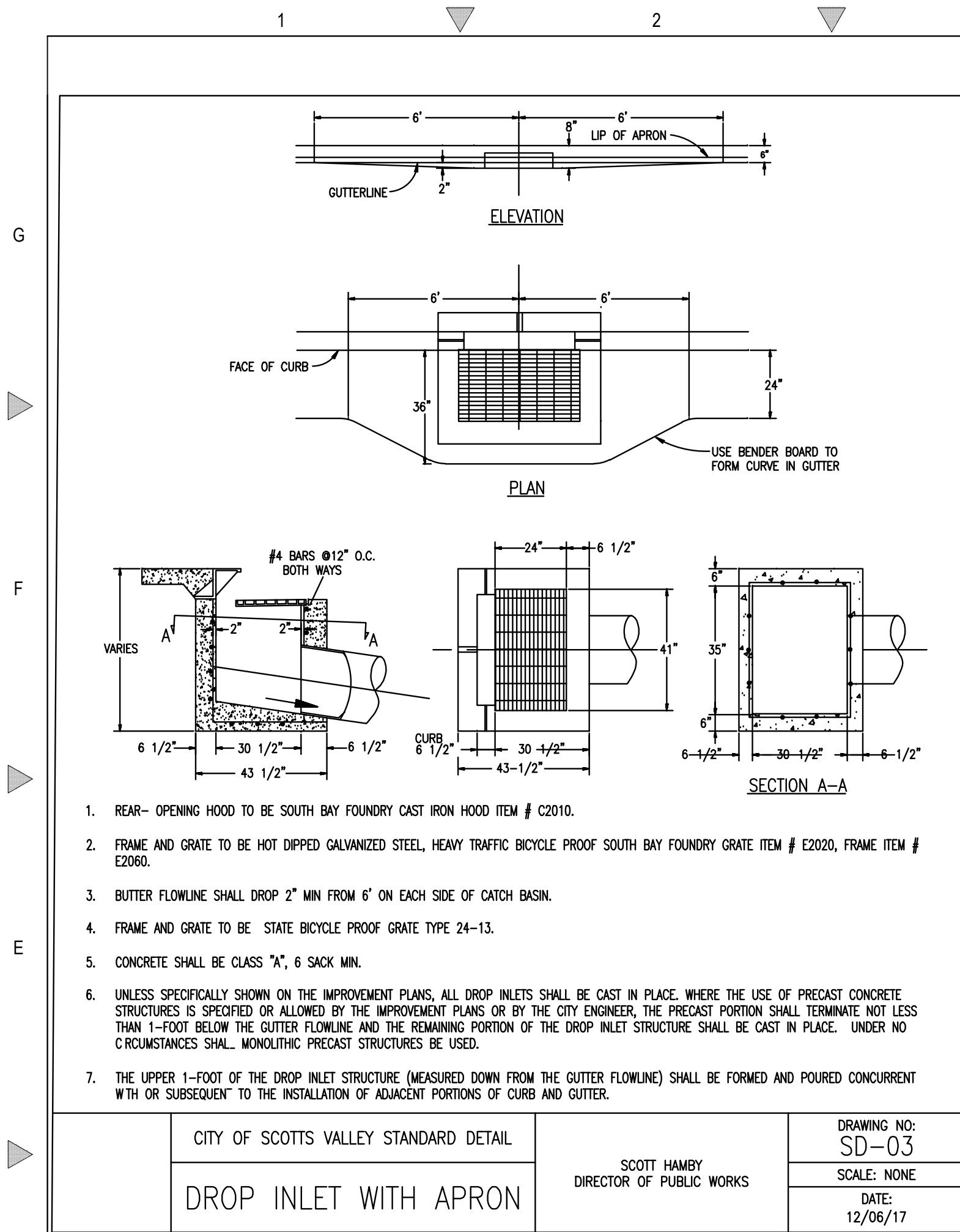
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Job: 338-40

Sheet: C6.2

of 12 Sheets

Page 26 of 500



REVISIONS		BY
1	CITY COMMENTS DATED 11/19/21	TC
2	FIRE COMMENTS DATED 08/24/23	TC

DETAILS



C2G ● ● ● ● ●
C2G / CIVIL CONSULTANTS GROUP, INC.
 Engineers/Planners
 4444 Scotts Valley Drive / Suite 6
 Scotts Valley, CA 95066
 (833) 438-4420 F (931) 438-4420
 T (831) 438-4420

**BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA**

Date: 10-06-23

Scale: NONE

Drawn: TC/JB

Job: 338-40

Sheet:

C6.3

- 12 -

G

F

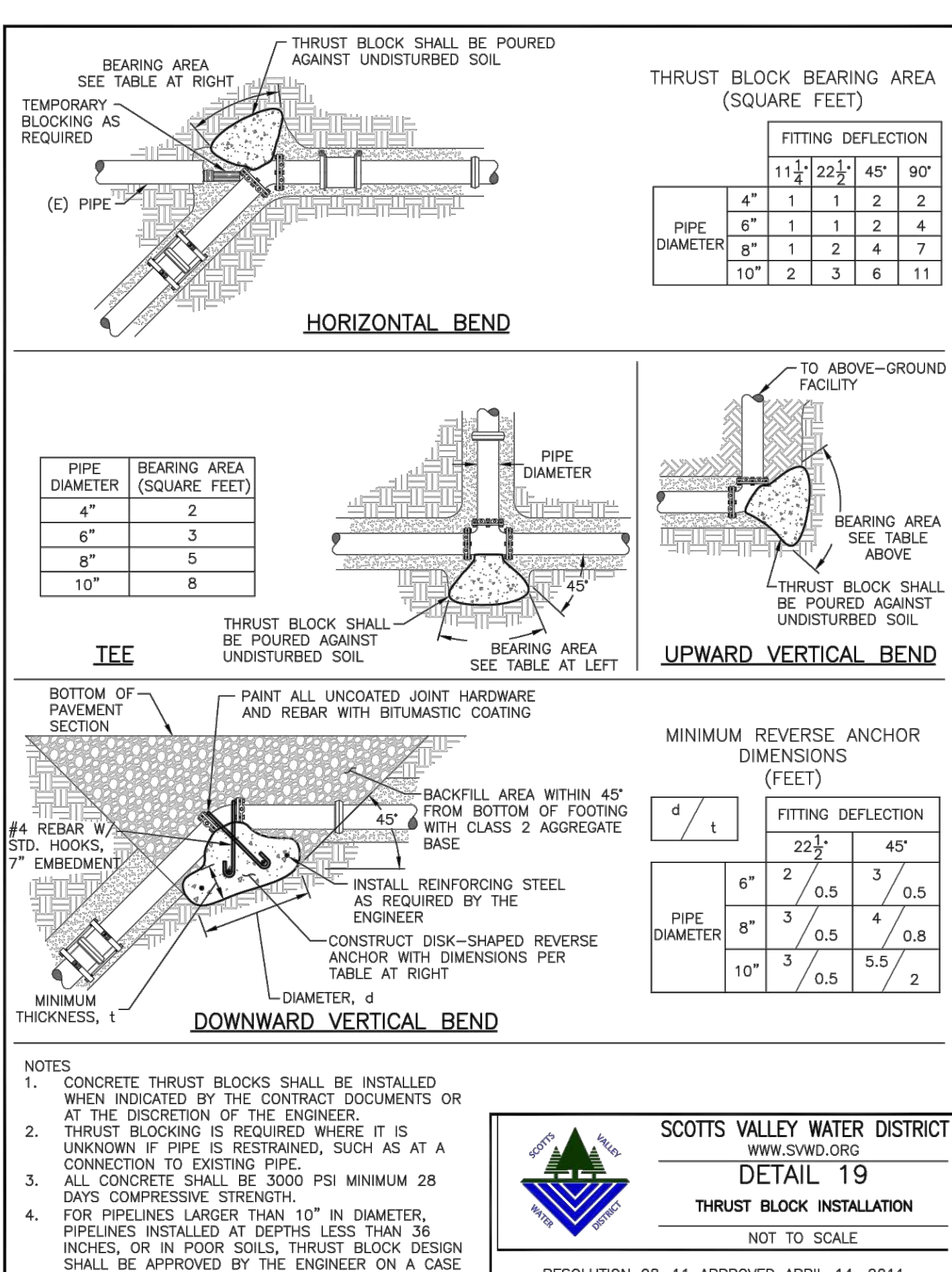
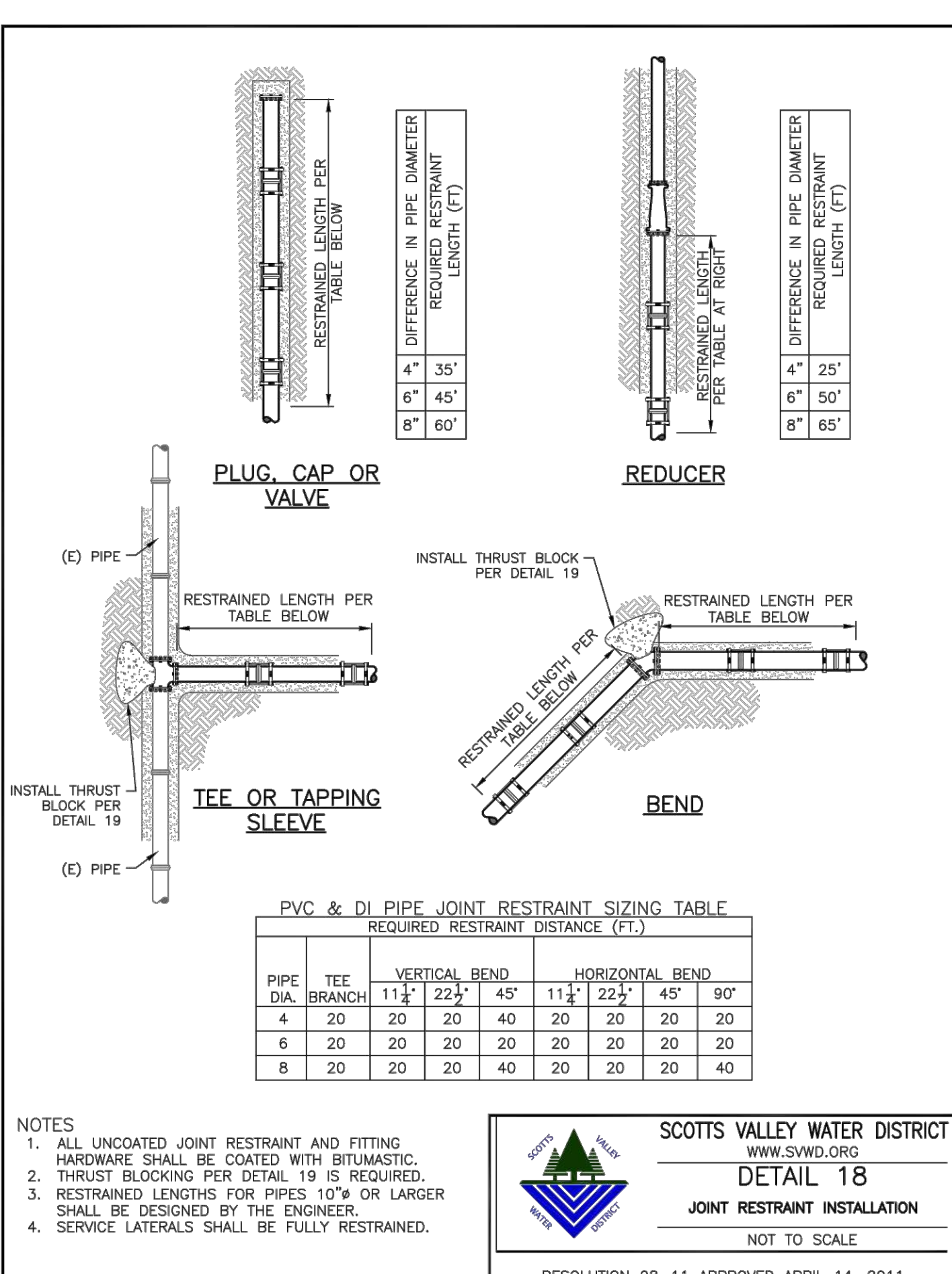
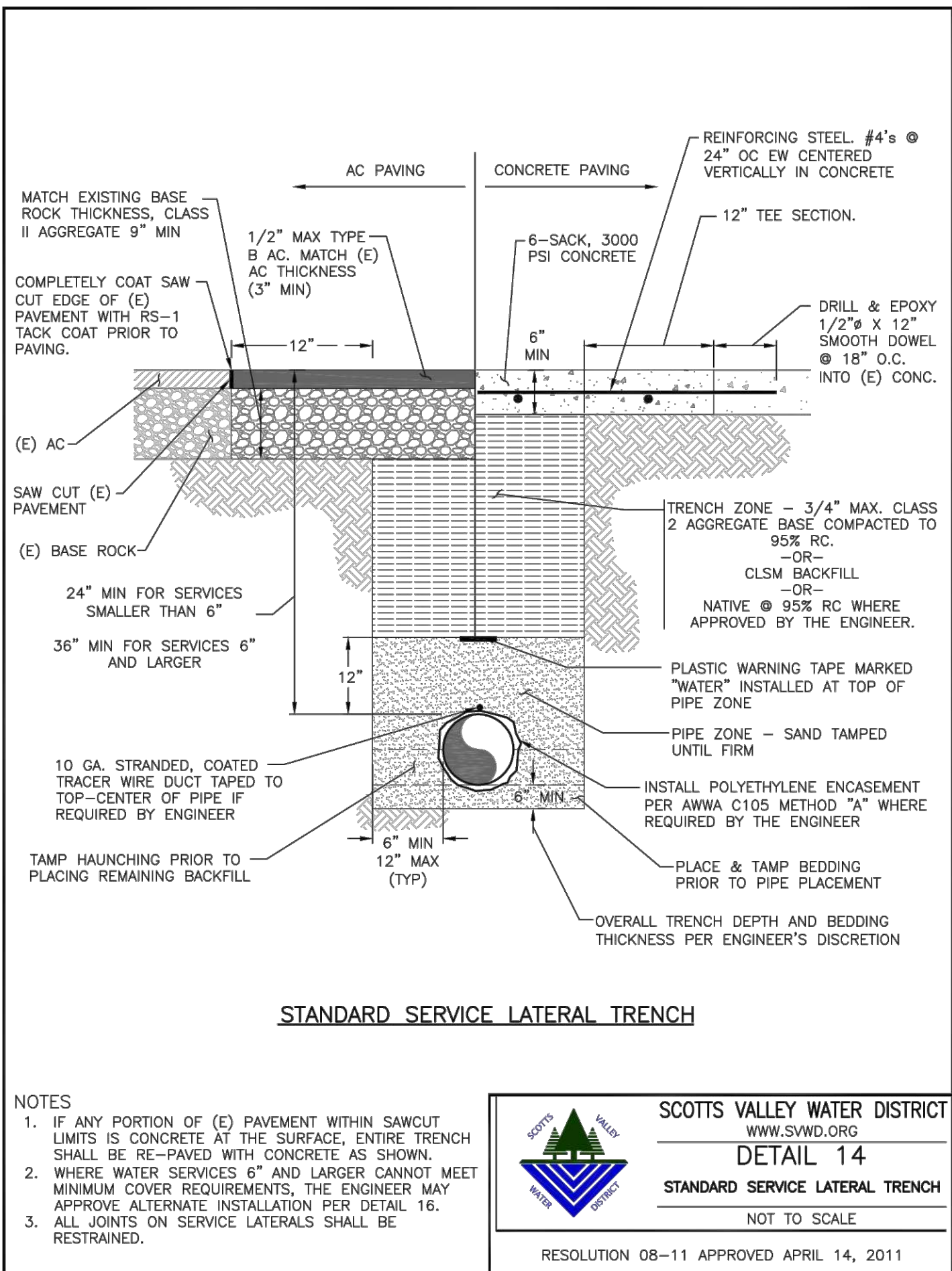
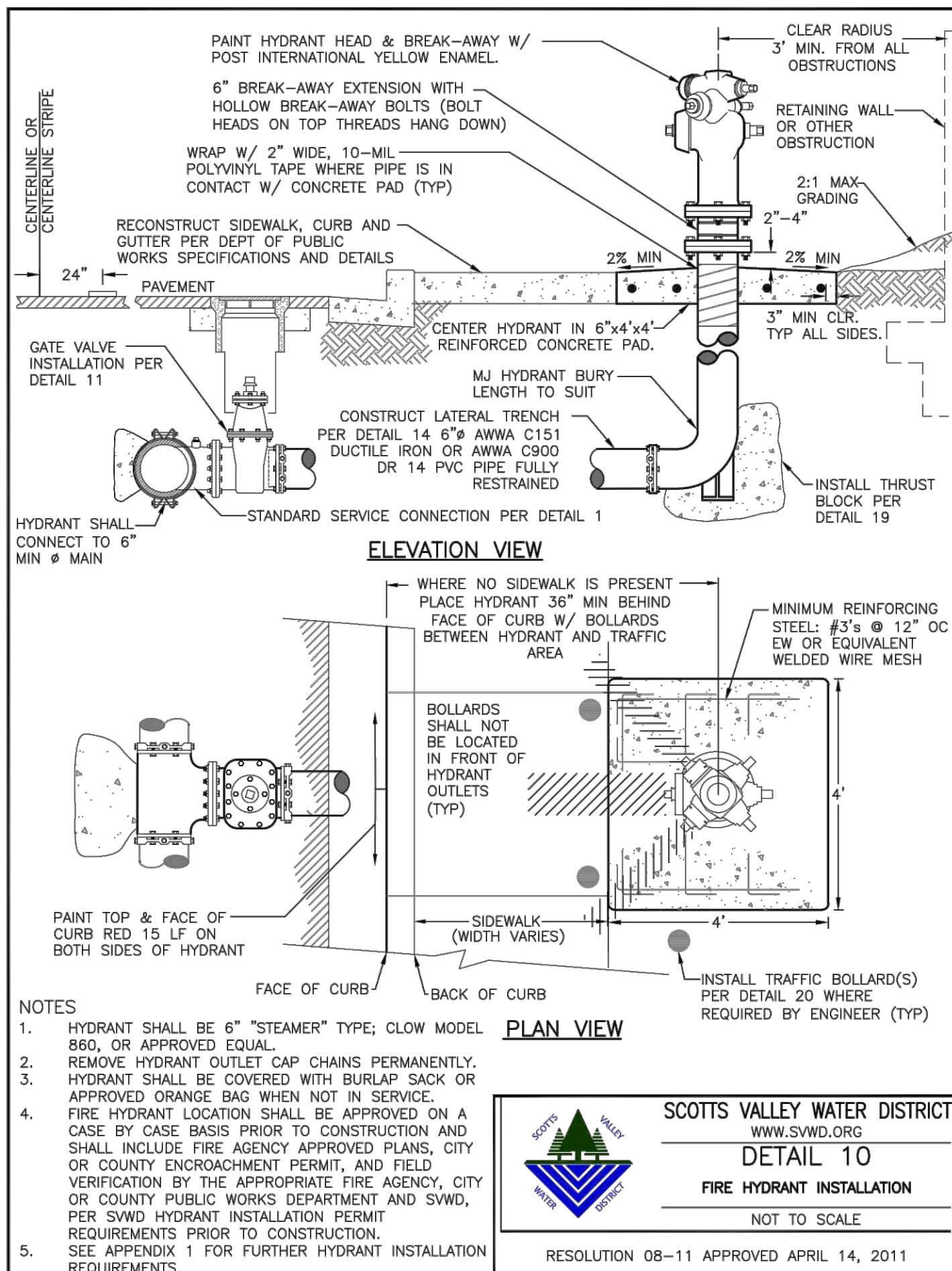
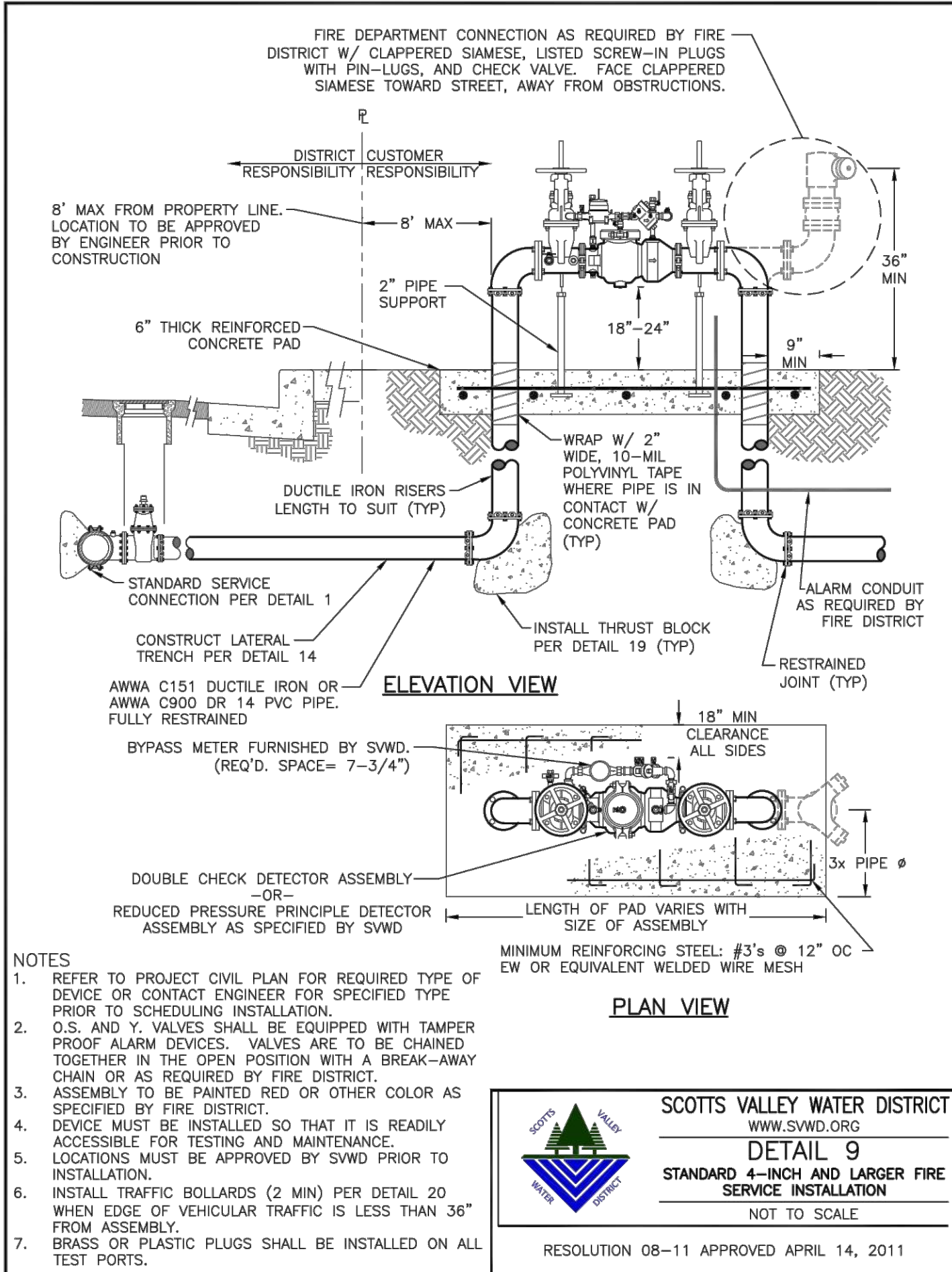
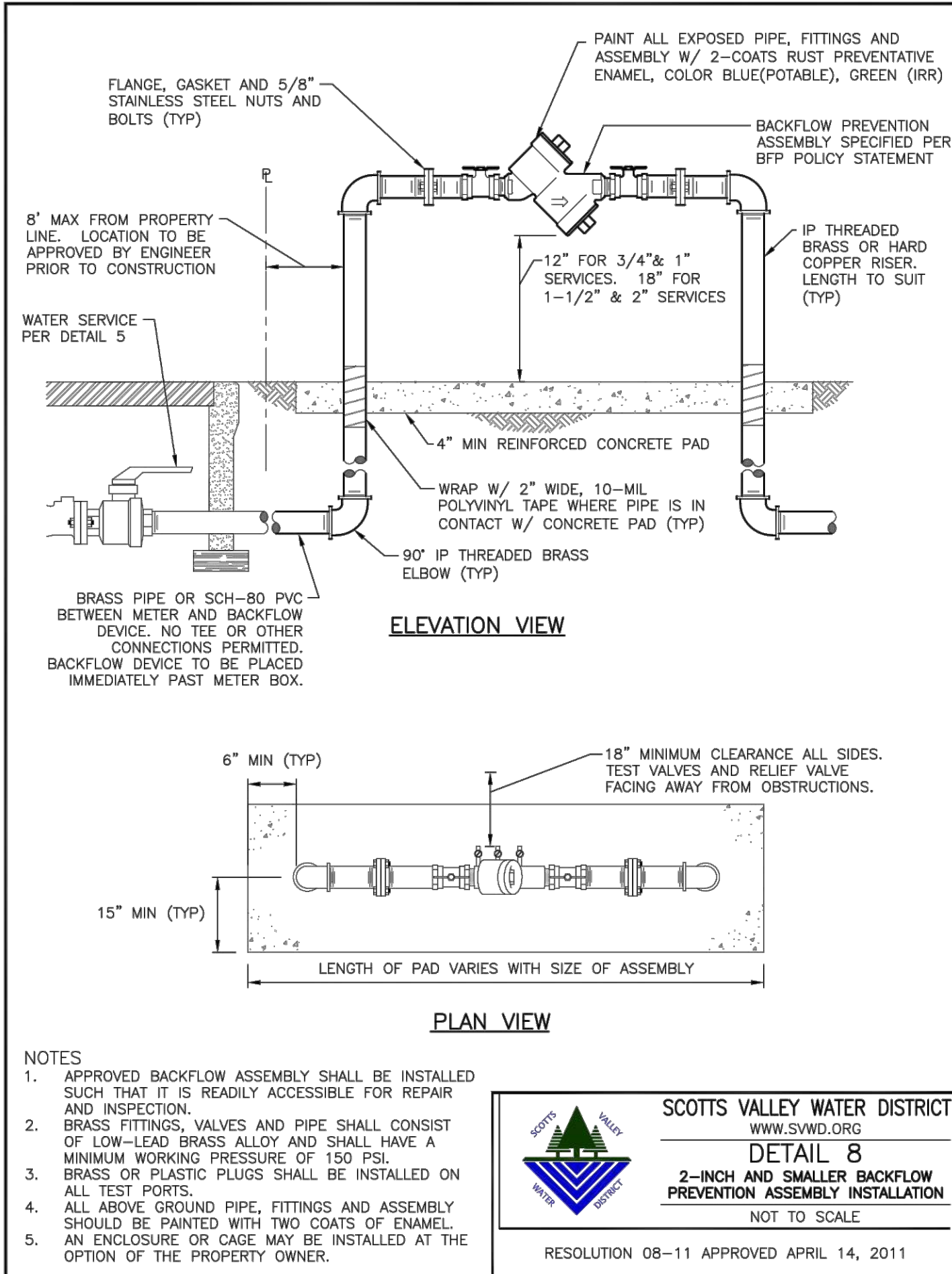
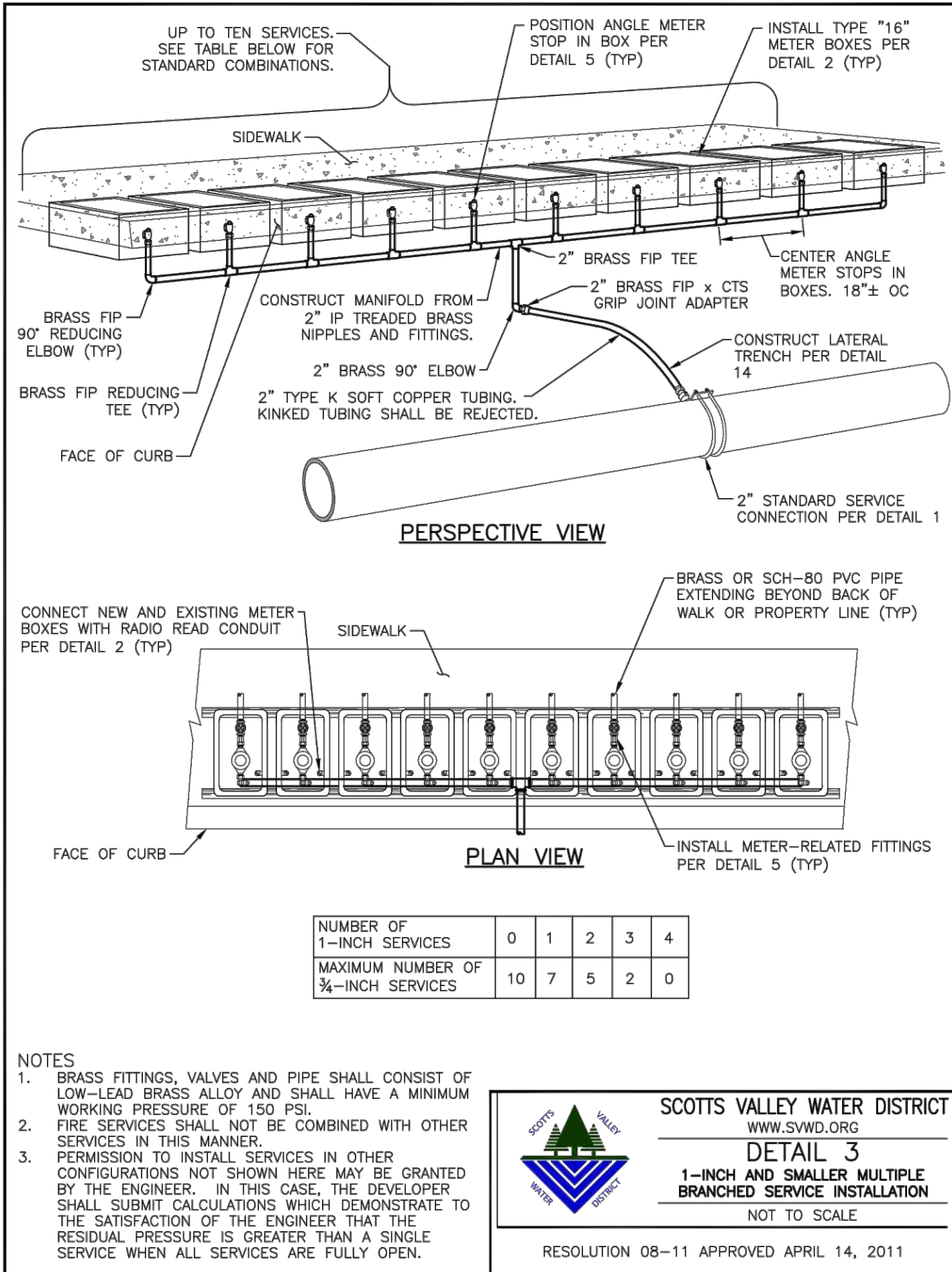
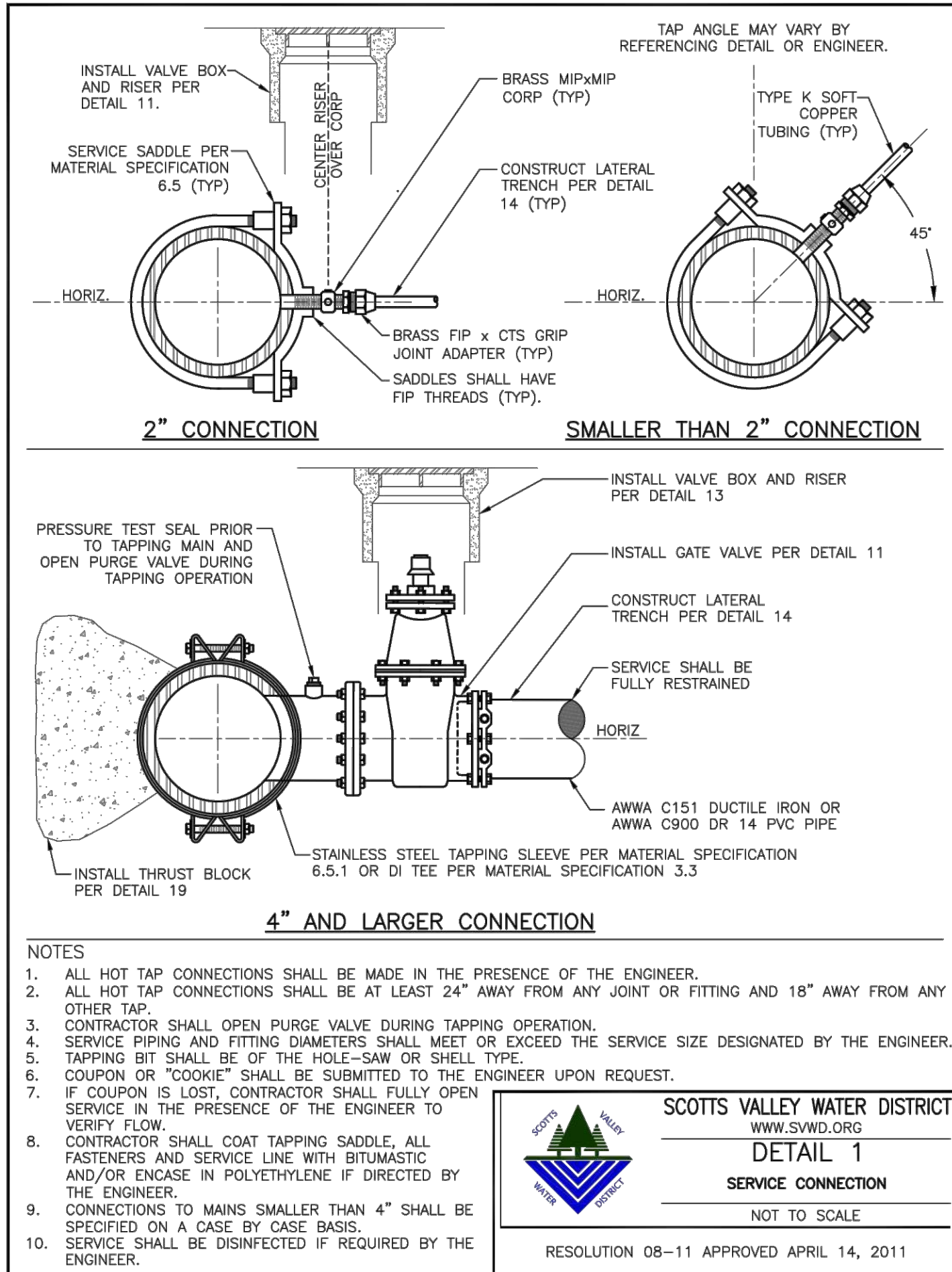
E

D

C

B

A



REVISIONS

BY

1

CITY COMMENTS

DATED 11/19/21

TC

2

FIRE COMMENTS

DATED 08/24/23

TC

SWD DETAILS

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scott's Valley Road, Suite 6
Scott's Valley, CA 95066
T (831) 438-4420 F (831) 438-4420
By: cm

RESOLUTION 08-11 APPROVED APRIL 14, 2011

10-06-23

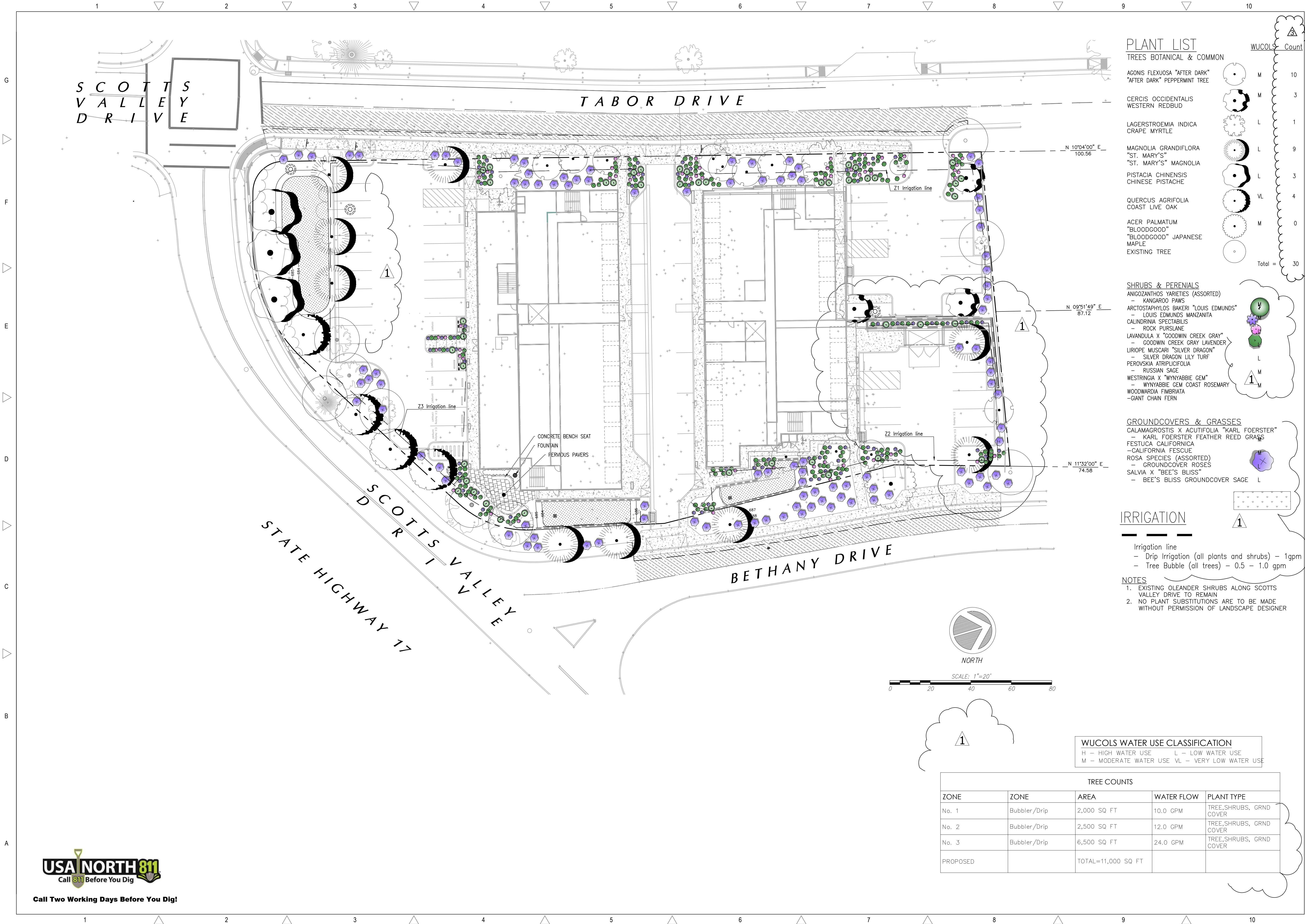
1" = 20'

TC/JB

338-40

C6.4

of 12 Sheets



PLANT LIST

TREES BOTANICAL & COMMON		WUCOLS	Count
AGONIS FLEXUOSA "AFTER DARK"	M	10	
"AFTER DARK" PEPPERMINT TREE	M	3	
CERCIS OCCIDENTALIS WESTERN REDBUD	L	1	
LAGERSTROEMIA INDICA CRAPE MYRTLE	L	9	
MAGNOLIA GRANDIFLORA "ST. MARY'S"	L	3	
"ST. MARY'S" MAGNOLIA	VL	4	
PISTACIA CHINENSIS CHINESE PISTACHE	M	0	
QUERCUS AGRIFOLIA COAST LIVE OAK			
ACER PALMATUM "BLOODGOOD"			
"BLOODGOOD" JAPANESE MAPLE			
EXISTING TREE			
		Total =	30

SHRUBS & PERENIALS

- ANIGOSANTHOS VARIETIES (ASSORTED)
- KANGAROO PAWS
ARCTOSTAPHYLOS BAKERI "LOUIS EDMUNDS"
- LOUIS EDMUNDS MANZANITA
CALINDRINIA SPECTABILIS
- ROCK PURSLANE
LAVANDULA X "GOODWIN CREEK GRAY"
- GOODWIN CREEK GRAY LAVENDER
LIRIOPE MUSCARI "SILVER DRAGON"
- SILVER DRAGON LILY TURF
PEROVSKIA ATRIPLICIFOLIA
- RUSSIAN SAGE
WESTRINGIA X "WYNYABBIE GEM"
- WYNYABBIE GEM COAST ROSEMARY
WOODWARDIA FIMBRIATA
-GIANT CHAIN FERN

GROUNDCOVERS & GRASSES

- CALAMAGROSTIS X ACUTIFOLIA "KARL FOERSTER"
- KARL FOERSTER FEATHER REED GRASS
FESTUCA CALIFORNICA
-CALIFORNIA FESCUE
ROSA SPECIES (ASSORTED)
- GROUNDCOVER ROSES
SALVIA X "BEE'S BLISS"
- BEE'S BLISS GROUNDCOVER SAGE

IRRIGATION

- Irrigation line
- Drip Irrigation (all plants and shrubs) - 1gpm
- Tree Bubble (all trees) - 0.5 - 1.0 gpm

NOTES

1. EXISTING OLEANDER SHRUBS ALONG SCOTTS VALLEY DRIVE TO REMAIN
2. NO PLANT SUBSTITUTIONS ARE TO BE MADE WITHOUT PERMISSION OF LANDSCAPE DESIGNER

WUCOLS WATER USE CLASSIFICATION

H - HIGH WATER USE L - LOW WATER USE
M - MODERATE WATER USE VL - VERY LOW WATER USE

TREE COUNTS				
ZONE	ZONE	AREA	WATER FLOW	PLANT TYPE
No. 1	Bubbler/Drip	2,000 SQ FT	10.0 GPM	TREE,SHRUBS, GRND COVER
No. 2	Bubbler/Drip	2,500 SQ FT	12.0 GPM	TREE,SHRUBS, GRND COVER
No. 3	Bubbler/Drip	6,500 SQ FT	24.0 GPM	TREE,SHRUBS, GRND COVER
PROPOSED		TOTAL=11,000 SQ FT		

REVISIONS

1	City COMMENTS DATED 9/8/23	TC
2	Planning Comments 10-6-23	TC

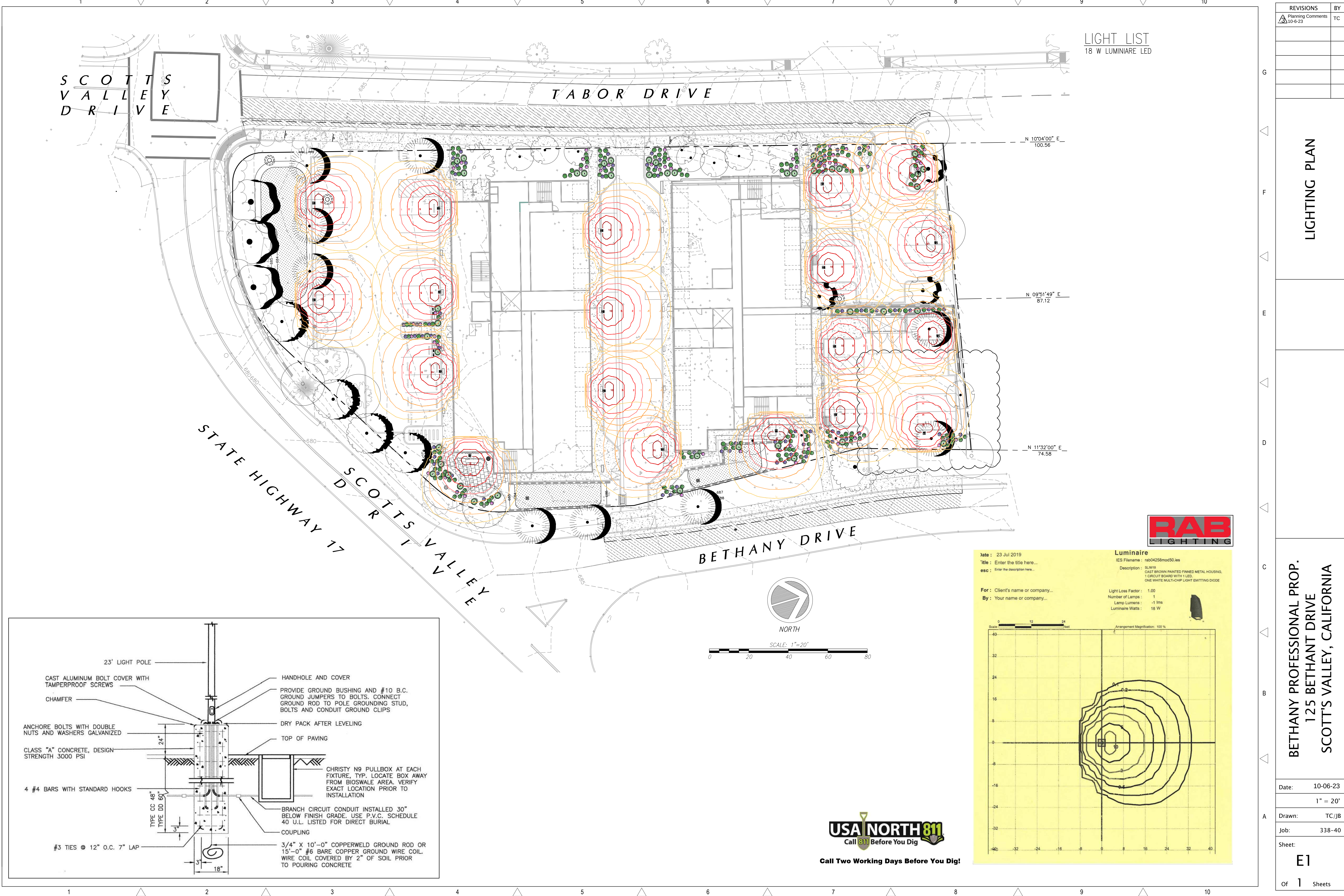
LANDSCAPE PLAN

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

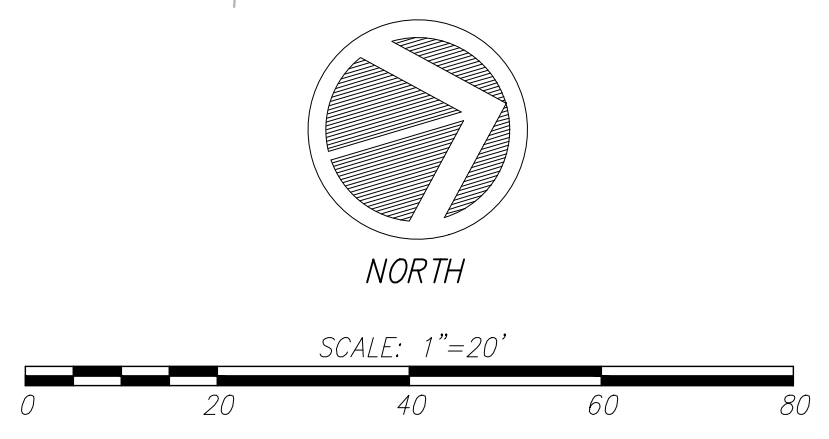
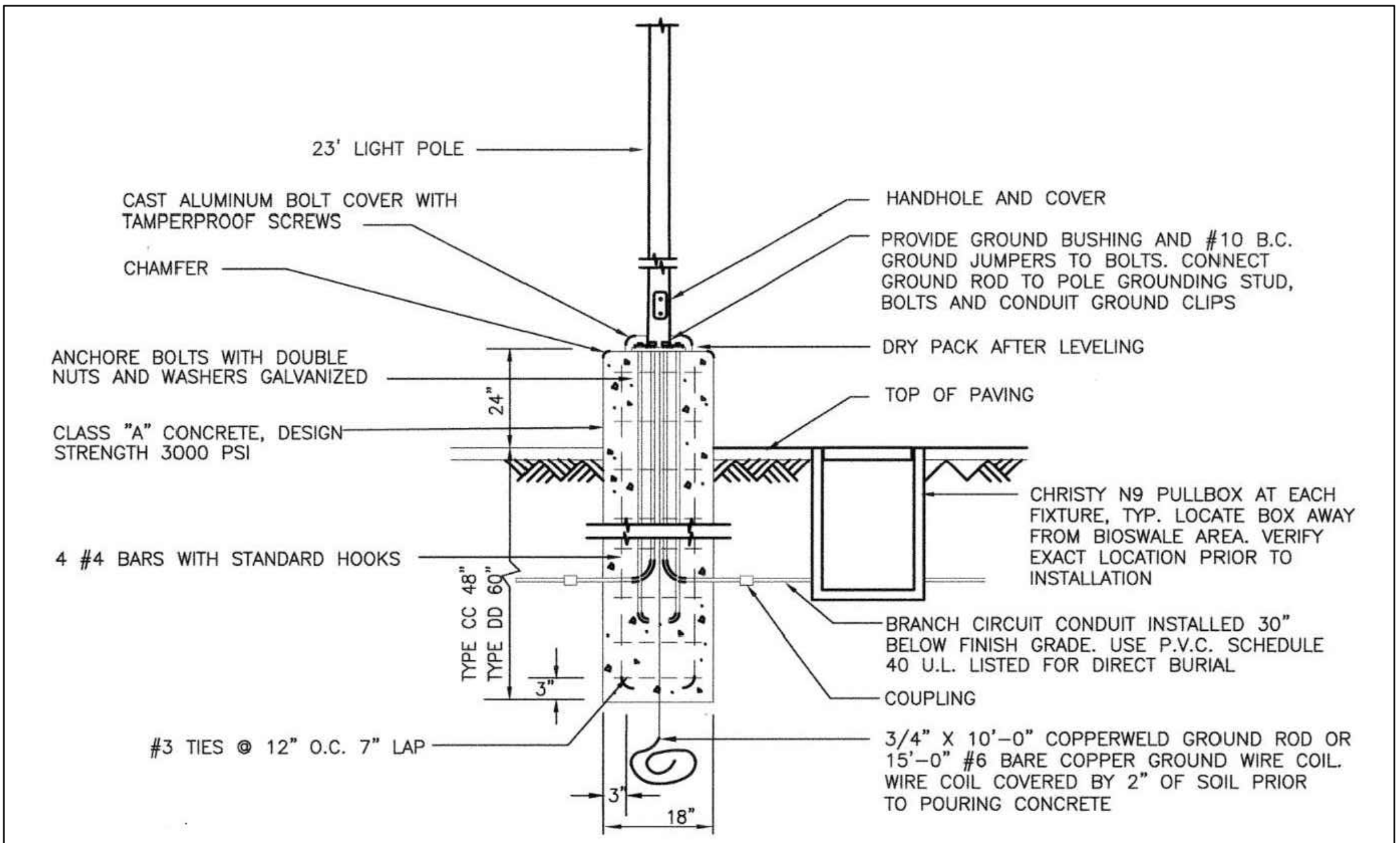
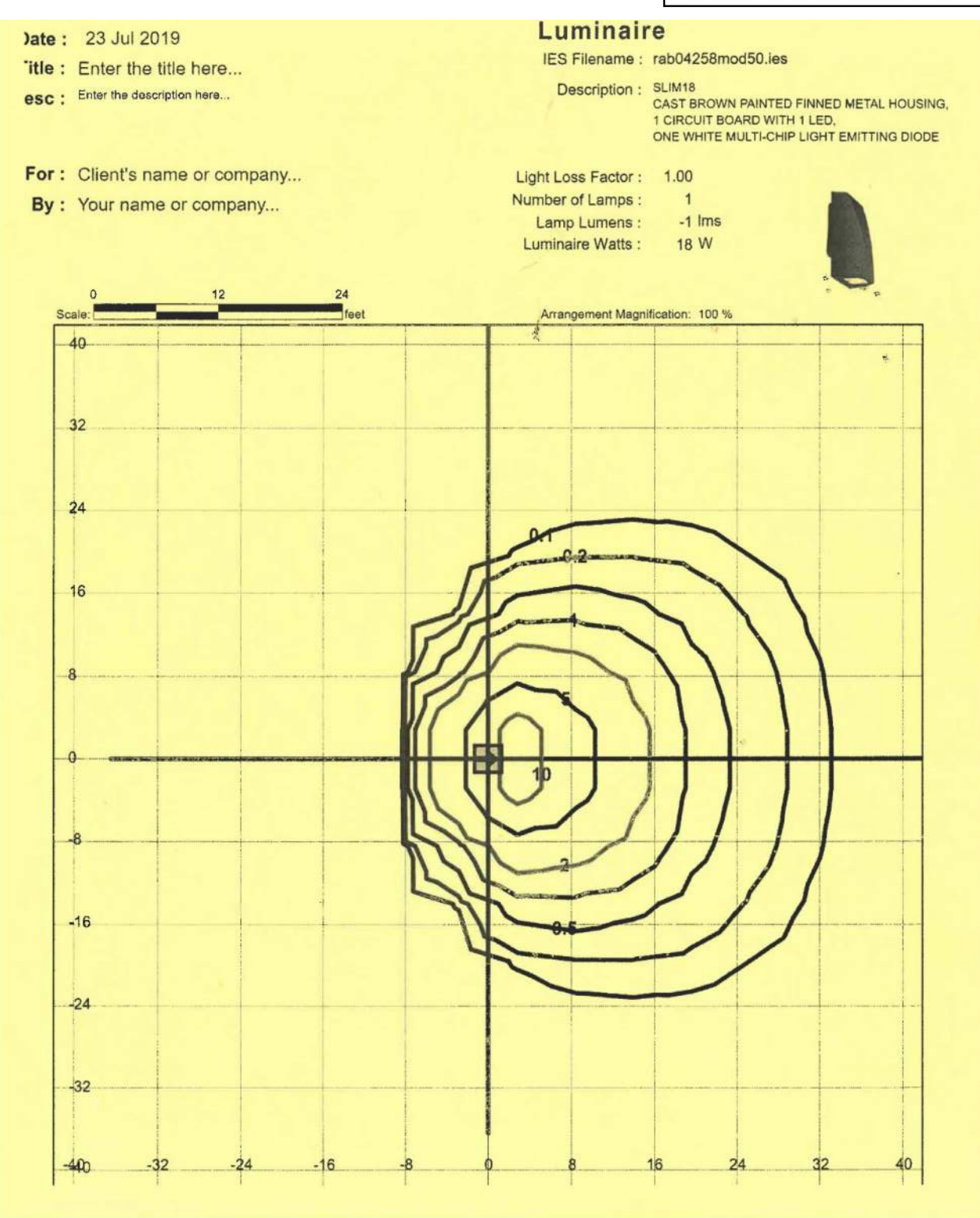
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1" = 20'
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Job: 338-40
Sheet: L1
Of 1 Sheets



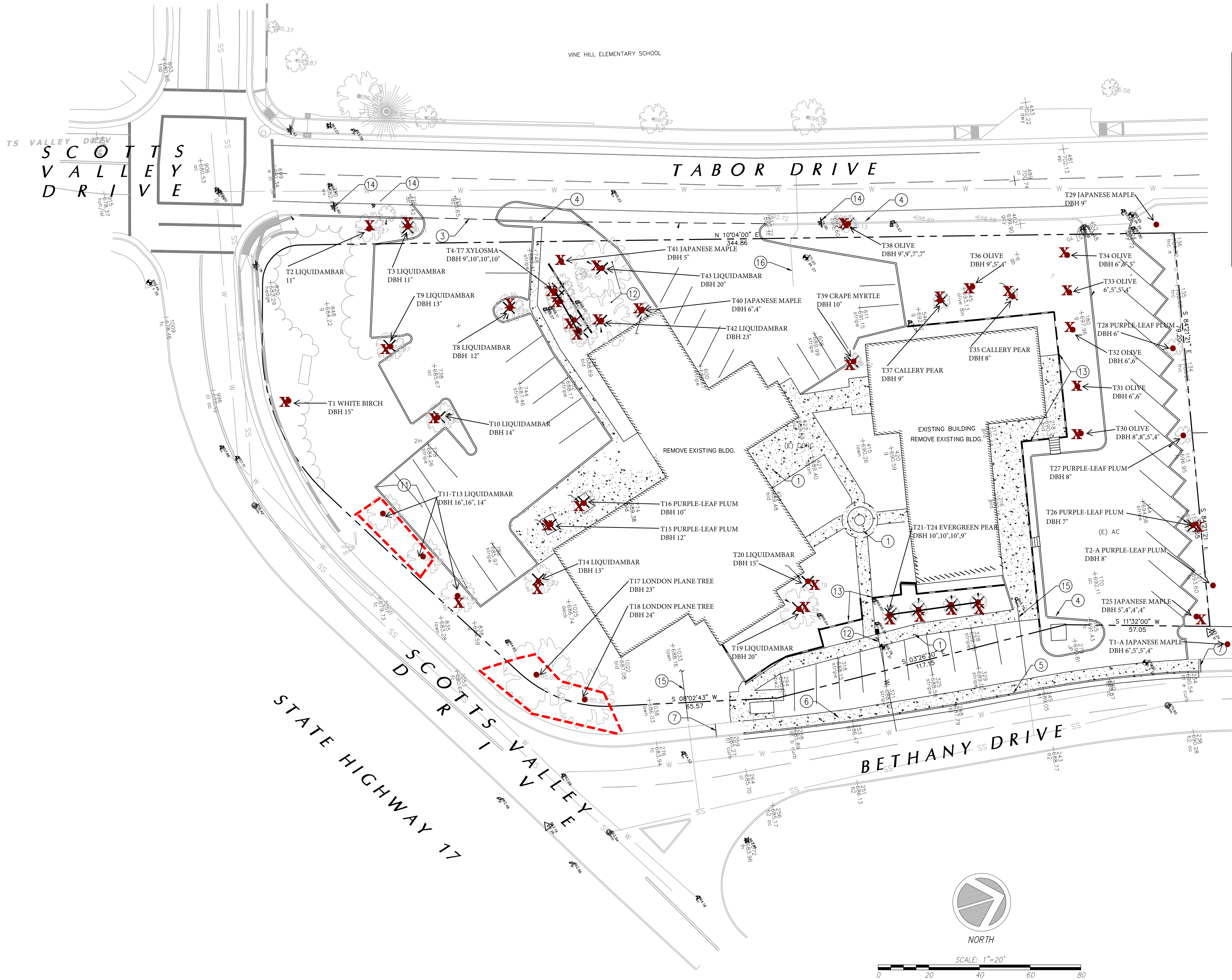
Call Two Working Days Before You Dig!



LIGHT LIST
18 W LUMINAIRE LED

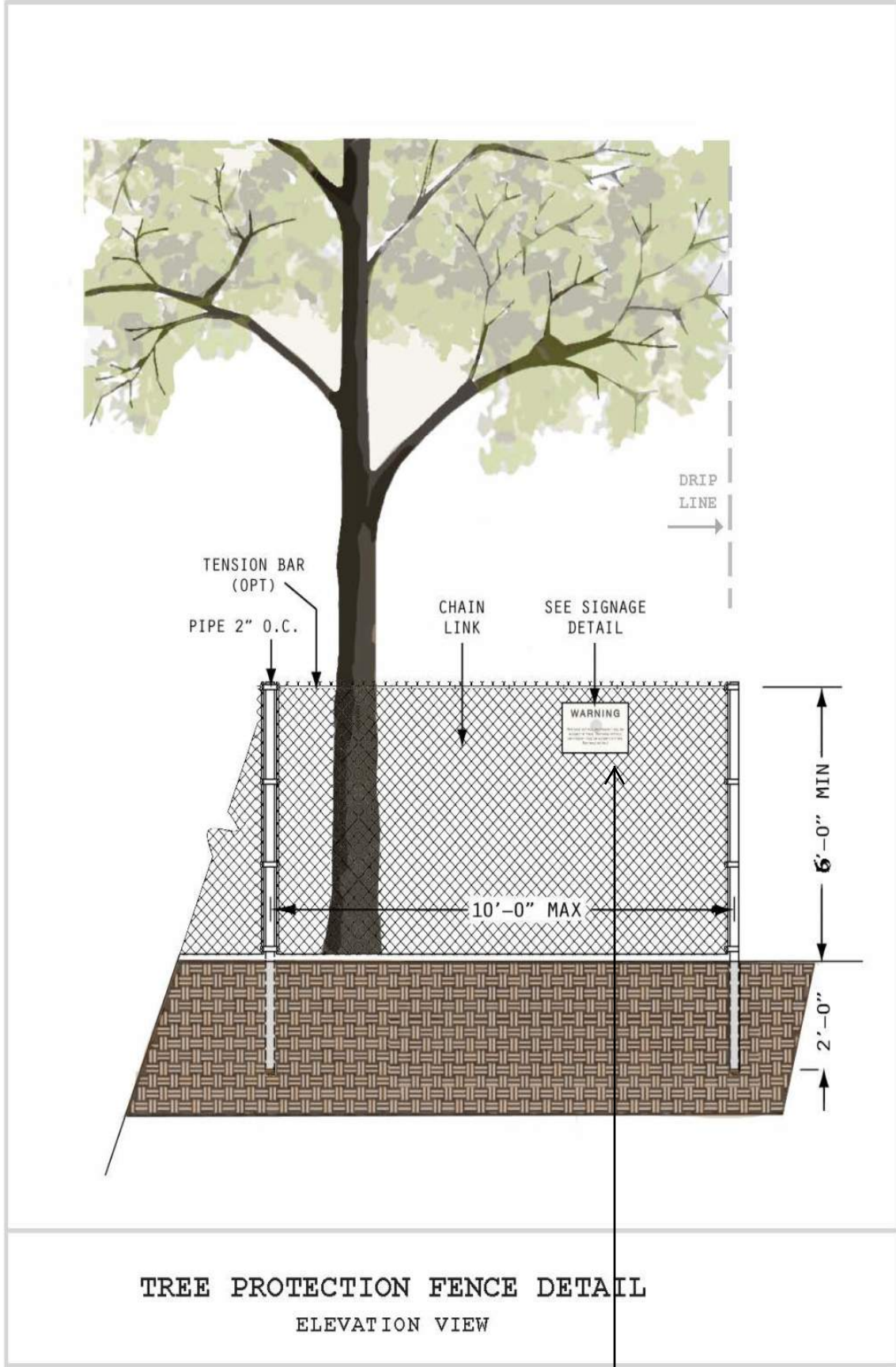


REVISIONS		BY
1	Planning Comments	TC
10-6-23		
LIGHTING PLAN		
BETHANY PROFESSIONAL PROP. 125 BETHANT DRIVE SCOTT'S VALLEY, CALIFORNIA		
Date:	10-06-23	
	1" = 20'	
Drawn:	TC/JB	
Job:	338-40	
Sheet:	E1	
Of	1 Sheets	



Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree



Warning
Tree Protection Zone
Keep Out

NOTICE: PROTECTIVE FENCING IS REQUIRED ON THIS JOB SITE. REMOVAL OR DAMAGE OF THIS FENCING MAY RESULT IN A FINE

This sign must be prominently displayed. Fencing may not be moved or removed without permission of the Project Arborist. During demolition and construction, all reasonable steps necessary to prevent damage, or the destruction of protected trees is required. Failure to comply with all precautions may result in a STOP WORK order being issued by the regulating agency.

No Entry without Project Arborist Authorization
Kurt Fouts - Arborist Consultant - 831-359-3607

Base map provided by C2G Civil Consultants, Scotts Valley, CA

Tree Location & Removal Plan
125 Bethany Drive, Scotts Valley, California

SCOTT'S
VALLEY
DRIVE

TABOR DRIVE

Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree
- Replacement Tree

Tree Protection Specifications & Recommended Sequence

Demolition Phase:

1. **Tree Removal** - Remove trees marked for removal.
2. **Tree Pruning** - Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. **Tree Protection Fencing** - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. **Supplemental Irrigation** - A temporary hose bib shall be installed within the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.
5. **Demolition of existing curb and parking lot** - On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces.

Construction Phase:

1. **Installation of curb and parking lot** - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (see tree protection plan Sheet T2, for location). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, 1-2 feet behind the form boards, between the forms and trees T11 & T12. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, **Pre-Construction Root Pruning**.
2. **Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18** -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch R745 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, **Pre-Construction Root Pruning**.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary.
3. **Installation of pervious paver patio** - The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
4. The grade shall not be raised at the tree trunk or within 1 - 2 feet of the trunk. No new soil shall be placed against the tree trunks under any circumstances.

PRE-CONSTRUCTION ROOT PRUNING

Excavation shall only occur within the TPZ (Tree Protection Zone), of retained trees, when designated by the Project Arborist. Excavations within (or outside of the TPZ, as designated), the Tree Protection Zone, will be executed by hand, in order to preserve roots two (2") inches in diameter or greater during the excavation process. All root pruning will be conducted under supervision of the Project Arborist. These activities will be documented, and a monitoring report will be provided to the City Arborist. Under direction of the Project Arborist, it may be necessary to temporarily remove the Tree Protection Fencing to allow access for root pruning activities.

Trenches for root pruning will be hand dug according to locations of the Tree Protection Plan sheet:

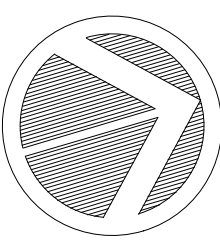
- Trenches will be dug one foot behind staking on tree side of stakes.
- The depth of the trench will equal the depth required for installation of the adjacent element.
- Cleanly prune any roots encountered 2 inches in diameter or smaller. Use loppers, hand saw or Sawzall. A sharp spade may be used for palm roots. The pruned roots should be covered with burlap layers or carpeting and kept moist until the trench is backfilled.
- If roots are encountered 2" in diameter or greater, the Project Arborist shall be notified, and a determination shall be made to prune the root or retain the root depending on site specific conditions.
- Reinstall the Tree Protection Fencing to its original location.

T17 LONDON PLANE TREE
DBH 23"

T18 LONDON PLANE TREE
DBH 24"

Use Ditch Witch first 24" depth
or hand dig.

Additional tree protection information can be found in Appendix G of Arborist Report dated 5/28/2021.



SCALE: 1"=20'

Base map provided by C2G Civil Consultants, Scotts Valley, CA

K.F.
5/27/2021
APN:023-
102-15

Sheet T2
of 2 sheets

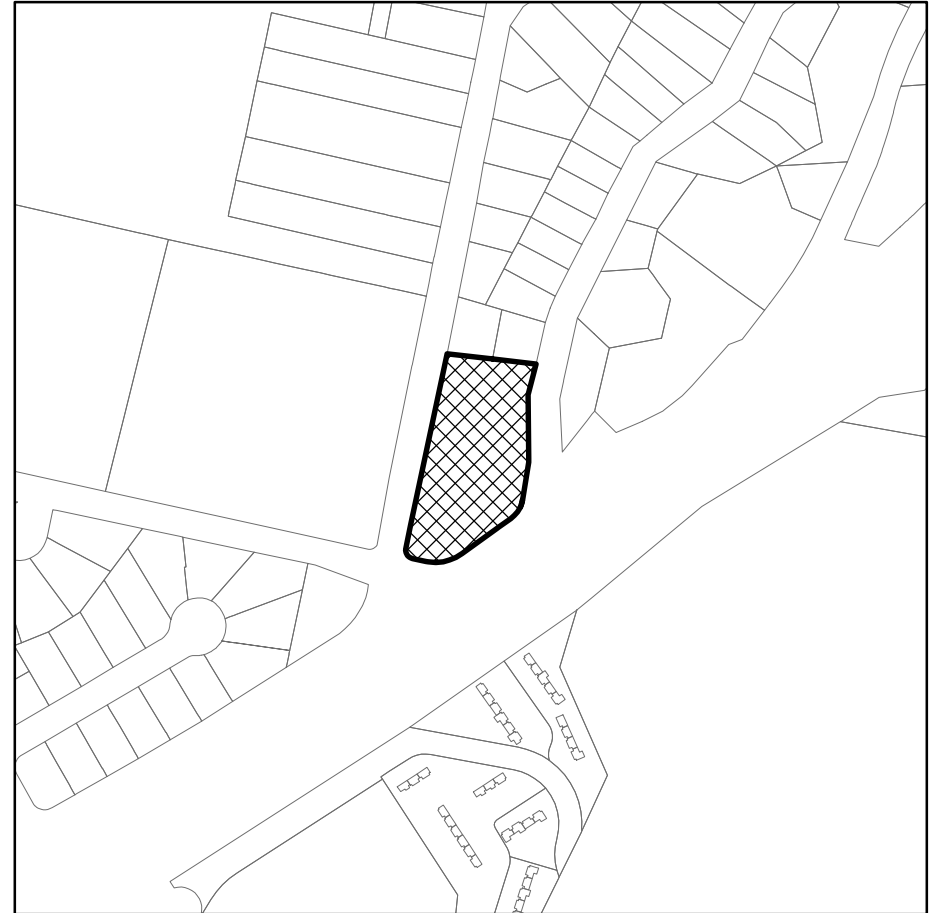
Tree Protection Plan 125 Bethany Drive, Scotts Valley, California



Attachment 3: General Plan Amendment Map



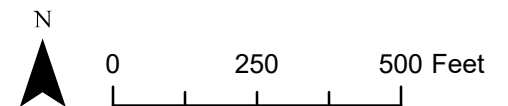
Existing General Plan Land Use Designation



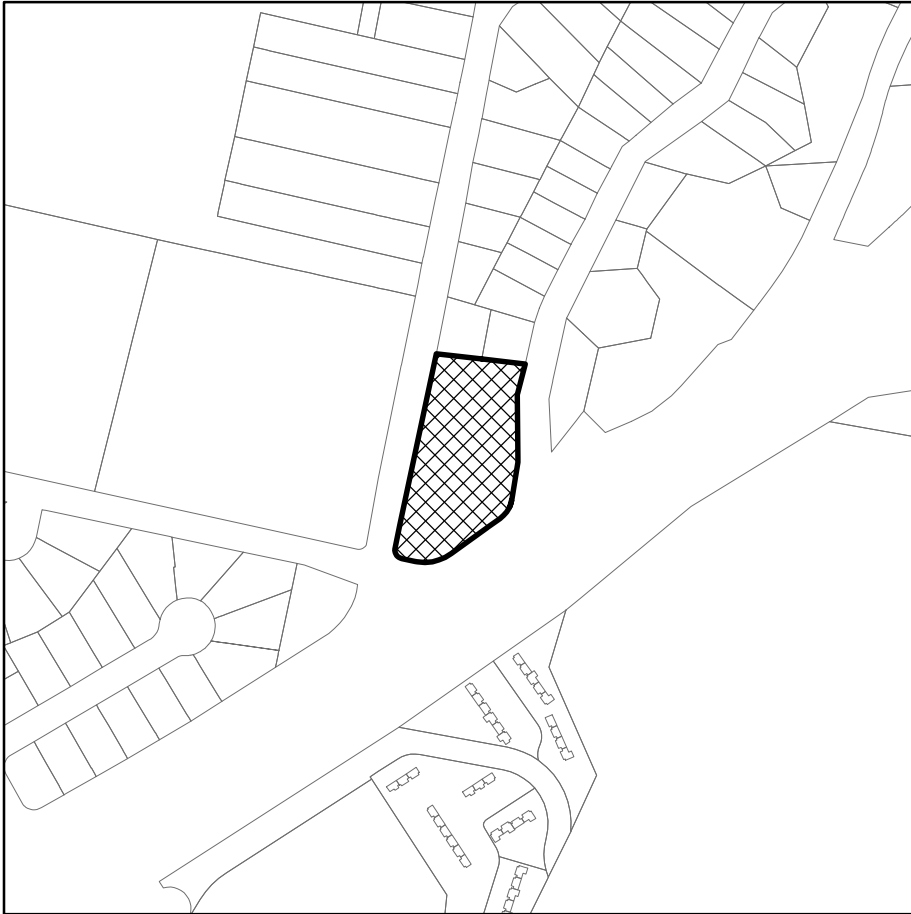
Proposed General Plan Land Use Designation

Legend

-  Commercial Professional
-  Light Industrial



Attachment 4: Zone Change Map



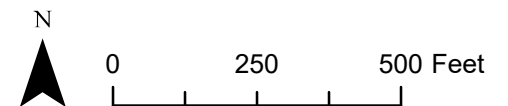
Existing Zoning Classification



Proposed Zoning Classification

Legend

-  C-P: Commercial Professional
-  I-L: Light Industrial



Negative Declaration

Name of Project

125 Bethany Drive

Lead Agency

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

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

Project Location

The project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Description

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

The proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross square feet (sf) building. This building would include 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

Public Review and Comment Period

July 24, 2023 to August 24, 2023

Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to the City of Scotts Valley at the address listed above. All comments received by 5:00 PM on August 24, 2023 will be considered by the City of Scotts Valley.

Findings and Reasons

With the implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly.

The following reasons support these findings:

1. The project is consistent with the adopted goals and policies of the City of Scotts Valley General Plan, and the City of Scotts Valley Municipal Code.
2. City staff independently reviewed the Initial Study, and this Negative Declaration reflects the independent judgment of the City of Scotts Valley.



City of Scotts Valley
125 Bethany Drive Initial Study



Kimley»Horn

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Note: All figures are inserted at the end of the document.

List of Appendices

Appendix A: Arborist Report
Appendix B: Cultural Resources Evaluation
Appendix C: Preliminary Geotechnical Investigation
Appendix D: Stormwater Control Plan
Appendix E: Noise Assessment Study
Appendix F: Traffic Report

Initial Study

Background & Project Description

Project Title

125 Bethany Drive

Lead Agency Name and Address

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

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Location

As shown in **Figure 1: Regional Location**, and **Figure 2: Project Vicinity**, the project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

General Plan Designation

Commercial Professional

Zoning

Commercial Professional (C-P)

Project Description

Note: Subsequent to the preparation of this Initial Study, the project plans were modified to accommodate additional parking and increase the setback on the north side of the project, adjacent to two single-family residential units. This change reduced the total square footage from 66,204 gross square feet(sf.) to 52,822 sf. The project description reflects this change, but the environmental analysis assumed the previous larger project. Because the project as now proposed would be the same uses but smaller, it was assumed that all impacts would be the same or less.

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

As shown in **Figure 3: Site Plan**, the proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross sf. building. This building would include 10,465 net sf. of professional and administrative office space, and 42,357 net sf. of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown in **Figure 4: Building Elevations**, the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs.

The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

As shown in **Figure 3: Site Plan**, access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive.

As shown in **Figure 5: Landscaping Plan**, a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown in **Figure 6: Lighting Plan**, 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting entirely within the project site.

As shown in **Figure 7: Grading Plan**, grading for the project would require a cut of 770 cubic yards of soil, and fill of 1,980 cubic yards, for a net import of 1,210 cubic yards.

As shown in **Figure 8: Drainage Plan**, four drainage management areas (DMAs) would be created to treat 42,045 sf. of net impervious area. Storm drainage from constructed impervious surfaces (e.g., roofs, driveways) would be conveyed via curbs and gutter to channelized surface flow and direct runoff onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s).

Water and sewer services would connect to an existing sanitary sewer and water main located on Bethany Drive.

Project-Related Approvals and Permits

In addition to environmental certification, the project would require the following City approvals:

- General Plan amendment from Commercial Professional to Light Industrial
- Zone Change from C-P Professional Commercial to Light Industrial (I-L).
- Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.
- Use permit.
- Design Review to evaluate the site design and architecture.
- Cultural Resources Alteration Application.

Other Public Agencies Whose Approval is Required

None.

Environmental Checklist

The discussion below analyzes the potential environmental impacts of the project per the criteria as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162. This analysis uses the Appendix G of the CEQA Guidelines as a framework to address each environmental resource.

Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

Scenic Vista

The project site contains an existing one- and two-story office building. Surrounding buildings include an elementary school to the west, residential to the south, and Highway 17 to the south

and east. The project site is relatively flat and would not block any scenic vista nor substantially change an important view from a scenic vantage point, and therefore there would be no impact.

Scenic Resources and Visual Character

The project site is not located along a state scenic highway or designated scenic corridor. Per the 1994 General Plan Figure OS-1 Viewsheds and Scenic Corridors, Highway 17 viewing south adjacent to the project site is considered an “Important Vista” as the views affords a long-distance view of the valley character of Scotts Valley. The project would not impede or otherwise cause a distraction to this view as it is set back away from the highway to the west.

Although the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

The project site is zoned C-P Professional Commercial. As described in Chapter 17.20 of the Scotts Valley Municipal Code, the maximum building height is 35 feet. Per the project plans, the maximum building height would be 34 feet nine inches, consistent with City regulations.

Because there are no scenic resources and the visual character would not be substantially altered and would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

Light and Glare

Existing ambient sources of nighttime lighting include lighting of building exteriors and architectural accents, illumination through windows, landscape lighting, street lighting, parking lot lighting, and vehicle headlights. The project would include outdoor lighting typical of a residential development.

As shown in **Figure 6: Lighting Plan**, the project design incorporates 19 pole-mounted (15 feet high) low-level LED lighting fixtures that would minimize lighting spill effects on adjacent properties. Furthermore, as a condition of approval, the project applicant would be required to utilize downward-directed fixtures on building exteriors with concealed light sources. Consistent with City building regulations, lighting will need to be controlled for security, aesthetics, safety, and identification without interfering with adjacent land uses. Implementation of these Standard Conditions of Approval would reduce potential off-site light impacts to a less than significant level.

Findings

The project would not affect a scenic vista or scenic resource, would not change the visual character of the project area, and therefore there would be no impact. The project would not result in a substantial change to light and glare and therefore impacts would be less than significant. No mitigation is required.

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

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

Findings

As described above, there would be no impact on agricultural resources. Therefore, no mitigation is required.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X

Discussion

Air Quality Plan and Air Quality Standards

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County, comprising an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air Resources District (MBARD) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB.

MBARD has developed the *2012 Air Quality Management Plan for the Monterey Bay Region* (2012 AQMP). The 2012 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the State ozone AAQS to achieving the 8-hour ozone requirement. The Plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

In March 2017, MBARD adopted the *2012-2015 Triennial Plan Revision*, which assesses and updates elements of the 2012 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2017 AQMP Revision only addresses attainment of the State ozone standard. In 2012, EPA designated the NCCAB as in attainment of the current national 8-hour ozone standard of 0.075 ppm¹.

The following MBARD rules would limit emissions of air pollutants from construction and operation of residential development pursuant to the project:

- *Rule 400 (Visible Emissions)* – Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- *Rule 402 (Nuisances)* - No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 425 (Use of Cutback Asphalt)* – The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) is restricted.

¹ On October 1, 2015, U.S. EPA adopted a new 8-hour ozone standard of 0.070 ppm. However, U.S. EPA has not yet reviewed recent NCCAB emissions to determine attainment with the current 0.070 ppm standard. Therefore, this attainment status is based upon U.S. EPA's prior 0.075 ppm standard.

- *Rule 426 (Architectural Coatings)* – This rule limits the emissions of ROGs from the use of architectural coatings.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. Any emissions sources that would be generated as part of the project would be subject to the MBARD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit significant air pollutants. The proposed use would not conflict with the AQMP for the Monterey Bay Region and would not make a considerable contribution to this existing, cumulatively significant ozone impact. Impacts would be less than significant.

Construction

MBARD CEQA Guidelines state that construction activities (e.g., excavation, grading, on-site vehicles) that emit 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emissions threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM₁₀ emissions (MBARD, 2015). Because development of the project would not result construction activity occurring on more than 2.2 acres per day, impacts would be less than significant.

Furthermore, Standard Conditions of Approval require that development projects reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to adjacent roadways shall be removed daily in a manner that does not create substantial airborne dust. Standard conditions of project approval would require the project applicant to implement the following BMPs for the project during site grading:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by MBARD.

- Exposed ground areas that are planned to be reworked for durations longer than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the project site. Reclaimed (non-potable) water should be used whenever possible;
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used.
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- Unpaved road travel shall be limited to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible.
- Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the project site and inspect vehicle tires to ensure they are free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

Operational

The project would result in new long-term operational emissions from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); and area sources (landscape equipment and household products). Mobile source emissions constitute most operational emissions from this type of development project. However, emissions associated with operation of the project are not expected to exceed any applicable MBARD thresholds. Therefore, the project would not generate a significant level of operational emissions and impacts would be less than significant.

Sensitive Receptors

Sensitive receptors in the vicinity include single-family residential located to the north and an elementary school to the west.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known toxic air contaminant (TAC). The California Air Resources Board (CARB) has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project grading and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days (approximately 10 days). Because exposure to diesel exhaust would be well below the 70-year exposure period and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant.

Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact, and no mitigation measures are required.

Additionally, Standard Conditions of Approval require that prior to issuance of a grading permit, the Director of Public Works and the Building Official shall confirm that the grading permit and specifications stipulate that all off-road construction vehicles/equipment comply with the California Air Resources Board's In-Use Off-Road Diesel Vehicle Regulation.

Odors

During construction activities, temporary odors from vehicles exhaust and construction equipment engine would occur. However, construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project and there would be no impact.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses that would be associated with objectionable odors. Odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and idling cars. The project does not include any known sources of objectionable odors associated with the long-term operational use and therefore there would be no impact.

Findings

A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. As discussed above, the MBARD thresholds of significance have not been exceeded. Therefore, there would be no significant air

quality impacts and no mitigation is required in addition to the City's Standard Conditions of Approval for construction dust control at the time of development.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local 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 US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife corridors, or impede the use of native wildlife nursery sites?				
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

Discussion

The project site is developed and contains buildings, parking lots, areas with tuff, and a variety of trees, shrubs and ground covers.

Sensitive Natural Communities, Special Status Species, and Wildlife Corridors and Nursery Sites

The project site is a developed site that is urban in character and does not contain any sensitive natural communities, or Special Status plant or animal species. As an urban infill site, the project would not impede the movement of native wildlife nursery sites or migratory wildlife corridors. As such, the project would have no impact and no mitigation is required.

State and Federal Regulated Waterways and Federal Wetlands

Section 404 of the federal Clean Water Act protects wetland habitats that are classified as federal “jurisdictional wetlands”. Section 1600 et seq. of the California Fish and Game Code also protects wetland habitats and requires a Streambed Alteration Agreement to be obtained from the California Department of Fish and Game (CDFG) for the alteration of most wetlands. Because there are no jurisdictional waters, or other types of wetlands on the project site, the project would have no impact and no mitigation is required.

Conflict with Local Policies, HCP or NCCP, or Other Conservation Plan

Per SVMC Section 17.44.080(E)(4), tree removal request shall be included as part of the development application, including an arborist's report, and shall be approved by the Planning Commission or City Council. The development review process shall seek to preserve healthy

trees, trees that contribute to the overall aesthetic quality of an area, and to preserve significantly sized trees that are important to the overall landscape of an area.

As described in the Arborist Report (see [Appendix A](#)), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*). Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown in [Figure 7: Landscape Plan](#), new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

Standard conditions of project approval require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

Furthermore, no known habitat conservation plans are in effect for this project site. Therefore, the project would not conflict with any local policies or applicable HCP's and there would be no impact.

Findings

The project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Cultural Resources

On July 14, 2023, the City sent notifications to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Ohlone Rumsen-Mutsun Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, and the Wuksache Indian Tribe/Eshom Valley Band. Any comments received will be considered and, if necessary, this Initial Study amended accordingly prior to CEQA certification by the City of Scotts Valley

The project site and immediate area are mapped within a High And Moderate Sensitivity Zone based on information available in the early 1990s and as shown in the City's 1994 General Plan Figure OS Archaeological Sensitivity Zones. Research over the past 30 years suggests a low or low-moderate sensitivity for the project site and vicinity based on completed and ongoing development and the lack of significant reported discoveries.

The archival research by ARM revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the project area. This consisted of three chert flakes noted as

part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402.

No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Therefore, ARM recommended that archaeological monitoring be carried out during earth moving activities.

Human Remains

No known human remains are located on the project site. Pursuant to section 7050.5 of the Health and Safety Code, if human remains are discovered, there shall be no further excavation or disturbance of the discovery site, or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with the provisions of State CEQA Guidelines Section 15064.5(e).

Findings

As discussed above, the project site is located within areas of moderate and high archaeological sensitivity. Implementation of the following City Standard Conditions of Approval would reduce this impact to less than significant.

1. The project applicant shall ensure that notes on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources including prehistoric Native American burials.
2. The project applicant shall retain a Professional Archaeologist on an “on-call” basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under the California Environmental Quality Act (CEQA).
3. If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the City of Scotts Valley and other appropriate parties of the evaluation and recommend mitigation measures to mitigate to a less-than significant impact in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery among other options.
4. The completion of a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that may include data recovery may be recommended by the

Professional Archaeologist if significant archaeological deposits are exposed during ground disturbing construction. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be developed in consultation with any regulatory agencies and culturally affiliated Native American tribes who have expressed interest with tribal cultural resources for Scotts Valley.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
e) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

Energy consumption associated with construction of the project would be temporary and short-term. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Additionally, the project includes other design features including efficient low-energy lighting, and natural ventilation systems.

The project would also be required to be built according to City and State energy efficiency standards. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan. Vehicle trips and energy consumption would be less carbon intensive as compared to historic levels due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards.

Findings

The project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. There would be no impact to energy.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.			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, or that would become unstable as a result of the project, and			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion

A geotechnical investigation was prepared for the project site by Rock Solid Engineering (RSE), dated February 9, 2021 (see [Appendix D](#)). The analysis below is based on a peer review and findings as described in this report.

Based on their review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of field exploration by RSE indicate that the subsurface soils present are consistent with the Purisima Formation. Perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.

The site is located within a seismically active area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The site is not located within a liquefaction hazard zone as delineated by Santa Cruz County GIS.

The entire Central Coast Area is considered to be an active seismic region due to the presence of several active faults. Three northwest-trending major earthquake faults that are responsible

for the majority of the movement on the San Andreas fault system extend through the San Francisco Bay Area. They include the San Andreas fault, the Calaveras fault and the Hayward fault, which are respectively located approximately 5.9 miles, 23.6 miles, and 28.3 miles to the northeast. Other faults closer to the site are the Zayante-Vergeles fault, Butano, and Sargent fault which are respectively located approximately 2.5 miles, 5.3 miles, and 6.0 miles to the northeast.

In general, RSE concluded that the project site is geotechnically suitable for the proposed project provided the recommendations contained in their Preliminary Geotechnical Investigation are incorporated in the design and implemented during site grading and foundation construction.

Earthquake Faults, Landslides, and Seismic Ground Shaking

Project construction would subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area. As part of the building permit application submitted to the City of Scotts Valley, the project applicant would be required to submit plans that comply with the latest California Building Code (CBC) standards consistent with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code.

Prior to approval of any entitlements, City staff will review project plans and verify that the CBC Seismic requirements are printed on the plans. Building Division staff shall verify that CBC standards are met prior to issuance of Building Permits. Building inspectors shall conduct site inspections to assure that construction occurs consistent with approved plans.

The Scotts Valley 1994 General Plan, Figure S3 ("Liquefaction Potential") indicates that the project site is located in an area with a Moderate Potential for Liquefaction. However, based on RSE's and our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8), the site is not mapped in an area of potential liquefaction. Their observations confirmed that the potential for liquefaction, lateral spreading, and differential compaction to occur is considered low due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

Figure S-4 ("Landslide Deposits") indicates that the site is not in an area containing landslide deposits. Figure S-5 ("Slopes") indicates that the project site is not located within any mapped geological hazard areas. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures is considered low.

Per the earthquake hazard zones defined by the Alquist Priolo map, the risk of earthquake induced ground rupture occurring across the project site is moderately low.

Because compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code is required for all future projects, potential impacts associated with earthquake-related ground rupture would be less than significant and no mitigation is required.

Soil Erosion

The project would involve grading activities associated with the construction of buildings, infrastructure, and roads. Grading would largely be limited to the project site, which would limit the amount of exposed soil area that would be subject to erosion. Measures to control erosion would be incorporated into the construction specifications pursuant to the National Pollution Discharge Elimination System (NPDES) requirements for construction. In addition, to comply with the NPDES requirements for construction, projects involving construction on sites that are one acre or more are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies how the discharger would protect water quality during construction activities. Compliance with the erosion control ordinances and acquisition of the NPDES General Permit for construction activities would ensure that soil erosion impacts associated with development pursuant to the project would be less than significant.

Sewage Disposal

The project would involve disposal of wastewater through the City's existing sanitary sewer system, and there would be no septic systems constructed as part of the project. Therefore, no impacts would occur.

Unique Geological Features and Paleontological Resources

There are no known paleontological resources on the project site. However, development of the project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. Should evidence of paleontological resources be encountered during grading and construction, adherence to City, State, and Federal historic preservation laws, regulations, and codes related to archaeological and paleontological resources would ensure the adequate protection of historic and pre-historic resources. This includes City Standard Conditions of Approval requiring compliance with these laws should paleontological resources be encountered. With implementation of existing regulations, the impact would be less than significant.

Findings

Compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code and NPDES requirements would reduce any potential impacts associated with geological and soil resources to a less than significant impact. Therefore, no mitigation is required.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

Construction

Construction of the project would result in direct emissions of CO₂, N₂O, and CH₄ from the operation of construction equipment and the transport of materials. MBARD does not have a threshold for construction GHG emissions, which would be one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the project.

In the absence of quantitative significance thresholds in CEQA guidance, this analysis turns to other programs. For example, the CARB Mandatory Reporting program requirements are triggered for sources of GHG emissions exceeding 2,500 MTCO₂e) per year. AB 32 requires California agencies to take actions that would reduce GHG emissions by 2020 to the levels of 1990, and then substantially further reduce emissions by 2050. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore, this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). Once construction is complete, the generation of construction related GHG emissions would cease. The project is not expected to exceed the CARB Mandatory Reporting applicability level of 2,500 MTCO₂e per year. As a result, the short-term emission of GHG during construction would be less than significant.

Operational

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. The project would meet CalGreen and CBC standards for energy efficiency standards including passive solar design and natural ventilation and natural lighting.

Additionally, the project would be required to install water-efficient landscape, water-reducing features, and low-impact development practices to reduce water use consistent with City and State regulations. Building construction is also required to comply with the energy efficiency standards of the California Building Code. All these factors result in a project that would not significantly contribute to a cumulative GHG impact. Thus, impacts would be less than significant.

Findings

While some GHGs would be generated as a result of development of the project, its contribution to GHGs would not be cumulatively considerable and there would not be any significant impacts associated with GHGs. Therefore, the project would result in a less than significant impact, and no mitigation is required.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

Hazardous Substances

Regarding on-site hazards, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No records of the project site were found pertaining to open cases of LUSTs, toxic releases, or site cleanup requirements.

It is likely that oils, lubricants, and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Standard conditions of approval require the project applicant to have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

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

The project's commercial use may involve use and storage of some materials that are considered hazardous, although these materials are typically limited to everyday use solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in use throughout the City. Therefore, impacts associated with hazardous substances would be less than significant, and no mitigation is required.

Release of Substances Near Schools

Vine Hill Elementary School is located on the west side of Tabor Drive, adjacent to the project site. However, project construction and operation would not involve the emission of hazardous materials, therefore impacts would be less than significant, and no mitigation is required.

Emergency Response

General Plan Safety Element Figure S-6 "Evacuation Routes" shows Scotts Valley Drive as a primary evacuation route in the City's Emergency Response Plan. Construction of the project would not change the function of Scotts Valley Drive as a primary evacuation route. Therefore, the project would have no impact on emergency response.

Public Airport or Private Airstrip

The project site is not located within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there would be no impact.

Wildland Fire

Refer to the **Wildfire** Section below for further discussion.

Findings

The project site is not on a list of hazardous materials sites, nor would the residential use involve the use of hazardous materials that would require permitting by the Santa County Health Department and therefore impacts would be less than significant. The project would not impact the City's primary evacuation routes, nor is it located within two miles of an airport, and therefore there would be no impacts. No mitigation is required.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				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 or through the addition of impervious surfaces, in a manner which would:			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii. 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	
iv. Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

A Stormwater Control Plan was prepared for the project site by C2G/Civil Consultants Group, Inc. in October 2020 (see [Appendix D](#)). The analysis below is based on the findings of the prepared report.

Groundwater Demand

Due to the characteristics of the type of commercial storage use proposed, the project would use approximately the same amount of water as current commercial uses. Therefore, there would be no impact.

Groundwater Recharge

The project is not located in an area designated on the Scotts Valley General Plan Hydrological Resources Map, Figure OS-5, as a Potential Groundwater Recharge Area.

According to the Stormwater Control Plan, the project site contains impervious surface area associated with the buildings, sidewalks, and parking lots. Redevelopment would result in 42,045 sf. of new and replaced impervious area. To offset the potential loss of groundwater infiltration, the project would include the use of curb and gutter to channelize surface flow and direct runoff into area drains and catch basins. Area drains and catch basins would be used to collect runoff and convey it onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s) to allow retention and detention for Tier 3 and Tier 4 requirements.

This system would be designed to accommodate the relatively low infiltration rates found at this site. Therefore, there would be no impact and no mitigation is required.

Stormwater Runoff

The Stormwater Control Plan (SCP) addresses potential impacts from stormwater runoff. The SCP includes project site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality in accordance with the current edition of the City of Scotts Valley Stormwater Technical Guide. The BMPs address the construction and maintenance of storm drain inlets, irrigation and use of pesticides, maintenance of hardscapes, and maintenance of underground stormwater facilities.

Furthermore, Standard Conditions of Approval require the project applicant and construction contractor to implement best management practices to prevent sedimentation and discharge of contaminants off-site during project construction, including hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

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

Implementation of recommendations as described in the SCP and preparation of a SWPPP for review and approval prior to construction activities would ensure that impacts from stormwater runoff would be less than significant.

Floodplains, Seiche, Tsunami and Mudflow Related Hazards

The property is not located within a floodplain. There is no possibility of a seiche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline. Therefore, the project would have no impacts.

Findings

Implementation of recommendations as described in the SCP and preparation of a SWPPP would reduce impacts on hydrology and water resources to a level of less than significant. Therefore, no mitigation is required.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion

Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east. No community or neighborhood would be physically divided by the project.

The proposed project includes a General Plan amendment from Commercial Professional to Light Industrial, and a Zone Change from C-P Professional Commercial to Light Industrial (I-L).

The Scotts Valley General Plan defines Light Industrial land uses as neither commercial/retail nor residential, but states that they may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.

The I-L Light Industrial zoning district applies to all lands designated in the General Plan as “Light Industrial.” This land use classification accommodates industrial and industrially related land uses and provides a location for businesses that are inappropriate in commercial or residential zones because of their operations or size; and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. SVMC Section 17.26.030 allows ministorage as a conditional use, with approval of a Conditional Use permit.

The project will also include approval of a Planned Development (PD) in conjunction with the Zone Change. PD districts must be combined with base zoning districts and are individually designed to meet the needs of the property. Development of the property can only occur pursuant to a PD permit issued in strict conformity with the general development plan, or with the underlying base district. The general development plan must be adopted as part of the PD and includes detailed specifications such as permitted land uses and sizes, landscape areas and open space, dimensioned streets and driveways (both public and private), use standards, and other development standards.

Findings

Concurrent with City Council approval, the project would be consistent with the amended General Plan land use and zoning designations for the project site. Any potential conflicts with the development standards—such as maximum height, setback, or other requirements—would be resolved through the Planned Development (Zoning) Overlay and Permits (PD) general development plan approval process. The project would have no impact and therefore no mitigation is required.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Discussion

The Scotts Valley 1994 General Plan, Figure OS 4, indicates that there are no significant mineral deposits on the project site. The project is not located in an area known to contain regionally significant mineral resources and would not result in the loss of the availability of a known mineral resource of regional value. Additionally, the project site is not located in an area that has been identified by the City of Scotts Valley as a locally important mineral resource recovery site.

Findings

The project would have no impact and therefore no mitigation is required.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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

Discussion

A Noise Assessment Study (NAS) was prepared by Edward L. Pack Associates Inc., dated June 25, 2021 (see [Appendix E](#)). The analysis below is based on a peer review and findings as described in this report.

The noise exposures and noise levels presented in the NAS were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, the City of Scotts Valley Municipal Code, and the State of California CalGreen Non-Residential Mandatory Measures.

The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment.

Short Term Noise Levels

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to existing single-family residences; however, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Project construction would comply with the City's Municipal Code Section 17.46.160, which states that all construction activity shall be limited to the hours between 8 a.m. and 6 p.m., Monday through Friday, and 9 a.m. through 5 p.m. on Saturday. No construction activity is allowed on Sunday. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would

occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensory receptors. Therefore, construction noise would be acoustically dispersed throughout the project site and impacts would be less than significant.

The NAS also recommended additional measures to reduce construction noise impacts. These recommendations will be included as part of the City's standard Conditions of Approval for the project and included as notes on the civil plan set:

Operational and Situational Controls

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.
- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

Interior Works

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

Equipment

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as "Bobcat" size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.
- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

Noise Compliant Management

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries.
- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the

noise source, a description of the remediation attempt or the reason remediation could not be attempted.

Long Term Noise Levels

To determine existing noise levels, measurements were recorded at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. Recorded noise at Location 1 ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, the Leq's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

The DNL's for the two measurement locations were calculated as a decibel average of the Leq's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured Leq values to calculate a 24-hour time-weighted average noise exposure. The results of the calculations found that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

Implementation of the project would create new sources of noise in the project vicinity from residential sources, mechanical equipment, and landscape maintenance. These noise sources would be similar to those generated throughout the City. Such noise would primarily occur during the "daytime" activity hours of 7:00 a.m. to 7:00 p.m. Furthermore, the project would be required to comply with the noise standards set forth in the City's General Plan (NA-458) and Municipal Code. Given the nature of the proposed use, traffic generated noise would be similar to existing conditions and would be less than the traffic noise generated from Highway 17.

Therefore, there would be no impact from long-term noise levels.

Exposure to Groundborne Vibrations

The contractors used for the demolition and construction have not yet been selected, nor has a construction schedule and list of equipment been developed. The NAS analyzed potential vibration impacts based on a list of typical construction equipment, their vibration levels at 25 ft. reference distances, and the vibration levels at the building setbacks of the adjacent residential buildings to the north. The NAS determined that some equipment (e.g., vibratory roller, compactor) would generate ground-borne vibration levels exceeding the FTA's 0.20 in/sec PPV significance threshold vibrations. Methods to reduce demolition and construction vibratory noise can be accomplished by the use of improved mufflers as recommended by the vehicle manufacturer. As such, exposure to groundborne vibrations would be less than significant.

Airport or Private Airstrip Noise

The project site is not located within any airport noise impact contours and not located within the vicinity of any private air strip, and therefore there would be no impact.

Findings

The project would not expose future residential uses to short-term construction nor long-term operational noise levels in excess of City standards. Noise generated during the construction phase is temporary and would be limited to Monday-Saturday daytime hours per compliance with the City's Municipal Code Section 17.46.160. Therefore, no mitigation is required.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

The project is a commercial storage facility and would not induce a substantial increase in population, nor displace existing people or housing. Therefore, there would be no impact and no mitigation is required.

Findings

There is no potential for a significant impact due to substantial growth either directly or indirectly. Therefore, the project would have no impact and no mitigation is required.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Discussion

Fire Services

The project site contains existing commercial uses and is located in an existing urban area that is currently served by the Scotts Valley Fire Protection District. The closest fire station is located at 251 Glenwood Drive, less than a half mile of the project site. Therefore, there would be no impact.

Police Services

The project site contains existing commercial uses. Replacement of these uses by the project would not generate a demand beyond what the police department can accommodate. The Scotts Valley Police department is located less than two miles south of the project site. Therefore, there would be no impact.

Schools

The project is replacement of a commercial use and would not generate a significant demand on the City's school system and therefore there would be no impact.

Parks

The project is replacement of a commercial use and would not generate a significant demand on the City's park system and therefore there would be no impact.

Other Public Facilities

The project does not have the potential to affect other public facilities (e.g., library, city administrative services, etc.), in excess of that previously considered by the General Plan. Therefore, there would be no impact.

Findings

The project would have no impact on public services and therefore no mitigation is required.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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

Discussion

The project is replacement of a commercial use and would not generate a significant demand on the City's park system. The project would not require the construction of new or expanded recreational facilities and therefore there would be no impact and no mitigation is required.

Finding

No significant impacts to recreation and open space resources would occur.

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Discussion

A Focused Transportation Study was prepared for the project site by Keith Higgins Traffic Engineer, dated December 12, 2021 (see [Appendix E](#)). The analysis below is based on the findings of prepared report.

Conflict with City Policies or Programs, Increase Hazards, Impair Emergency Access

As shown in [Figure 3: Site Plan](#), access to the project site would be from three driveways on Tabor Drive. Additionally, one exit-only driveway would be located on Bethany Drive, close to the intersection of Scotts Valley Drive. No changes to the City's circulation network are proposed.

The design of the roadway would be consistent with City standards to ensure there is adequate emergency vehicle access. Therefore, there would be no impact.

Increase Vehicle Miles Travelled

Vehicle Miles Traveled (VMT) is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Because the City of Scotts Valley has not formally adopted VMT significance criteria, this CEQA analysis uses guidance per the City of Scotts Valley's Draft VMT Implementation Guidelines (Kimley-Horn and Associates, July 2020).

The VMT Implementation includes screening criteria to avoid unnecessary analysis and findings for non-significant transportation impacts. Small projects that generate less than 110 trips per day are exempt from VMT analysis. However, upon issuance of the building permit, the project would be required to pay a City traffic impact fee.

Based on the Transportation Study (see [Appendix E](#)), the project would generate an estimated 82 daily trips. Because this is less than the 110-trip threshold for small projects, the project would qualify for the screening criteria and as such is exempt from further VMT analysis.

Findings

The project would not conflict with City policies or programs regarding the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would not cause a hazard nor impair emergency access. The project is considered a "small project" per the City VMT Implementation Guidelines and is exempt from further analysis. Therefore, there would be no impacts to transportation and no mitigation is required.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				X
b) Cause a substantial adverse change in the significance of a tribal cultural				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested.

As described in the Cultural Resources section, no formal consultation requests have been received to date.

Findings

No California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the City of Scotts Valley. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated and no mitigation is required.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) 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
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

Water and Wastewater Treatment Facilities

The proposed project would use less water and therefore generate less wastewater than the current existing commercial use which be replaced. Therefore, there would be no impact.

Electric Power, Natural Gas, or Telecommunications

The project would require new upgraded connections to PG&E for electricity and natural gas. In addition, the project would require new telecommunication connections with the respective service providers. The project site is already served by various dry utility providers. Therefore, there would be no impact.

Solid Waste

The proposed project would generate less solid waste than the current existing commercial use which be replaced. Therefore, there would be no impact

Findings

Existing utilities and service systems are available to serve the project and no new facilities would be required to be constructed. Therefore, the project would have no impacts associated with utilities and service systems, and no mitigation is required.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. Wildfires are large-scale brush and grass fires in undeveloped areas. The project is within an urbanized area and not within a Very-High Fire Hazard Severity Zone as mapped by CALFIRE. Additionally, the project would incorporate all applicable fire safety code requirements, including fire protection devices and appropriate fire-resistant landscaping on the project site, as required by the Scotts Valley Fire District, and therefore there would be no impact.

Findings

The project would not affect emergency response/evacuation plans, would not expose residents or structures to a wildfire risk, and would not exacerbate fire risk. Therefore, the project would have no impact to wildfires, and no mitigation is required.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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, the effects of other current 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	

Discussion

As discussed in the individual sections, the project would not degrade the quality of the environment, including effects on animals or plants.

As described in the Biological Resources section, the project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

The project site is located within areas of moderate and high archaeological sensitivity. As described in the Cultural Resources section, the project would comply with the City's Standard Conditions of Approval. Implementation of the City's Standard Conditions of Approval would reduce this impact to less than significant. This includes retaining a Professional Archaeologist on an "on-call" basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction.

As described in the environmental resource sections of this Initial Study, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

The project would result in temporary air quality and noise impacts during construction. With the implementation of the identified Standard Conditions of Approval, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. As described above, these impacts would be temporary, and the project would not have cumulatively considerable impacts on air quality and noise impacts in the project area.

The project would have a less than significant impact or no impact on the remaining environmental resources and would not contribute to cumulative impacts to these resources. Therefore, the project would not cause a cumulatively considerable impact and no mitigation is required.

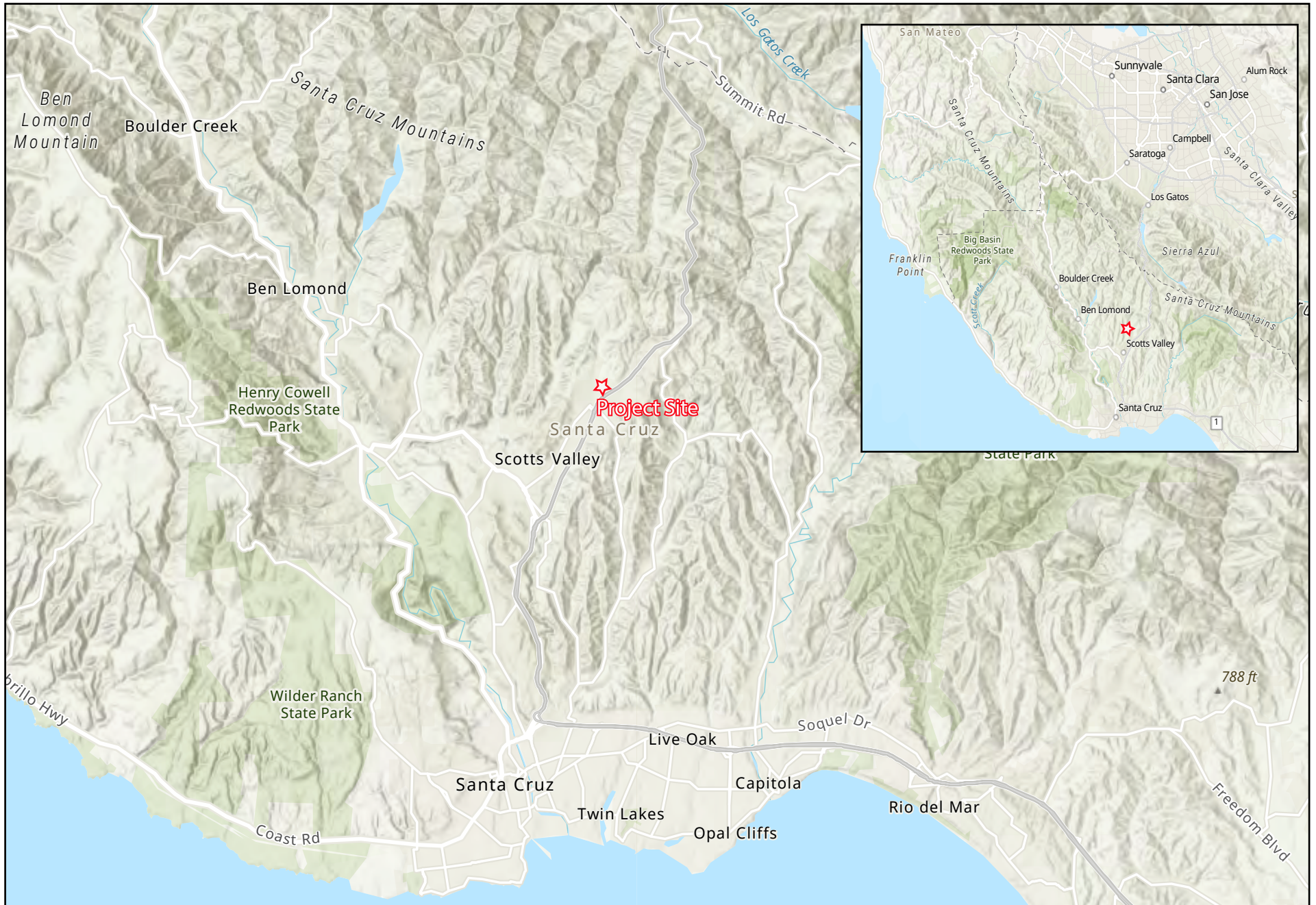
Determination

On the basis of this initial evaluation:

I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the project MAY have a potentially significant or a potentially significant unless mitigated impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.	

Susie Pineda
Contract Planner

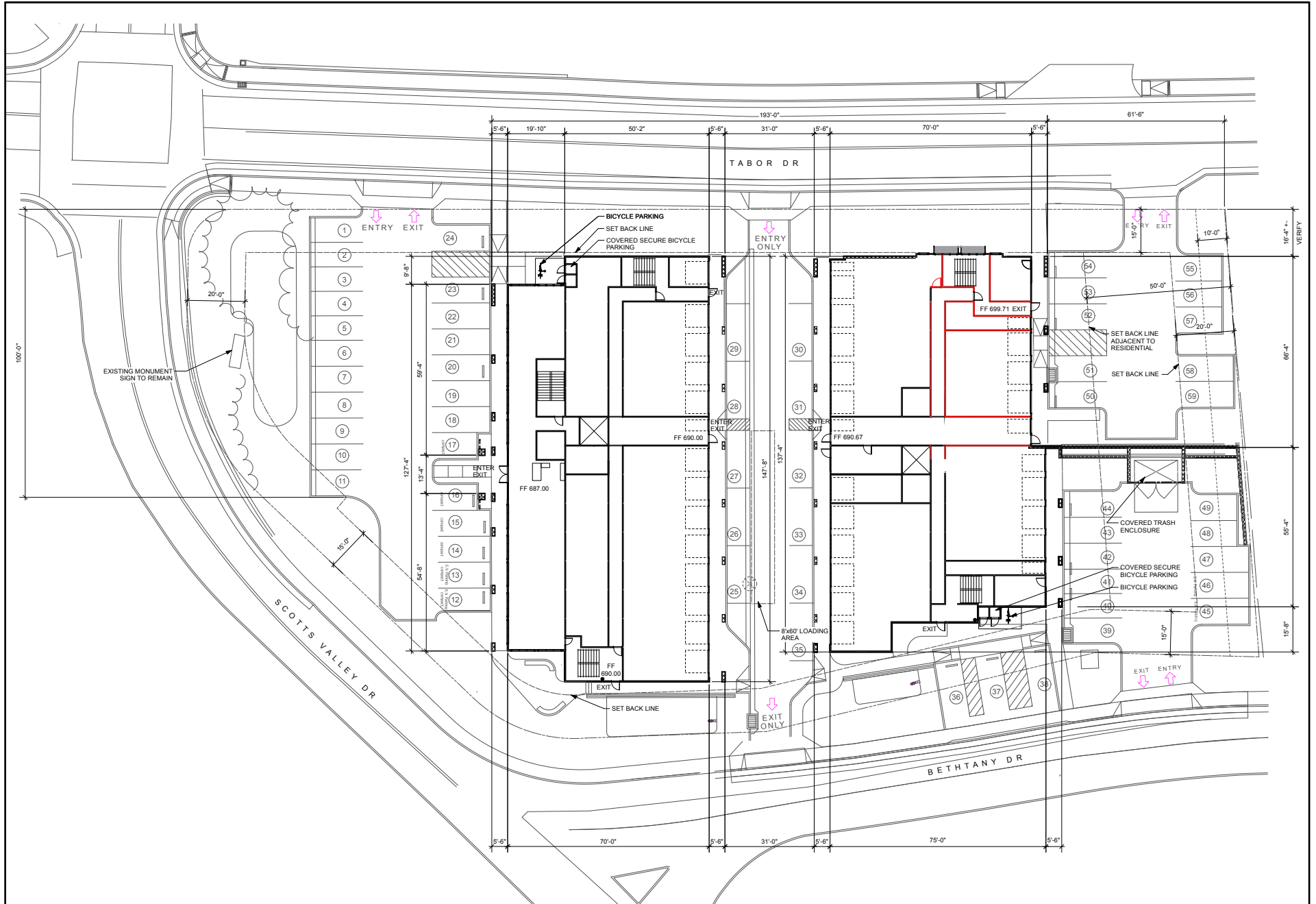
Date



Source: USGS, 2023



Source: Nearmaps, 2023



Source: C2G, 2023.



2 NORTH ELEVATION
Scale: 1/8" = 1'-0"

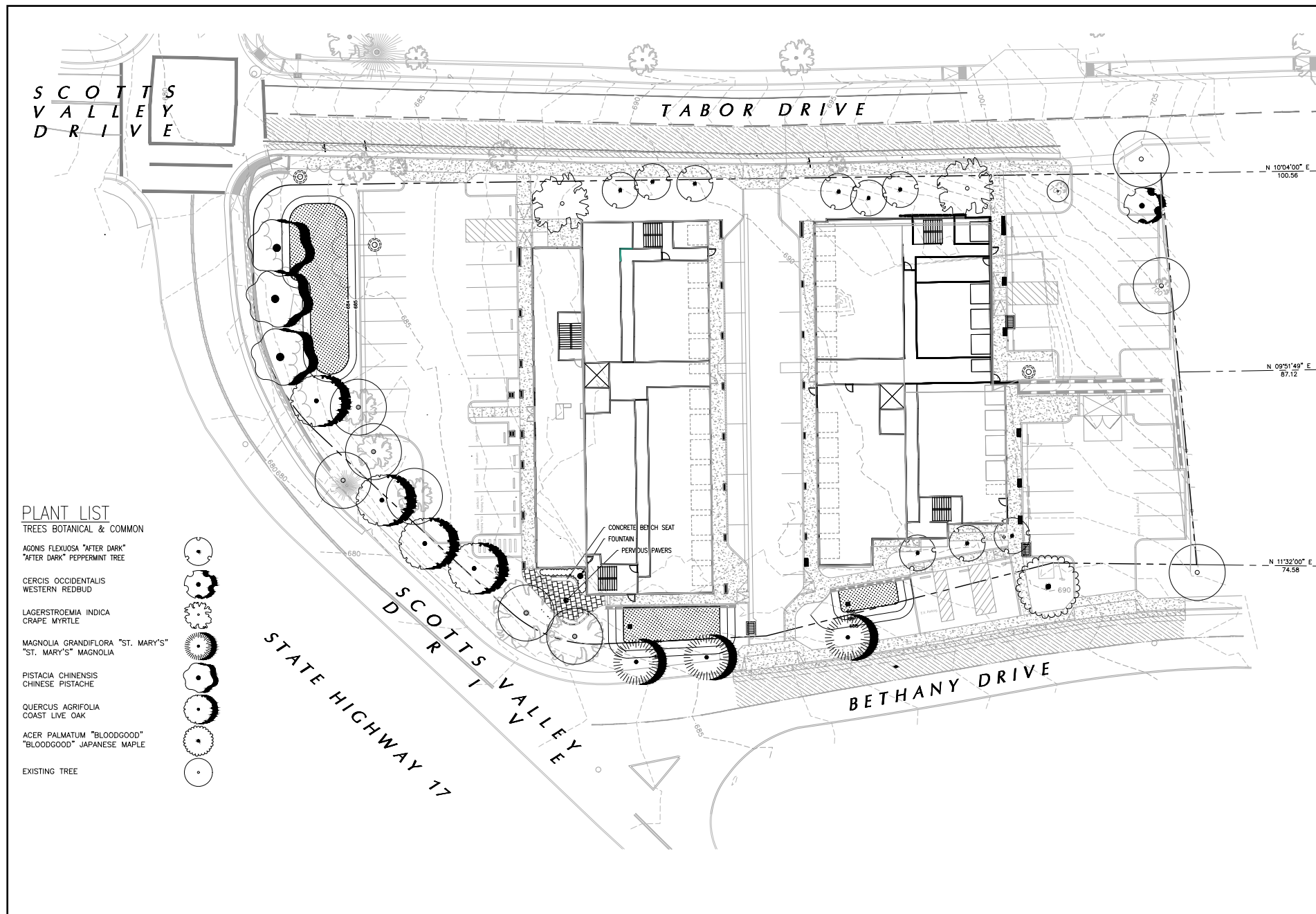


1 EAST ELEVATION
Scale: 1/8" = 1'-0"

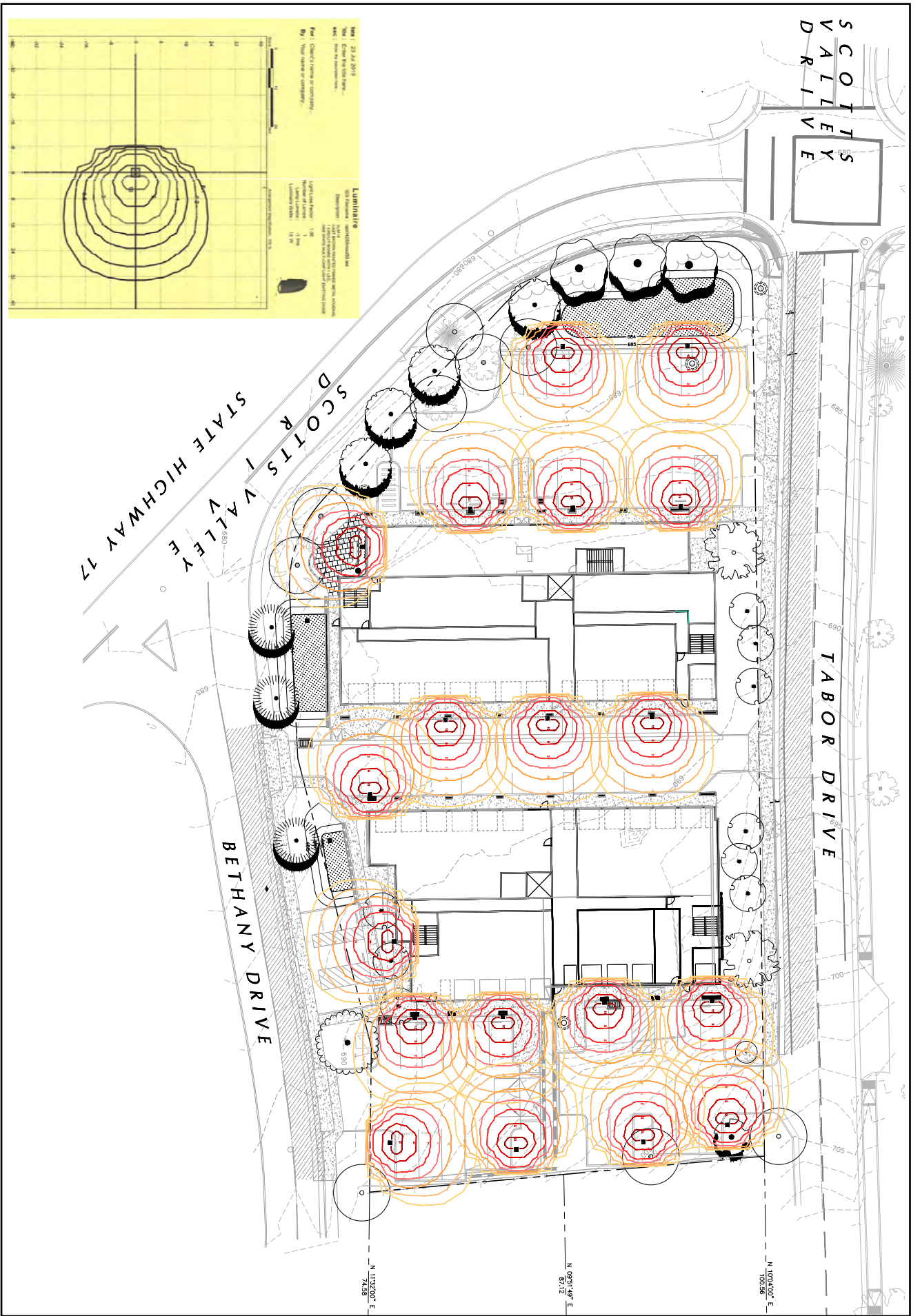
Source: C2G, 2023.



Source: C2G, 2023.

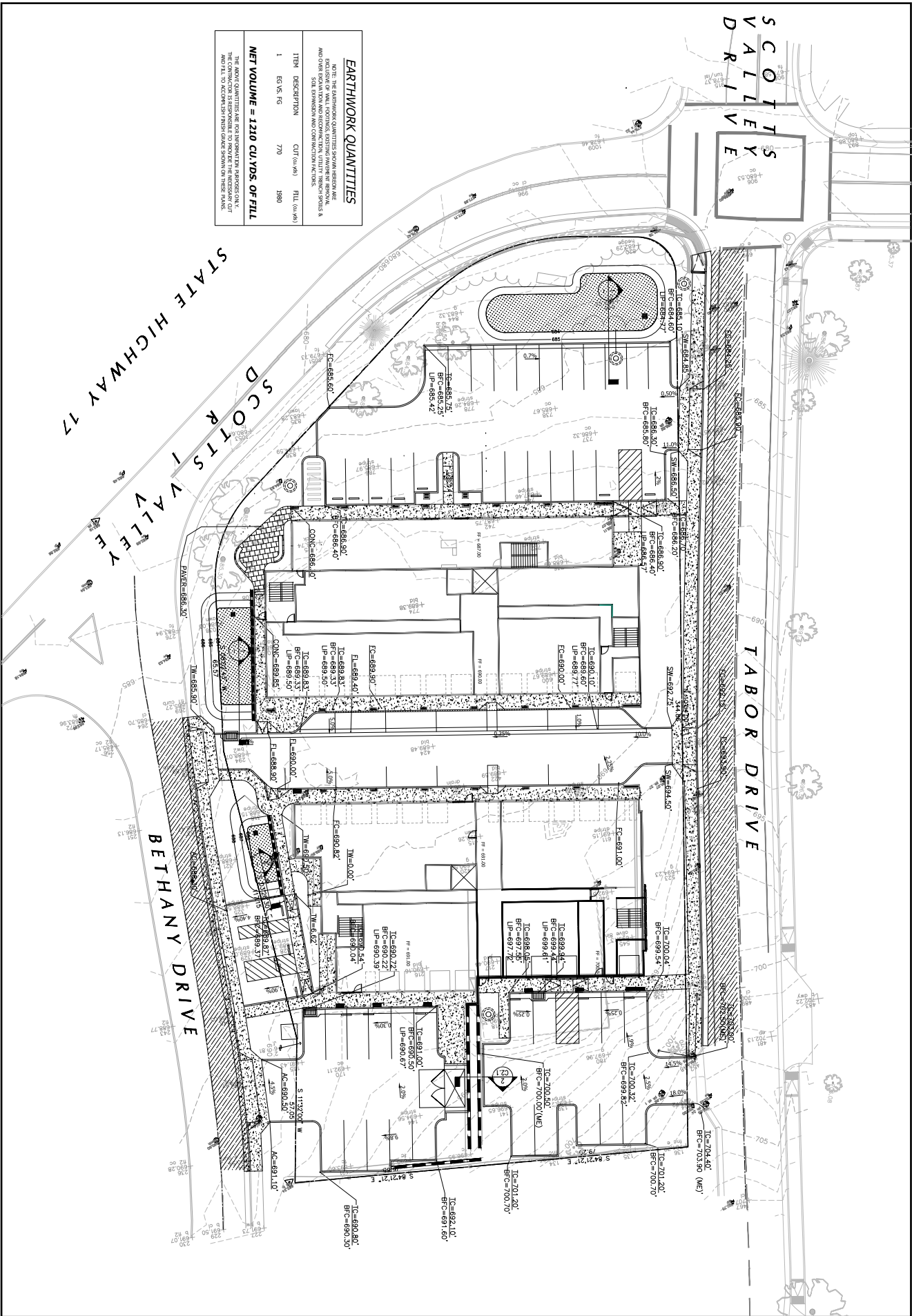


Source: C2G, 2023



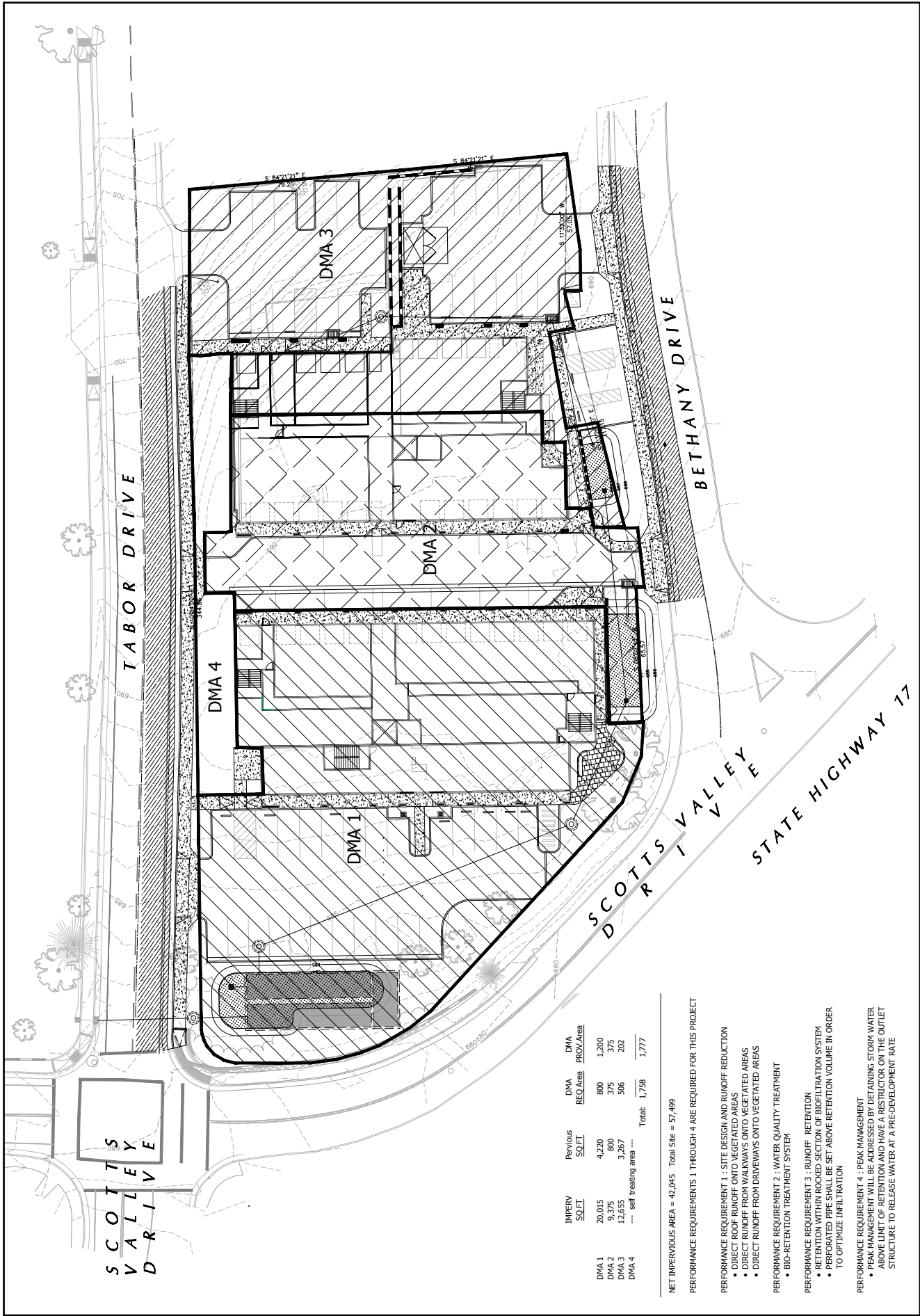
Source: C26, 2023

Figure 6: Lighting Plan
125 Bethany Drive
Draft Initial Study



Source: C26, 2023.

Figure 7: Grading Plan
125 Bethany Drive
Draft Initial Study



Source: C2G, 2023.

Figure 8: Drainage Plan
125 Bethany Drive
Draft Initial Study

ARBORIST REPORT-
Tree Inventory, Impact Assessment & Protection Plan
Bethany Professional Commercial Property
125 Bethany Drive, APN: 023-102-15
Scotts Valley, CA
May 29, 2021

Prepared for:

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Attachments: Appendix A - H

Appendix A – Tree Assessment Chart

Appendix B – Criteria for Tree Assessment Chart

Appendix C - Tree Location & Removal Plan

Appendix D – Tree Protection Plan

Appendix E – Bibliography

Appendix F – Glossary of Terms

Appendix G – Tree Protection Guidelines & Restrictions

- Protecting Trees During Construction
- Project Arborist Duties & Inspection Schedule
- Tree Protection Fencing
- Tree Protection Signs
- Monitoring
- Root Pruning
- Tree Work Standards & Qualifications
- City of Scotts Valley Protected Trees

Appendix H - Assumptions & Limiting Conditions

SUMMARY

This report provides the following information:

1. A summary of the health and structural condition of 45 trees.
 2. An evaluation of anticipated construction impacts to the trees.
 3. Recommendations for retention or removal of assessed trees based on their condition and anticipated construction impacts.
 4. Tree protection specifications for retained trees.
- The *Tree Assessment Chart*, Appendix A is the condensed reference guide to inform all tree management decisions for the trees evaluated.
 - A commercial parcel with existing buildings will be demolished and site improvements including a mini storage complex will be constructed.
 - Forty-five trees within or near the parcel boundaries were inventoried. Eighteen are “protected”.
 - Four “protected” trees are suitable for preservation and can be incorporated in the proposed project.
 - Thirteen “protected” trees are recommended for removal due to anticipated high construction impacts.
 - One “protected” tree is in poor condition and is not suitable for retention in the project.
 - If removals are permitted, replacement trees will be required.
 - This is a preliminary evaluation, once final plans are completed, tree protection specifications based on the final plans will be required.

Background

Plans will be submitted to the City of Scotts Valley, to develop the two parcels into a multi-unit housing complex. Heritage Real Estate Ventures has requested my services, to assess the condition of trees on the applicant's property and the construction impacts that may affect them. Further, to provide a report with my findings and recommendations to meet City of Scotts Valley planning requirements.

Assignment

Provide an arborist report that includes an assessment of the trees within the project area. The assessment is to include the species, size (trunk diameter, height and canopy spread), condition (health and structure), and suitability for preservation ratings. Further, to review the preliminary development plans and assess the potential construction impacts.

To complete this assignment, the following services were performed:

- **Tree Resource Evaluation:** Tag with metal tags, inventory, evaluate and assign suitability for preservation ratings for subject trees.

Assignment continued:

- **Plan Review: Reviewed provided plans including:** Civil Binder, by C2G Civil Consultants, dated 11/13/2020.
- **Construction Impact Assessment:** Combine tree resource data with anticipated construction impacts, to provide recommendations for removal or retention of trees.
- **Mapping:** Tree locations were plotted onto: Demolition Plan, by C2G Civil Consultants, dated 2/20/2019, and a Tree Location Plan was created. Utility Plan, was base map used for Tree Protection Plan.

Limits of the Assignment

The information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection on 5/23/2021.

The inspection is limited to visual examination of accessible items without climbing, dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees in questions may not arise in the future.

Purpose and use of the report

The report is intended to identify all the trees within the plan area that could be affected by a project. The report is to be used by the developer, their agents, the City of Scotts Valley, as a reference for existing tree conditions and to help satisfy the City of Scotts Valley planning requirements.

Resources

All information within this report is based on site plans as of the date of this report. Resources are as follows:

- Civil binder, by C2G Civil Consultants, dated 11/13/2020.
- Site Visit, Tree Survey & Condition Evaluation at 125 Bethany Drive, Scotts Valley Drive, Scotts Valley, on 5/23/2021.
- City of Scotts Valley Municipal Code –Section 17.44.080 Tree Protection Regulations (applicable sections).
- 1) Guide for Plant Appraisal 9th Edition, 2) Species Classification and Group Assignment, (Wester Chapter Edition).

OBSERVATIONS

The roughly 1.25-acre parcel is a developed commercial property. The corner property is bordered by streets on three sides and residential properties on the fourth side. The property gently slopes from a high point adjacent to Tabor Drive, down to Scotts Valley Drive to the south and down to Bethany Drive to the east. Several retaining walls bisect the property to create level areas for most of the property. (Image #1).



Image #1 –Project area bordered by Tabor Drive, top of image, Scotts Valley Drive, to left and Bethany Drive, bottom of image.

I surveyed 45 trees on the commercial property. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*).

Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth is poorly attached.

Many of the mature liquidambars are showing drought stress from chronic water deficit. The small planting areas, with limited rooting areas, are largely responsible for this condition.

The liquidambars are growing too close to paved areas. Curb and pavement damage is seen in much of the parking lot area (Image #2). This species is well known for shallow rooting and hardscape damage.



Image #2 - Tree T8, liquidambar. Note cracked and lifted curb and pavement.

Multiple liquidambar trees are creating curb and pavement problems in the south parking lot, (Image #3).



Image #3 – Tree T9, liquidambar. Curb and asphalt lifting and cracking.

In some areas the asphalt has completely failed creating holes with exposed roots, (Images 4 & 5).

Image #4 – Tree T11, liquidambar. Note exposed root (circled).



Image #5 – Tree T8, with exposed root in asphalt.

At the northern end of the property several olive trees and purple-leaf plum grow. These species second most common species surveyed on the parcel.

All are in good or fair condition (Image #6).



Image #6 – View from Tabor Drive. Trees T30- T34 olive, on right. Trees T29, Japanese maple and T28, purple-leaf plum, on left.

The two largest specimens on the property are London plane tree (Image #7). They are in fair condition, showing minor drought stress. They have good structure and limbs are well attached. Because they grow in a turf area, competition with the turf for available moisture is likely contributing to water deficit issues.



Image #7 – Trees T17 & T18, London plane tree.

Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth is poorly attached, (Image #8).



Image #8 – Trees T21 – T24 evergreen pear. Health of the trees is fair. Trees were topped at 10' above grade, resulting in poorly attached new growth.

Most of the liquidambar have overextended limbs and could use some targeted crown reduction pruning on the overly long limbs.

Twenty-seven “not protected” trees were surveyed. All were in good or fair condition.

DISCUSSION

Species List

TOTAL SUBJECT TREES: 45 Trees

Protected: 18

12	Liquidambar	(<i>Liquidambar styraciflua</i>)
3	Olive	(<i>Olea europaea</i>)
2	London Plane Tree	(<i>Platanus x hispanica</i>)
1	European White Birch	(<i>Betula pendula</i>)

Not Protected: 27

1	Liquidambar	(<i>Liquidambar styraciflua</i>)
4	Olive	(<i>Olea europaea</i>)
6	Purple-leaf plum	(<i>Prunus cerasifera</i>)
5	Japanese Maple	(<i>Acer palmatum</i>)
4	Evergreen Pear	(<i>Pyrus kawakamii</i>)
4	Shiny Xylosma	(<i>Xylosma congesta</i>)
2	Callery Pear	(<i>Pyrus calleryana</i>)
1	Crape Myrtle	(<i>Lagerstroemia indica</i>)

Tree Evaluation and Recording Methods

Site evaluations were made on 5/23/2021. *The survey included two trees on an adjacent property with canopies overhanging the project limits.* The health and structural **condition** of each tree was assessed and recorded. Based on the trees health and structural condition, each trees **suitability for preservation** was rated and recorded.

The recorded data is included in the *Tree Assessment Chart, Appendix A*, of this report. Tree numbers were plotted on the attached *Tree Location Map sheet, T1*. **To correlate the data in the Tree Assessment Chart to the tree's location on the site, refer to the Tree Location & Removal Plan, sheet T1 - Appendix C.**

Condition Rating

A trees condition is determined by an assessing both the **health** and **structure**, then combining the two factors to reach a *condition rating*. If the health rating and the structure rating differ, the lower rating becomes the default *condition rating*. Tree condition is rated as poor, fair or good. The quantity of trees assigned for each category (good, fair or poor), is indicated below:

Tree Condition Rating- Protected Trees

- Good - 0
- Fair - 17
- Poor - 1

Suitability for Preservation

A trees suitability for preservation is determined based on its health, structure, age, species characteristics and longevity using a scale of good, fair or poor. The quantity of trees assigned to each category (good, fair or poor), is listed below.

Suitability Rating- Protected Trees

- Good - 0
- Fair – 17
- Poor - 1

Trees Recommended for Removal Due to Poor Condition - Protected Trees

- One tree

T1

European White Birch

(*Betula pendula*)

Tree Protection Zone

The tree protection zone (TPZ), is a defined area within which certain activities are prohibited or restricted to minimize potential injury to designated trees during construction.

The size of the optimal TPZ can be determined by a formula based on 1) trunk diameter 2) species tolerance to construction impacts, and 3) tree age (Matheny, N. and Clark, J 1998). In some instances, tree drip line is used as the TPZ. Development constraints can also influence the final size of the tree protection zone.

Fencing is installed to delineate the (TPZ), and to protect tree roots, trunk, and scaffold branches from construction equipment. *The fenced protection area may be smaller than the optimal or designated TPZ area in some circumstances.* Tree protection may also involve the armoring of the tree trunk and/or scaffold limbs with barriers to prevent mechanical damage from construction equipment. *See Tree Protection Guidelines & Restrictions – Appendix E.*

Once the TPZ is delineated and fenced (prior to any site work, equipment and materials move in), construction activities are only to be permitted within the TPZ if allowed for and specified by the project arborist.

Where tree protection fencing cannot be used, or as an additional protection from heavy equipment, tree wrap may be used. Wooden slats at least one inch thick are to be bound securely, edge to edge, around the trunk. A single layer or more of orange plastic construction fencing is to be wrapped and secured around the outside of the wooden slats. Major scaffold limbs may require protection as determined by the City arborist or Project arborist. Straw wattle may also be used as a trunk wrap and secured with orange plastic fencing.

Data has been entered in the *Tree Assessment Chart – Appendix A*, which indicates the optimal Tree Protection Zone for each tree.

Critical Root Zone

Critical Root Zone (CRZ) is the area of soil around the trunk of a tree where roots are located that provide critical stability, uptake of water and nutrients required for a tree's survival. The CRZ is the minimum distance from the trunk that trenching that requires root cutting should occur and can be calculated as three to the five times the trunk Diameter at Breast Height (DBH). For example, if a tree is one foot in trunk diameter then the CRZ is three to five feet from the trunk location. We will often average this as four times the trunk diameter or 1ft. DBH = 4ft. CRZ (Smiley, E.T., Fraedrich, B. and Hendrickson, N. 2007).

Root Disturbance Distance

No one can estimate and predict with absolute certainty, what distance from a tree a soil disturbance such as excavation for construction should be, to ensure it will not significantly affect tree stability or health. Or to what degree, (low, moderate or high), a tree might be impacted. There are simply too many variables involved that we cannot see or anticipate. However, three times the D.B.H. (diameter at breast height), is a widely accepted minimum used in the industry for root disturbance, *on one side of the trunk*, and is supported by several research studies including (Smiley, Fraedich & Hendrickson 2002, Bartlett Tree Research Laboratories). This distance is often used during the design and planning phases of a project in order to estimate root loss due to construction activities. This distance is a guideline only and should be increased for trees with significant leans, decay or other structural problems.

The ISA, International Society of Arboriculture- Root Management (2017) publication recommends, "cutting roots at a distance greater than six times the trunk diameter (DBH) minimizes the likelihood of affecting both health and stability. This recommendation is given further direction by the companion publication, A.N.S.I. (*American National Standard*) A300 (Part 8)- 2013 Root Management, when roots are cut in a *non-selective* manner, i.e. in a straight line on one side of a tree. It says, if the cutting is "within six times the trunk diameter (DBH), mitigation shall be recommended". Further, A.N.S.I. recommends the "minimum distance from the trunk for root cutting should be adjusted according to trunk diameter, species tolerance to root loss, tree age, health and site condition".

In general, root cutting that occurs at a distance less than six times the diameter of a tree should be undertaken by hand digging and hand (or Sawzall), root pruning. These methods help mitigate root loss impacts.

Impacts to Subject Trees

Construction impact assessments are based on the Site Improvements, sheet C2.1, dated 11/13/2020, and Grading and Drainage Plan, sheet 3.1, dated 2/20/2019, by C2G/Civil Consultants Group, Engineers.

Four “protected” trees will have moderate construction impacts and are suitable for incorporation into the project.

Demolition & Construction Phases Affecting Subject Trees –

1. Demolition of existing curb and parking lot.
2. Installation of curb and parking lot.
3. Installation of storm drain line.
4. Installation of sanitary sewer line.
5. Installation of fire service line.
6. Installation of pervious paver patio.
7. Installation of the new mini storage building.

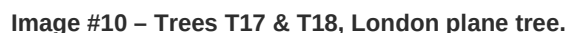
During the demolition phase, the existing curb and parking lot near trees T11 and T12, will be sawcut and the asphalt removed, (Image #9). Several surface roots currently causing damage to the lot will be pruned and removed. The parking lot will be realigned and will require new excavation within 5 feet of tree T11 and 2 feet of tree T12. Both the demolition and new curb installation will result in root loss that can be tolerated by the trees if mitigation methods are used.



Image #9 – Trees T11 & T12, liquidambar. Note new curb installed adjacent to trees. Some of the new curb will be installed in the same footprint as the existing parking lot (red line is existing curb location). Existing roots will be cut behind new curb (blue line).

New utility lines will be installed near trees T17 and T18, London plane tree (Image #10). A storm drain line will be installed within 6 feet of tree T17 and will result in root loss. A sanitary sewer line will be installed within 5 feet of tree T18, and a fire service line will be installed within 6 feet. The installation of these lines will result in root loss.

The new mini storage building will be installed within 15 feet of the two London plane trees (Image #10). Depending on the height of the new building, minor canopy clearance pruning, on one or both trees may be necessary to allow for construction of the new building and to achieve clearance from it once construction is completed.



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Impacts to Subject Trees, Continued

If site constraints allow, moving any of the utility lines even a few feet further from the two trees will reduce the amount of root loss and corresponding negative impact, and is recommended if feasible.

Since all four trees are suffering drought stress, and all will have reduced ability to uptake water due to root loss, one of the mitigation specifications will be to supply supplemental irrigation to them during the construction period.

Thirteen of the fourteen remaining “protected” trees will be highly impacted by the project and removal will be necessary.

Four trees that are not protected and can be incorporated into the project including trees T27, T28, T29, T34 and T2-A will be moderately impacted, and mitigation methods to reduce root loss impacts are recommended and shown on Tree Protection Plan, sheet T2.

Impact Level

Impact level rates the degree a tree may be impacted by construction activity and is primarily determined by how close the construction procedures occur to the tree. Construction impacts are rated as low, moderate, high. The quantity of trees assigned for each category (low, moderate, high), is indicated below:

Impact Rating to Trees - Protected

- Low - 1
- Moderate – 4
- High - 13

Mitigation Measures for Retained Trees

The trees retained on this project will require some or all the following methods to protect them from the impacts described above and to minimize root loss during the construction phases.

- Tree Protection Fencing
- Hand trenching.
- Supervised root pruning.

Tree protection specifications are included on the **Tree Protection Plan, sheet T2 and on Tree Location & Removal Plan sheet T1. These plan sheets shall become an element of the final plan set.**

Trees Recommended for Removal Due to Anticipated Construction Impacts – Protected Trees

Thirteen

- | | | |
|------|-------------|------------------------------------|
| - 10 | Liquidambar | (<i>Liquidambar styraciflua</i>) |
| - 3 | Olive | (<i>Olea europaea</i>) |

Tree Protection Specifications & Recommended Sequence

(These specifications are included on the Tree Protection Plan, sheet T2)

Demolition Phase:

1. Tree Removal – Remove trees marked for removal.
2. Tree Pruning – Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. Tree Protection Fencing - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. Supplemental Irrigation – A temporary hose bib shall be installed withing the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. **If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.**
5. Demolition of existing curb and parking lot – On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces

Construction Phase:

1. Installation of curb and parking lot - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (*see tree protection plan Sheet T2, for location*). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, **1-2 feet behind the form boards, between the forms and trees T11 & T12**. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, Pre-Construction Root Pruning.

Tree Protection Specifications & Recommended Sequence, continued:

2. Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18 -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT45 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, Pre-Construction Root Pruning.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary
3. Installation of pervious paver patio – The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
 - A. The grade shall not be raised at the tree trunk or within 1 – 2 feet of the trunk. *No new soil shall be placed against the tree trunks under any circumstances.*

Tree Appraisal & Valuation– Protected Trees

The City of Scotts Valley requires valuation of all retained protected trees potentially affected by a construction project. The value of four trees has been appraised. References included, 1) *Guide for Plant Appraisal 9th Edition*, 2) *Species Classification and Group Assignment*, (Wester Chapter Edition).

The total appraised value is \$ 23,400 The criteria for appraisal are included in the attached spreadsheet, *Appendix D, Appraised Value of “Protected” Trees – Trunk Formula Method*.

The owner/applicant will be required to obtain, and file with the Community Development Director, a Tree Protection security deposit prior to obtaining Building Division permits. The total value of the security deposit will be \$23,400.

Summary Table - Total number of trees inventoried: 45

Number of protected trees: 18

Total appraised value of protected trees to be retained:
\$23,400

Recommended security deposit: \$23,400

Number of protected trees requested for removal: 14

Tree Replacement

The final number of trees could vary slightly depending on the final design. At present, fourteen (14) “protected” trees are recommended for removal, thirteen due to construction impacts and one due to poor condition.

Compensation for tree removal necessary to construct the project include:

- Preservation and protection of the retained trees during construction.
- Pre-construction treatments for specific trees.
- Tree planting specified in the landscape design for this project.

The City of Scotts Valley recommends a minimum ratio of two trees are to be replanted (15 gallon or 24-inch box size), for every “protected” tree removed. Currently, fourteen trees are recommended for removal Therefore, a total of twenty-eight replacement trees is required. The Landscape Plan, sheet L1, dated 2/20/2019 has twenty -five trees plotted. There are locations for replanting an additional three trees within the new site plan, to reach the required replanting total of twenty – eight trees. The tree replanting locations are indicated on the Tree Protection Plan, sheet T2.

CONCLUSION

- The *Tree Assessment Chart*, Appendix A is the condensed reference guide to inform all tree management decisions for the trees evaluated.
- A commercial parcel with existing buildings will be demolished and site improvements including a mini storage complex will be constructed.
- Forty-five trees within or near the parcel boundaries were inventoried. Eighteen are “protected”.
- Four “protected” trees including T11 & T12, liquidambar and T17 & T18, London plane tree, are suitable for preservation and can be incorporated in the proposed project.
- Thirteen “protected” trees are recommended for removal due to anticipated high construction impacts. The highly impacted trees include trees T2, T3, T9, T10, T13, T14, T19, T20, T42 & T43, liquidambar, and T30, T36 & T38, olive.
- One “protected” tree, T1, European white birch, is in poor condition and is not suitable for retention in the project.
- If removals are permitted, replacement trees will be required.
- The City of Scotts Valley recommends a minimum ratio of two trees are to be replanted (15 gallon or 24-inch box size), for every “protected” tree removed. Currently, fourteen trees are recommended for removal. Therefore, a total of twenty-eight replacement trees is required.
- The Landscape Plan, sheet L1, dated 2/20/2019 has twenty -five trees plotted. There are locations for replanting an additional three trees within the new site plan, to reach the required replanting total of twenty – eight trees. The tree replanting locations are indicated on the Tree Protection Plan, sheet T2.
- The City of Scotts Valley requires valuation of all retained protected trees potentially affected by a construction project. The value of four trees has been appraised. The total appraised value is \$ 23,400 The criteria for appraisal are included in the attached spreadsheet, *Appendix D, Appraised Value of “Protected” Trees – Trunk Formula Method*. The owner/applicant will be required to obtain, and file with the Community Development Director, a Tree Protection security deposit prior to obtaining Building Division permits. The total value of the security deposit will be \$23,400.

RECOMMENDATIONS

1. Obtain all necessary permits prior to removing or significantly altering any trees on site.
2. Remove trees recommended for removal.
3. Prune trees T17 and T18 London plane trees to allow a minimum of five feet clearance from the new building.
4. Follow tree protection specifications as indicated on page 18 of this report and repeated on Tree Protection Plan, sheet T2.

Respectfully submitted,

Kurt Fouts

Kurt Fouts ISA Certified Arborist WE0681A



Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Suitability for Preservation Ratings:

Good: Trees in good health and structural condition with potential for longevity on the site

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment

Retention or Removal Code:

RT: Retain Tree

RI: Remove Due to Construction Impacts

I.M. Impacts Can Be Mitigated With Pre-Construction Treatments

R.C. Remove Due to Condition

Protected Tree City of Scotts Valley Any tree 13 inches or greater in diameter measured at 4.5 feet above grade. Any multi-trunk with one trunk 8" in diameter or greater. Any oak 8 inches or greater. Any tree 8 inches or greater, if located within 20 feet of a slope > 20%. Certain undesirable species exempt.

Tree #	Species	Trunk Diameter @ 54 inches a.g.	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T1	European white birch (<i>Betula pendula</i>)	15"	Yes	45'X15'	Poor	Fair	Poor	10'	N/A	R.C.	In significant decline. Minimal live canopy.
T2	liquidambar (<i>Liquidambar styraciflua</i>)	11"	Yes	60'X20'	Fair	Fair	Fair	10'	High (root loss, excavation)	R.I.	Protected, within 5' of R.O.W. < 1' from new sidewalk. Minor canopy dieback.
T3	liquidambar	11"	Yes	50'X20'	Fair	Fair	Fair	10'	High (root loss, excavation)	R.I.	Protected, within 5' of R.O.W. < 1' from new sidewalk. Appears drought stressed. Has limited rooting area and leaf is off color.
							Page 1 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 54 inches a.g.	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T4	shiny xylosma (<i>Xylosma congesta</i>)	11" (at 2' above grade)	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T5	shiny xylosma	9"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T6	shiny xylosma	10"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T7	shiny xylosma	10"	No	15'X10'	Good	Fair	Fair	6'	High (within grading limits)	R.I.	Less than 1' from concrete block retainer.
T8	liquidambar	12"	No	35'X10'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
T9	liquidambar	13"	Yes	40'X10'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 2 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T10	liquidambar	14"	Yes	40'X15'	Fair	Fair	Fair	10'	High (within grading limits)	R.I.	Appears drought stressed. Has limited rooting area and leaf is off color. Curb and asphalt damage from surface roots.
T11	liquidambar	16"	Yes	55'X15'	Good	Fair	Fair	10'	Moderate (root loss, excavation)	R.T., I.M.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T12	liquidambar	16"	Yes	45'X15'	Good	Fair	Fair	10'	Moderate (root loss, excavation)	R.T., I.M.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T13	liquidambar	14"	Yes	45'X15'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T14	liquidambar	13"	Yes	50'X10'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning. Significant asphalt damage from surface roots.
T15	purple-leaf plum (<i>Prunus cerasifera</i>)	12"	No	25'X15'	Good	Poor	Fair	8'	High (within grading limits)	R.I.	IN 5'X5' walkway cutout. Topped at 10' above grade., with poorly attached regrowth.
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Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T16	purple-leaf plum	10"	No	15'X10'	Good	Poor	Fair	8'	High (within grading limits)	R.I.	IN 5'X5' walkway cutout. Topped at 10' above grade., with poorly attached regrowth.
T17	London plane tree (<i>Platanus x hispanica</i>)	23"	Yes	65'X40'	Fair	Good	Fair	18'	Moderate -High (root loss, excavation)	R.T., I.M.	12' from sidewalk. In turf area on moderate slope with many surface roots. Minor drought stress as evidenced by thinning canopy.
T18	London plane tree	24"	Yes	65'X40'	Fair	Good	Fair	18'	Moderate -High (root loss, excavation)	R.T., I.M.	13' from sidewalk. In turf area on moderate slope with many surface roots. Minor drought stress as evidenced by thinning canopy.
T19	liquidambar	20"	Yes	70'X20'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	Overextended limbs need crown reduction pruning.
T20	liquidambar	15"	Yes	60'X15'	Good	Fair	Fair	10'	High (within grading limits)	R.I.	
T21	evergreen pear (<i>Pyrus kawakamii</i>)	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
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Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T22	evergreen pear	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T23	evergreen pear	10"	No	15'X10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T24	evergreen pear	9"	No	20'x10'	Fair	Poor	Fair	8'	High (within grading limits)	R.I.	Topped at 10' above grade., with poorly attached regrowth. Fungal leaf disease.
T25	Japanese maple (<i>Acer palmatum</i>)	5", 4", 4", 4"	No	15'X15'	Good	Good	Good	8'	High (within grading limits)	R.I.	3' from property line.
T26	purple-leaf plum	7"	No	15'X15'	Good	Poor	Fair	8'	High (root loss, excavation)	R.I.	2' from new retainer. Topped at 10' above grade., with poorly attached regrowth.
T27	purple-leaf plum	8"	No	15'X15'	Good	Poor	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	2' from corner of new retainer. Topped at 10' above grade., with poorly attached regrowth.
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Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (radius from trunk)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T28	purple-leaf plum	6"	No	15'X10'	Good	Poor	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	3' from type-c curb. Topped at 10' above grade., with poorly attached regrowth. Missing bark with deadwood along trunk.
T29	Japanese maple	9" (at 6" above grade)	No	10'X10'	Good	Good	Good	8'	Moderate (root loss, excavation)	R.T., I.M	6' from type-c curb.
T30	olive (<i>Olea europaea</i>)	8",8",5",4"	Yes	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T31	olive	6",6"	No	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T32	olive	6",6"	No	15'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
T33	olive	6",5",5",4"	No	15'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	
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Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T34	olive	6",6",5"	No	10'X10'	Good	Fair	Fair	8'	Moderate (root loss, excavation)	R.T., I.M	5' from type-c curb
T35	flowering ornamental pear (<i>Pyrus calleryana</i>)	8" (at 4' above grade)	No	30'X15'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	6' from concrete block retainer.
T36	olive	9",5",4"	Yes	10'X10'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	9' from concrete block retainer.
T37	flowering ornamental pear	9"	No	30'X15'	Good	Fair	Fair	8'	High (within grading limits)	R.I.	7' from concrete block retainer.
T38	olive	9",9",7",7"	Yes	20'X15'	Good	Good	Fair	8'	High (within grading limits)	R.I.	
T39	crape myrtle (<i>Lagerstroemia indica</i>)	10"	No	20'X10'	Good	Good	Good	8'	High (within grading limits)	R.I.	Curb and asphalt damage from surface roots.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 kurtfouts1@outlook.com							Page 7 of 8				5/29/2021

Store More Scott's Valley, 125 Bethany Drive, Scotts Valley

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Protected Tree	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Construction Impacts (Rating & Description)	Retention or Removal Code	Comments
T40	Japanese maple	6",4"	No	10'X10'	Poor	Poor	Poor	8'	High (within grading limits)	R.I.	Trunk and limb dieback symptomatic of Verticillium wilt a fungal disease.
T41	Japanese maple	5"	No	10'X10'	Poor	Poor	Poor	8'	High (within grading limits)	R.I.	Trunk and limb dieback symptomatic of Verticillium wilt a fungal disease.
T42	liquidambar	23"	Yes	60'X20'	Good	Fair	Fair	12'	High (within grading limits)	R.I.	
T43	liquidambar	20"	Yes	60'X20'	Good	Fair	Fair	12'	High (within grading limits)	R.I.	
T1-A	Japanese maple	6",5",5",4"	No	20'X15'	Good	Good	Good	8'	Low (root loss, excavation)	R.T.	10' from new trash enclosure pad. On adjacent property. 5' from property line. Canopy overhangs to subject property by 5 feet.
T2-A	purple-leaf plum	8"	No	25'X15'	Good	Good	Good	8'	Moderate (root loss, excavation, canopy loss, clearance pruning)	R.T., I.M	On adjacent property. 1.5' from property line. 3' from new trash enclosure pad. Canopy overhangs to subject property by 5 feet, and will need minor to moderate canopy clearance pruning to accomdate covered trash enclosure.
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APPENDIX B – CRITERIA FOR TREE ASSESSMENT CHART

Following is an explanation of the data used in the tree evaluations. The data is incorporated in the *Tree Assessment Chart, Appendix A*.

Trunk Diameter and Number of Trunks:

Trunk diameter as measured at 4.5 feet above grade. The number of trunks refers to a single or multiple trunked tree. Multiple trunks are measured at 4.5 feet above grade.

Health Ratings:

Good: A healthy, vigorous tree, reasonably free of signs and symptoms of disease

Fair: Moderate vigor, moderate twig and small branch dieback, crown may be thinning and leaf color may be poor

Poor: Tree in severe decline, dieback of scaffold branches and/or trunk, most of foliage from epicormics

Structure Ratings:

Good: No significant structural defects. Growth habit and form typical of the species

Fair: Moderate structural defects that might be mitigated with regular care

Poor: Extensive structural defects that cannot be abated.

Suitability for Preservation Ratings:

Rating factors:

Tree Health: Healthy vigorous trees are more tolerant of construction impacts such as root loss, grading and soil compaction, then are less vigorous specimens.

Structural integrity: Preserved trees should be structurally sound and absent of defects or have defects that can be effectively reduced, especially near structures or high use areas.

Tree Age: Over mature trees have a reduced ability to tolerate construction impacts, generate new tissue and adjust to an altered environment. Young to maturing specimens are better able to respond to change.

Species response: There is a wide variation in the tolerance of individual tree species to construction impacts.

Rating Scale:

Good: Trees in good health and structural condition with potential for longevity on the site

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures.

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment. Trees can be expected to decline or fail regardless of construction impacts or management . The species or individual may possess characteristics that are incompatible or undesirable in landscape settings or unsuited for the intended use of the site.

Construction Impacts:

Rating Scale:

High: Development elements proposed that are located within the Tree Protection Zone that would severely impact the health and /or stability of the tree. The tree impacts cannot be mitigated without design changes. The tree may be located within the building footprint.

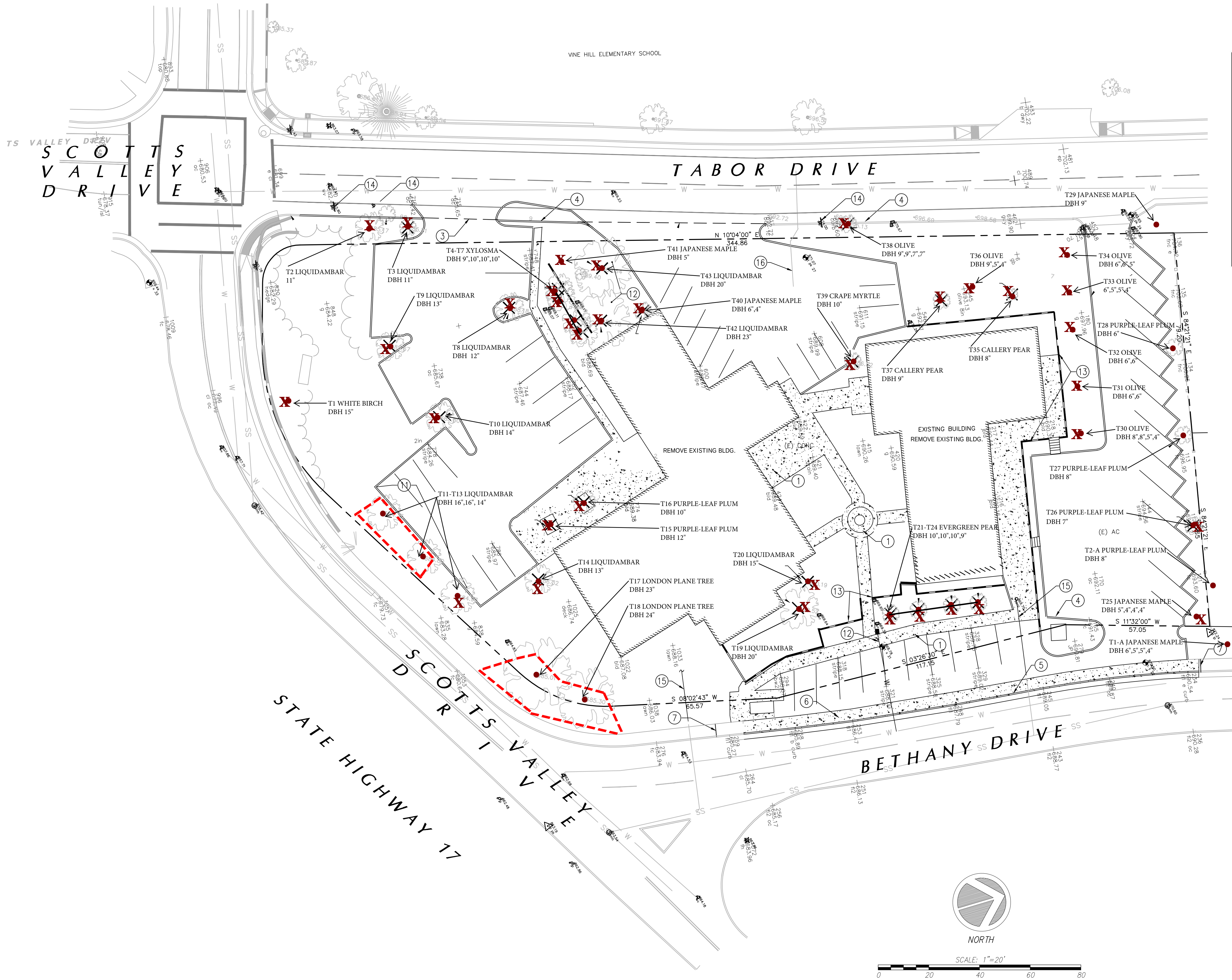
Moderate: Development elements proposed that are located within the Tree Protection Zone that will impact the health and/or stability of the tree and can be mitigated with tree protection treatments.

Low: Development elements proposed that are located within or near the Tree Protection Zone that will have a minor impact on the health of the tree and can be mitigated with tree protection treatments.

None: Development elements will have no impact on the health and stability of the Tree.

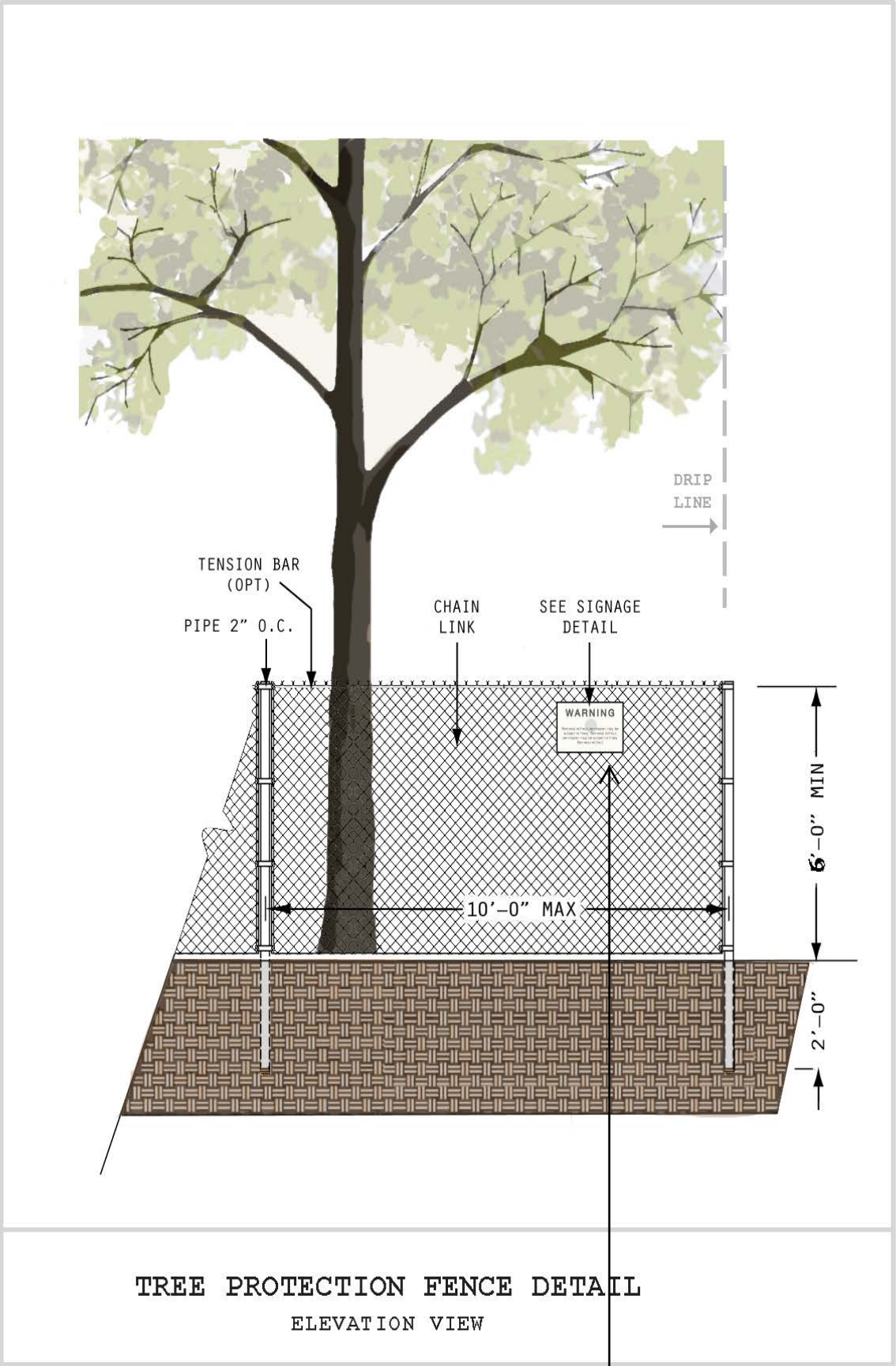
Tree Protection Zone (TPZ):

Defined area within which certain activities are prohibited or restricted to prevent or minimize potential injury to designated trees, particularly during construction or development.



Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree



Warning
Tree Protection Zone
Keep Out

NOTICE: PROTECTIVE FENCING IS REQUIRED ON THIS JOB SITE. REMOVAL OR DAMAGE OF THIS FENCING MAY RESULT IN A FINE

This sign must be prominently displayed. Fencing may not be moved or removed without permission of the Project Arborist. During demolition and construction, all reasonable steps necessary to prevent damage, or the destruction of protected trees is required. Failure to comply with all precautions may result in a STOP WORK order being issued by the regulating agency.

No Entry without Project Arborist Authorization
Kurt Fouts - Arborist Consultant - 831-359-3607

Tree Location & Removal Plan
125 Bethany Drive, Scotts Valley, California

SCOTT'S
VALLEY
DRIVE

TABOR DRIVE

Legend

- Tree Location
- Tree Protection Fencing
- Tree Canopy Extents
- Hand Trenching & Root Pruning
- Remove Tree
- Replacement Tree

Tree Protection Specifications & Recommended Sequence

Demolition Phase:

1. **Tree Removal** - Remove trees marked for removal.
2. **Tree Pruning** - Lay out edge of proposed building closest to trees T17 and T18. Perform clearance pruning if necessary, to achieve a minimum of 5 feet clearance from new building.
3. **Tree Protection Fencing** - Install Tree Protection Fencing, in location indicated on Tree Location & Removal Plan, sheet T1, and copied on Tree Protection Plan, sheet T2, prior to beginning of demolition.
4. **Supplemental Irrigation** - A temporary hose bib shall be installed within the vicinity of trees T11 & T2 and T17 & T18.
 - A. A battery-operated hose end irrigation timer shall be installed on the hose bib.
 - B. Soaker hoses shall be laid out within the canopy drip line of the four trees to provide supplemental irrigation for the duration of the project.
 - C. If it is necessary to temporarily move the hoses during construction phases adjacent to the trees, the hoses shall be reinstalled once the design element is completed.
5. **Demolition of existing curb and parking lot** - On existing asphalt, mark new curb layout adjacent to trees T11 & T12. Sawcut asphalt at new curb marking. Remove existing asphalt between new curb and trees T11 & T12, using a jack hammer and hand loading pieces.

Construction Phase:

1. **Installation of curb and parking lot** - Excavation for new curb closest to trees T11 & T12, shall be accomplished by hand methods (see tree protection plan Sheet T2, for location). An electric spade may be used for excavation. The depth of the trench for curb form shall equal the depth required for excavation of the new curb. Any roots found less than 2" in diameter, shall be cleanly pruned with loppers, hand saw or Sawzall, 1-2 feet behind the form boards, between the forms and trees T11 & T12. If roots are encountered 2" in diameter or greater, they shall be pruned under supervision of the Project Arborist. Roots shall be pruned by methods indicated on Tree Protection Plan sheet T1, **Pre-Construction Root Pruning**.
2. **Installation of storm drain line, sanitary sewer line & fire service line, adjacent to trees T17 & T18** -
 - A. Stake trenching location for drain line, sewer line or fire service line.
 - B. Hand dig or machine trenching to a depth of 24" shall be performed in area indicated on plan sheet T2. This procedure will pre-cut any roots from adjacent trees T17 & T18.
 - C. Use of any of the following equipment to machine trench is permissible:
 - a. Ditch Witch RT48 Trencher, or equivalent.
 - D. Any torn roots found in trench, shall be cleanly pruned with loppers, hand saw or Sawzall. Roots shall be pruned by methods indicated on Tree Protection Plan sheet, **Pre-Construction Root Pruning**.
 - E. Once roots have been cleanly pruned, final trenching to desired depth and width required for pipe installation may be completed with other machinery (backhoe, excavator), as necessary.
3. **Installation of pervious paver patio** - The patio perimeter shall be laid out so that no patio edge is closer than 5 feet to trunks of trees T17 & T18. Any subgrade material added to achieve desired subgrade for pavers shall be by hand methods, no machinery within patio footprint.
4. The grade shall not be raised at the tree trunk or within 1 - 2 feet of the trunk. No new soil shall be placed against the tree trunks under any circumstances.

PRE-CONSTRUCTION ROOT PRUNING

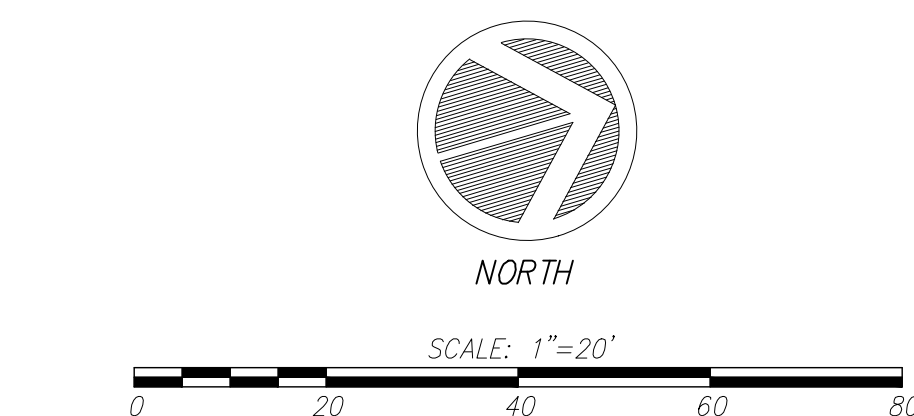
Excavation shall only occur within the TPZ (Tree Protection Zone), of retained trees, when designated by the Project Arborist. Excavations within (or outside of the TPZ, as designated), the Tree Protection Zone, will be executed by hand, in order to preserve roots two (2") inches in diameter or greater during the excavation process. All root pruning will be conducted under supervision of the Project Arborist. These activities will be documented, and a monitoring report will be provided to the City Arborist. Under direction of the Project Arborist, it may be necessary to temporarily remove the Tree Protection Fencing to allow access for root pruning activities.

Trenches for root pruning will be hand dug according to locations of the Tree Protection Plan sheet:

- Trenches will be dug one foot behind staking on tree side of stakes.
- The depth of the trench will equal the depth required for installation of the adjacent element.
- Cleanly prune any roots encountered 2 inches in diameter or smaller. Use loppers, hand saw or Sawzall. A sharp spade may be used for palm roots. The pruned roots should be covered with burlap layers or carpeting and kept moist until the trench is backfilled.
- If roots are encountered 2" in diameter or greater, the Project Arborist shall be notified, and a determination shall be made to prune the root or retain the root depending on site specific conditions.
- Reinstall the Tree Protection Fencing to its original location.

T17 LONDON PLANE TREE
DBH 23"

T18 LONDON PLANE TREE
DBH 24"



Base map provided by C2G Civil Consultants, Scotts Valley, CA

Additional tree protection information can be found in Appendix G of Arborist Report dated 5/28/2021.

K.F.
5/27/2021
APN:023-
102-15

Sheet T2
of 2 sheets

Tree Protection Plan 125 Bethany Drive, Scotts Valley, California



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Costello, L.R., Watson, G., Smiley E.T. Root Management – Best Management Practices, Champaign, ILL: International Society of Arboriculture c. 2017

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Harris, R.W., Clark, J.R. and Matheny, N.P. Arboriculture: Integrated management of landscape tree, shrubs, and vines. 4th ed. Upper Saddle River, NJ: Prentice-Hall, Inc. c.2004

Matheny, N. and Clark, J. Evaluation of Hazard Trees in Urban Areas. Champaign, IL: Wadley Graphix Corp. c.1994

Smiley, E.T., Matheny, N., Lilly, S. Tree Risk Assessment – Best Management Practices, Champaign, ILL: International Society of Arboriculture c. 2011

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Glossary of Terms

Basal rot: decay of the lower trunk, trunk flare, or buttress roots.

Canker: Localized diseased area on stems, roots and branches. Often sunken and discolored.

Critical Root Zone (CRZ): Area of soil around a tree where a minimum number of roots considered critical to the structural stability or health of the tree are located. CRZ determination is sometimes based on the drip line or a multiple of the DBH, but because root growth can be asymmetric due to site conditions, on-site investigation may be required.

Codominant branches/stems: Forked branches (or trunks), nearly the same size in diameter, arising from a common junction and lacking a normal branch union, may have included bark.

Crown: Upper part of a tree, measured from the lowest branch, including all branches and foliage.

Defect: An imperfection, weakness, or lack of something necessary. In trees defects are injuries, growth patterns, decay, or other conditions that reduce the tree's structural strength.

Diameter at breast height (DBH): Measurement of trunk diameter at 4.5 feet above grade.

Frass: Fecal material and/or wood shavings produced by insects.

Included Bark Attachments (crotches): Branch/limb or limb /trunk, or codominant trunks originating at acute angles from each other. Bark remains between such crotches, preventing the development of axillary wood. The inherent weakness of such attachments increases with time, through the pressure of opposing growth and increasing weight of wood and foliage, often resulting in failure.

Live Crown Ratio (LCR): Ratio of the the crown length (live foliage), to total tree height.

Scaffold branches: Permanent or structural branches that form the scaffold architecture or structure of a tree.

Suppressed: Trees that have been overtopped and occupy an understory position within a group or grove of trees. Suppressed trees often have poor structure.

Tree Protection Zones (TPZ): Defined area within which certain activities are prohibited or restricted to prevent or minimize potential injury to designated trees, especially during construction or development.

Trunk flare: Transition zone from trunk to roots where the trunk expands into the buttress or structural roots.

This Glossary of Terms was adapted from the *Glossary of Arboricultural Terms* (ISA, 2015)

Appendix G- TREE PROTECTION GUIDELINES AND RESTRICTIONS

Protecting Trees During Construction:

- 1) Before the start of site work, equipment or materials move in, clearing, excavation, construction, or other work on the site, every tree to be retained shall be securely fenced- off as delineated in approved plans. Such fences shall remain continuously in place for the duration of the work undertaken in connection with the development.
- 2) If the proposed development, including any site work, will encroach upon the tree protection zone, special measures shall be utilized, as approved by the project arborist, to allow the roots to obtain necessary oxygen, water, and nutrients.
- 3) Underground trenching shall avoid the major support and absorbing tree roots of protected trees. If avoidance is impractical, hand excavation undertaken under the supervision of the project arborist may be required. Trenches shall be consolidated to service as many units as possible. Boring/tunneling under roots should be considered as an alternative to trenching.
- 4) Concrete or asphalt paving shall not be placed over the root zones of protected trees, unless otherwise permitted by the project arborist.
- 5) Artificial irrigation shall not occur within the root zone of native oaks, unless deemed appropriate on a temporary basis by the project arborist to improve tree vigor or mitigate root loss.
- 6) Compaction of the soil within the tree protection zone shall be avoided.
- 7) Any excavation, cutting, or filling of the existing ground surface within the tree protection zone shall be minimized and subject to such conditions as the project arborist may impose. Retaining walls shall likewise be designed, sited, and constructed to minimize their impact on protected trees.
- 8) Burning or use of equipment with an open flame near or within the tree protection zone shall be avoided. All brush, earth, and other debris shall be removed in a manner that prevents injury to the tree.
- 9) Oil, gas, chemicals, paints, cement, stucco or other substances that may be harmful to trees shall not be stored or dumped within the tree protection zone of any protected tree, or at any other location on the site from which such substances might enter the tree protection zone of a protected tree.
- 10) Construction materials shall not be stored within the tree protection zone of a protected tree.

Project Arborist Duties and Inspection Schedule:

The project arborist is the person(s) responsible for carrying out technical tree inspections, assessment of tree health, structure and risk, arborist report preparation, consultation with designers and municipal planners, specifying tree protection measures, monitoring, progress reports and final inspection.

A qualified project arborist (or firm) should be designated and assigned to facilitate and insure tree preservation practices. He/she/they should perform the following inspections:

Inspection of site: Prior to equipment and materials move in, site work, demolition, landscape construction and tree removal: The project arborist will meet with the general contractor, architect / engineer, and owner or their representative to review tree preservation measures, designate tree removals, delineate the location of tree protection fencing, specify equipment access routes and materials storage areas, review the existing condition of trees and provide any necessary recommendations.

Inspection of site: During excavation or any activities that could affect trees: Inspect site during any activity within the Tree Protection Zones of preserved trees and any recommendations implemented. Assess any changes in the health of trees since last inspection.

Final Inspection of Site: Inspection of site following completion of construction. Inspect for tree health and make any necessary recommendations.

Kurt Fouts shall be the Project Arborist for this project. All scheduled inspections shall include a brief Tree Monitoring report, documenting activities and provided to the City Arborist.

Tree Protection Fencing

Tree Protection fencing shall be installed prior to the arrival of construction equipment or materials. Fence shall be comprised of six -foot chain link fence mounted on eight - foot tall, 1 and 7/8-inch diameter galvanized posts, driven 24 inches into the ground and spaced on a minimum of 10-foot centers. Once established, the fence must remain undisturbed and be maintained throughout the construction process until final inspection.

A final inspection by the City Arborist at the end of the project will be required prior to removing any tree protection fencing.

Tree Protection Signs

All sections of fencing should be clearly marked with signs stating that all areas within the fencing are Tree Protection Zones and that disturbance is prohibited.

Monitoring

Any trenching, construction or demolition that is expected to damage or encounter tree roots should be monitored by the project arborist or a qualified ISA Certified Arborist and should be documented.

The site should be evaluated by the project arborist or a qualified ISA Certified Arborist after construction is complete, and any necessary remedial work that needs to be performed should be noted.

Root Pruning

Root pruning shall be supervised by the project arborist. When roots over two inches in diameter are encountered they should be pruned by hand with loppers, handsaw, reciprocating saw, or chain saw rather than left crushed or torn. Roots should be cut beyond sinker roots or outside root branch junctions and be supervised by the project arborist. When completed, exposed roots should be kept moist with burlap or backfilled within one hour.

Tree Work Standards and Qualifications

All tree work, removal, pruning, planting, shall be performed using industry standards of workmanship as established in the Best Management Practices of the International Society of Arboriculture (ISA) and the American National Standards Institute series, *Safety Requirements in Arboriculture Operations* ANSI Z133-2017,

Contractor licensing and insurance coverage shall be verified.

During tree removal and clearance, sections of the Tree Protection Fencing may need to be temporarily dismantled to complete removal and pruning specifications. After each section is completed, the fencing is to be re-installed.

Trees to be removed shall be cut into smaller manageable pieces consistent with safe arboricultural practices, and carefully removed so as not to damage any surrounding trees or structures. The trees shall be cut down as close to grade as possible. Tree removal is to be performed by a qualified contractor with valid City Business/ State Licenses and General Liability and Workman's Compensation insurance.

Development Site Tree Health Care Measures

RECOMMENDED TO PROVIDE OPTIMUM GROWING CONDITIONS, PHYSIOLOGICAL INVIGORATION AND STAMINA, FOR PROTECTION AND RECOVERY FROM CONSTRUCTION IMPACT.

Establish and maintain TPZ fencing, trunk and scaffold limb barriers for protection from mechanical damage, and other tree protection requirements as specified in the arborist report.

Project arborist to specify site-specific soil surface coverings (wood chip mulch or other) for prevention of soil compaction and loss of root aeration capacity.

Soil, water and drainage management is to follow the ISA BMP for "Managing Trees During Construction" and the ANSI Standard A300(Part 2)- 2011 Soil Management (a. Modification, b. 'Fertilization, c. Drainage.)

Fertilizer / soil amendment product(s) amounts and method of application to be specified by certified arborist.

City of Scotts Valley - Protected Tree List*

- A. Any size tree located within five (5) feet of a public right-of-way or street.
- B. Any single-trunk **oak tree** greater than or equal to eight (8) inch diameter (25 inch circumference).**
- C. Any multi-trunk **oak tree** with any trunk greater than or equal to four (4) inches diameter (12 inch circumference).**
- D. Any tree greater than or equal to eight (8) inch diameter (25 inch circumference)** if located within 20 feet of a moderate slope (greater than 20% slope).
- E. Any single-trunk tree greater than or equal to 13-inch diameter (40 inch circumference).**
- F. Any multi-trunk tree with any trunk greater than or equal to eight (8) inch diameter (25 inch circumference).**
- G. Any tree, regardless of size, required as part of a permit approved by the Planning Department, Planning Commission or City Council, or required as a replacement tree for a removed tree.
- H. Any **Heritage Tree**, as specified in Municipal Code Section 17.44.080 and Exhibit A. A list and map of Heritage Trees are available at the Planning Department. Fees for removal of Heritage Trees are higher than other protected tree removals and applications must be approved at a public hearing before the Planning Commission.

* **Note:** No tree removal permit is required to remove:

- C Monterey Pine trees that are infected with pitch canker; ***proof of infection is required***;
- C Blue Gum Eucalyptus or Acacia trees;
- C Bay Laurel trees ***if*** they are growing under the drip-line of an established oak tree; or,
- C Fruit trees.

** Tree measurement shall be taken 4½ feet (54 inches) above the ground.

ASSUMPTIONS AND LIMITING CONDITIONS

1. Any legal description provided by the appraiser/consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as the quality of any title.
2. The appraiser/consultant can neither guarantee nor be responsible for accuracy of information provided by others.
3. The appraiser/consultant shall not be required to give testimony or to attend court by reason of this appraisal unless subsequent written arrangements are made, including payment of an additional fee for services.
4. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person(s) to whom it is addressed without written consent of this appraiser/consultant.
6. This report and the values expressed herein represent the opinion of the appraiser/consultant, and the appraiser/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding to be reported.
7. Sketches. Diagrams. Graphs. Photos. Etc., in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.
8. This report has been made in conformity with acceptable appraisal/evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.
9. When applying any pesticide, fungicide, or herbicide, always follow label instructions.
10. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects which could only have been discovered by climbing. A full root collar inspection, consisting of excavating around the tree to uncover the root collar and major buttress roots, was not performed, unless otherwise stated. We cannot take responsibility for any root defects which could only have been discovered by such an inspection.

CONSULTING ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.



CULTURAL RESOURCE EVALUATION OF
THE HERITAGE REAL ESTATE VENTURES, LLC
PROJECT AT 125 BETHANY DRIVE
IN THE CITY OF SCOTTS VALLEY

FOR

HERITAGE REAL ESTATE VENTURES, LLC
125 BETHANY DRIVE
SCOTTS VALLEY, CA 95066
NWIC# 20-2280

BY

Archaeological Resource Management
Dr. Robert Cartier, Principal Investigator
496 North Fifth Street
San Jose, CA 95112
Phone: (408) 295-1373
FAX: (408) 286-2040
Email: armcartier@netscape.net

June 15, 2021

ADMONITION

Certain information contained in this report is not intended for general public distribution. Portions of this report locate significant archaeological sites in the region of the project area, and indiscriminate distribution of these data could result in the desecration and destruction of invaluable cultural resources. In order to ensure the security of the critical data in this report, certain maps and passages may be deleted in copies not delivered directly into the hands of environmental personnel and qualified archaeologists.

THE PRINCIPAL INVESTIGATOR

ABSTRACT

This cultural resource evaluation was conducted for the proposed Heritage Real Estate Ventures, LLC project at 125 Bethany Drive in the City of Scotts Valley. Research included an archival search in the State records and a surface survey of the proposed project area. The archival research revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was somewhat limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Thus it is recommended that archaeological monitoring be carried out during earth moving activities for the proposed project.

REQUEST FOR CULTURAL RESOURCE EVALUATION

This cultural resource evaluation was carried out to determine the presence or absence of any significant cultural resources. Cultural resource services were requested in May of 2021 in order to provide an evaluation that would investigate the possible presence of cultural materials within the proposed project area. This study meets the requirements of CEQA (California Environmental Quality Act).

QUALIFICATIONS OF ARCHAEOLOGICAL RESOURCE MANAGEMENT

Archaeological Resource Management has been specifically engaged in cultural resource management projects in central California since 1977. The firm is owned and supervised by Dr. Robert Cartier, the Principal Investigator. Dr. Cartier is certified by the Register of Professional Archaeologists (RPA) for conducting cultural resource investigations as well as other specialized work in archaeology and history. He also fulfills the standards set forth by the Secretary of the Interior for inclusion as a historian and architectural historian and is certified as such on the State of California referral lists.

LOCATION AND DESCRIPTION OF THE SUBJECT AREA

The subject area consists of the property at 125 Bethany Drive in the City of Scotts Valley. On the USGS 7.5 minute quadrangle of Laurel, California, the Universal Transverse Mercator Grid (UTMG) center point of the proposed project area is 10S 5 89 131mE/41 02 848mN. The elevation is approximately 600 feet MSL. The nearest source of fresh water is Carbonera Creek which runs approximately 100 feet east of the proposed project area.

The proposed project consists of the demolition of the existing structures and the construction of an office project. This project will involve the necessary excavation, grading, trenching, and other earth moving activities.

METHODOLOGY

This investigation consisted of an archival search, a surface reconnaissance, and a written report of the findings with appropriate recommendations. The archival research is conducted by transferring the study location to a state archaeological office which maintains all records of archaeological investigations. This is done in order to learn if any archaeological sites or surveys have been recorded within a half mile of the subject area. Each archival search with the state is given a file number for verification. The purpose of the surface reconnaissance is to determine whether there are traces of prehistoric or historic materials within the study area. The survey is conducted by an archaeologist, who examines exposed soils for early ceramics, Native American cooking debris, and artifacts made of stone, bone, and shell. Older structures, distinctive architecture, and subsurface historic trash deposits of potentially significant antiquity are also taken into consideration. A report is written containing the archival information, record search number, survey findings, and appropriate recommendations. A copy of this evaluation is sent to the state archaeological office in compliance with state procedure.

A cultural resource is considered "significant" if it qualifies as eligible for listing in the California Register of Historic Resources (CRHR). Properties that are eligible for listing in the CRHR must meet one or more of the following criteria:

1. Association with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States;
2. Association with the lives of persons important to local, California, or national history;
3. Embodying the distinctive characteristics of a type, period, region, or method of construction, or representing the work of a master, or possessing high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Most Native American prehistoric sites are eligible due to their age, scientific potential, and/or burial remains.

The CRHR interprets the integrity of a cultural resource as its physical authenticity. An historic cultural resource must retain its historic character or appearance and thus be recognizable as an historic resource. Integrity is evaluated by examining the subject's location, design, setting, materials, workmanship, feeling, and association. If the subject has retained these qualities, it may be said to have integrity. It is possible that a cultural resource may not retain sufficient integrity to be listed in the National Register of Historic Places yet still be eligible for listing in the CRHR. If a cultural resource retains the potential to convey significant historical/scientific data, it may be said to retain sufficient integrity for potential listing in the CRHR.

ARCHIVAL BACKGROUND

Prior to surface reconnaissance of the project area, a study of the maps and records at the Northwest Information Center of the California Archaeological Site Inventory was conducted and given the file number NWIC #20-2280. This research into the records at the Information Center, along with in-house material at Archaeological Resource Management, was done to determine if any known archaeological resources were reported in or around the subject area. The archival research revealed that one informally

recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. These resources are briefly described below:

CA-SCR-238

Originally recorded in 1981 by R. Cartier and C. Detlefs, this prehistoric site is described as a lithic scatter. This site is located approximately 1200 feet southwest of the proposed project area.

CA-SCR-239

This site was first recorded by Archaeological Resource Management in 1981. It was first identified during a survey for the Scotts Valley Redevelopment Area (Cartier, 1981). The site was described as a possible midden site located just south of the Scott/Errington House at Santa's Village. The soil visibility was limited during the 1981 survey due to dense vegetation; however a dark, rich midden soil and a chipped lithic were noted. It was concluded at the time that the area was sensitive as a potential prehistoric site (Cartier, 1981).

A second survey of SCR-239 was conducted by Holman & Associates in 1988 for Harding Lawson & Associates (Clark, 1988). Holman & Associates report included recommendations for the testing of site SCR-239 in order to evaluate the significance of this archaeological resource.

In November of 1990, Archaeological Resource Management conducted a survey of 32 acres of the Santa's Village property for Borland International (now Inprise Corporation). These 32 acres of land are located directly adjacent to the east of the Polo Ranch Project. Several historic resources and SCR-239 were located during the survey. A radiocarbon sample from SCR-239 was recovered. It placed the site at approximately 5,000 years in age, a point in time locally referred to as the Sand Hill Bluff phase. In order to better understand the chronology of SCR-239 and other sites of the same time, it was recommended that a testing program be developed to determine the temporal range of SCR-239.

A relatively small archaeological excavation at SCR-239 conducted in 1992 served to produce significant data that provided an understanding of the basic characteristics of the deposit and also shed light on more regional archaeological questions (Cartier 1992). A portion of the deposit was buried beneath more than 200 cm of natural alluvial overburden. Five hand-excavated units were used to test the deposit. The data from the excavations in 1991 and 1992 included radiocarbon samples, large amounts of cooking debris (fire-cracked rock), and lithic artifacts.

The chronological analyses of radiocarbon and obsidian samples carried out at this time were designed to determine the age of the deposit. Two radiocarbon samples of charcoal established the deposit to be between 4500 +/- 80 and 4900 +/- 120 B.P. Obsidian studies included the sourcing and hydration measurements of eight obsidian specimens. Almost all of the obsidian was traded from Napa (a geological source in Napa County), and a cluster (mean curve) in the hydration rims averaged 3.9 microns (Cartier 1992). Artifacts from the 1991 and 1992 excavations included both Monterey-banded and Franciscan chert scrapers, burins, cores, and bifaces. Of the bifaces, one was a well formed serrated

point. This point type is not common in sites of this antiquity, and it was concluded that this point may constitute a new point type for this period in the prehistoric past (Cartier 1992). In addition, the point was not made of native lithic material, which indicates that it was traded in from outside of Scotts Valley. This site is located approximately 800 feet south of the proposed project area.

P-44-402

This historic resource, originally recorded by L. Leach-Palm and S. Mikesell in 1999 is the historic designation of the portion of Highway 17 that runs through Santa Cruz County. This resource is located immediately south of the proposed project area.

One previous study has been carried out which included the current proposed project area within its scope: S-3913. This study is briefly described below:

S-3913

This study was carried out by W. Roop in 1977 and entitled "Cultural Resource Inventory of the Scotts Valley Wastewater Project Service Area." The entirety of the proposed project area was included within the scope of this report.

Three additional studies have been carried out which included adjacent parcels within their scope: S-4127, S-8313, and S-10369.

SURFACE RECONNAISSANCE

A "general surface reconnaissance" was conducted by a qualified archaeologist on all visible open land surfaces in the project area. A "controlled intuitive reconnaissance" was performed in places where burrowing animals, exposed banks and inclines, and other activities had revealed subsurface stratigraphy and soil contents. The boundaries of the subject area were well established in the field by project maps and existing streets. Accessibility to the property was good; all areas were available for a walking survey. Soil visibility was fair to poor; the majority of the surface area was obscured by the existing structures, hardtop surfaces, and landscaping materials including bark and gravel. Where native soils were exposed, a medium brown silty loam was observed. Rock types noted included imported gravel as well as native metamorphic gravel. No traces of significant cultural material, prehistoric or historic, were noted during surface reconnaissance.

CONCLUSION AND RECOMMENDATIONS

The archival research revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the proposed project area. This consisted of three chert flakes noted as part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402. No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was somewhat limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Thus it is recommended that archaeological monitoring be carried out during earth moving activities for the proposed project.

LITERATURE CITED AND CONSULTED

California Historical Resources Information System

- 2021 Archival search number NWIC #20-2280 on file at the Northwest Information Center, Department of Anthropology, Sonoma State University, Rohnert Park.

Cartier, R.

- 1990 Cultural Resource Evaluation of the Borland Property on Santa's Village Road in the City of Scotts Valley, County of Santa Cruz Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.
- 1991 Phase II Testing Report of the Borland Property on Santa's Village Road in the City of Scotts Valley, County of Santa Cruz. Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.

Cartier, R., and C. Detlefs

- 1981 Site record for CA-SCR-238. Report on file at Archaeological Resource Management.

Clark, M. R.

- 1988 An Archaeological Reconnaissance of the Santa's Village Project Area, Scotts Valley, Santa Cruz County, CA. Report prepared for Harding Lawson Associates by Holman and Associates.

Fazio and Gibbs

- 1981 Archaeological site record for CA-SCR-239. On file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Jackson, T.

- 1991a Report of X-Ray Fluorescence Analysis and Hydration Measurement of Artifact Obsidian from CA-SCL-200 and CA-SCR-239. Report prepared by Biosystems Analysis Inc., Santa Cruz, CA for Archaeological Resource Management.
- 1991b Report of Obsidian Sourcing for CA-SCR-239. Report prepared by Biosystems Analysis Inc., Santa Cruz, CA for Archaeological Resource Management.

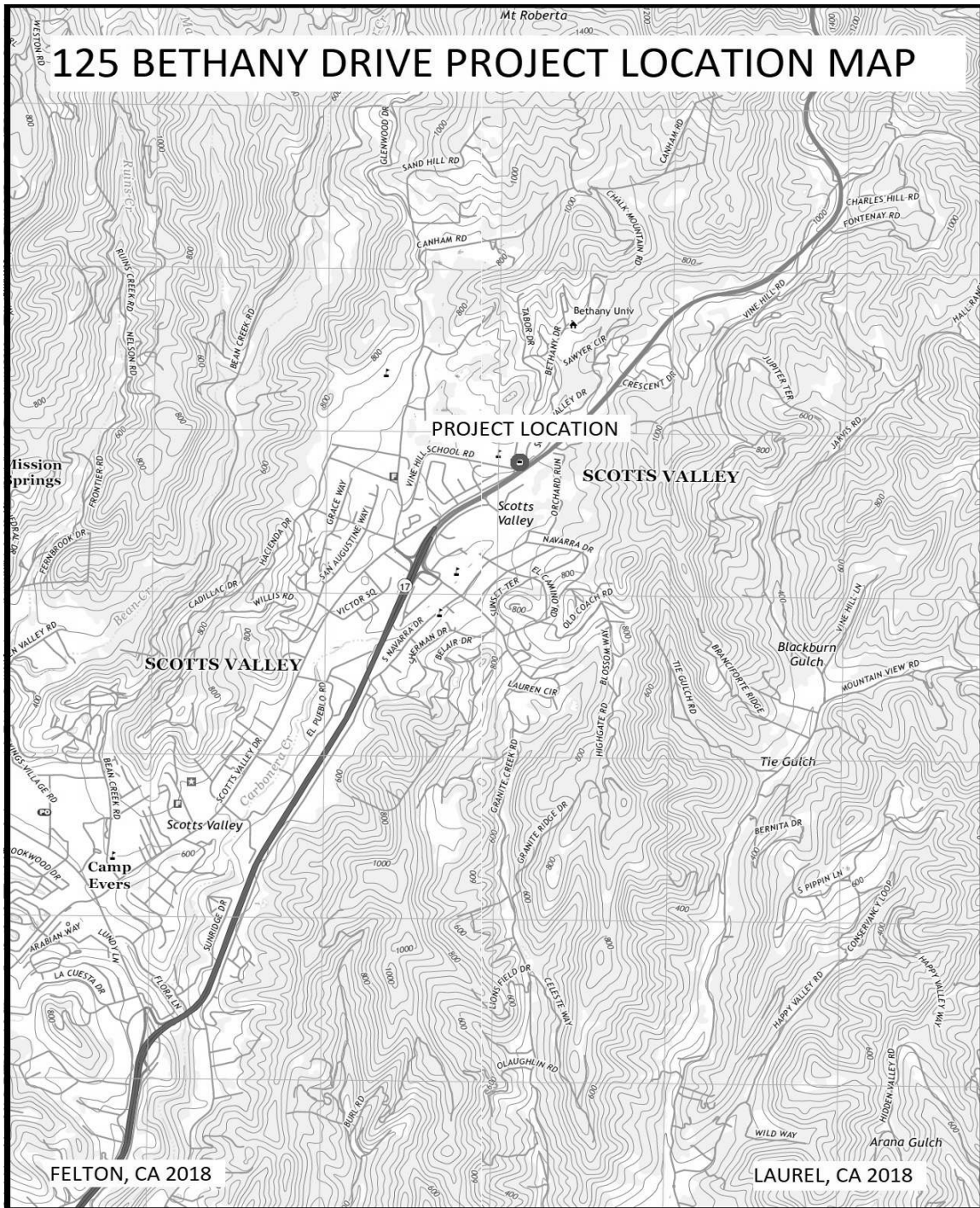
Laffey, G. and M. Pokriots

- 1991 Historical Background of the Santa's Village Property in the City of Scotts Valley. Report prepared for Borland International by Archaeological Resource Management, San Jose, CA.

Leach-Palm, L. and S. Mikesell

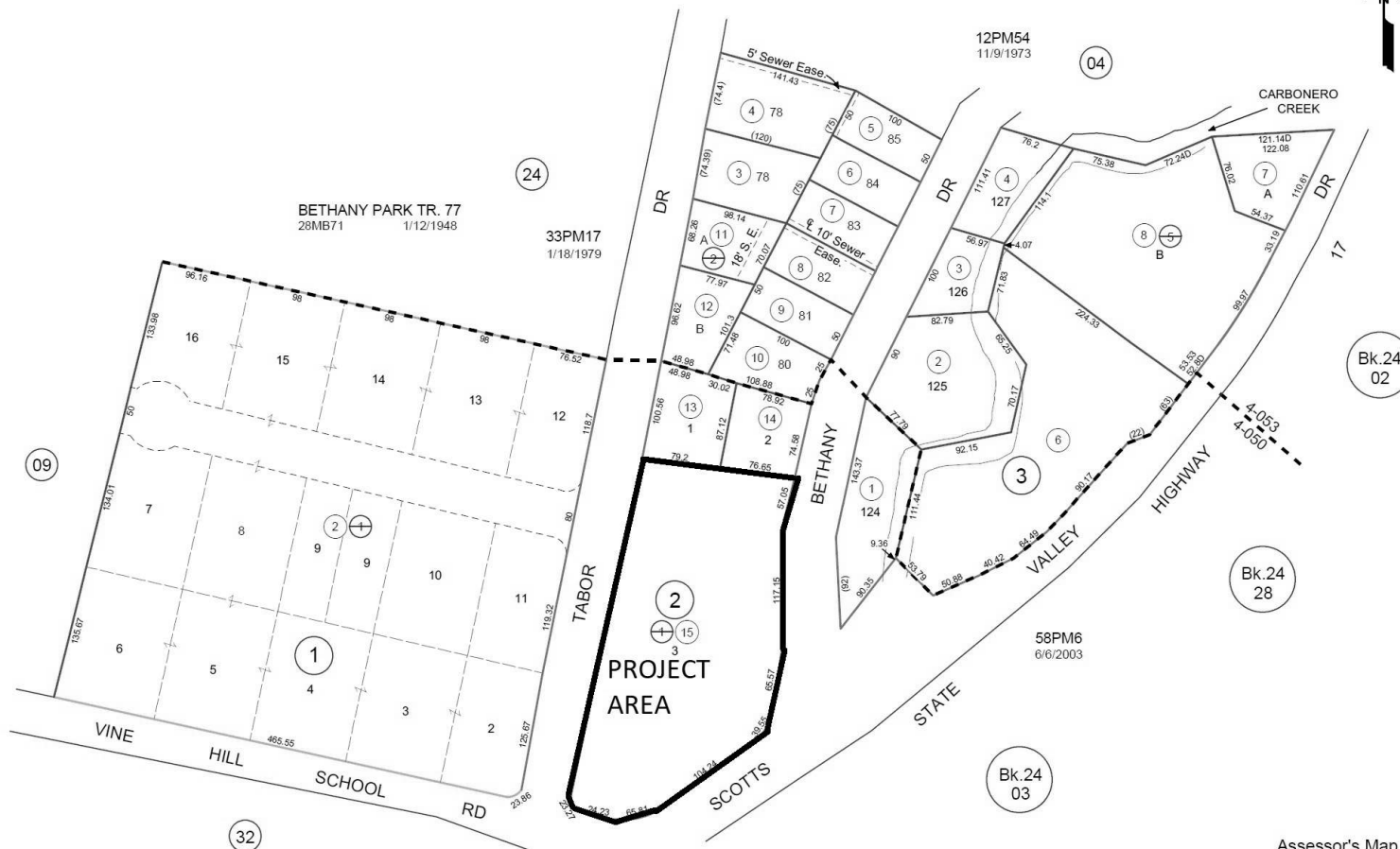
- 1999 Site record for P-44-402. On file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Roop, W.
1977 Cultural Resource Inventory of the Scotts Valley Wastewater Project
Service Area. Report on file at the Northwest Information Center,
Department of Anthropology, Sonoma State University, Rohnert Park.



125 BETHANY DRIVE PROJECT AREA MAP

23-10

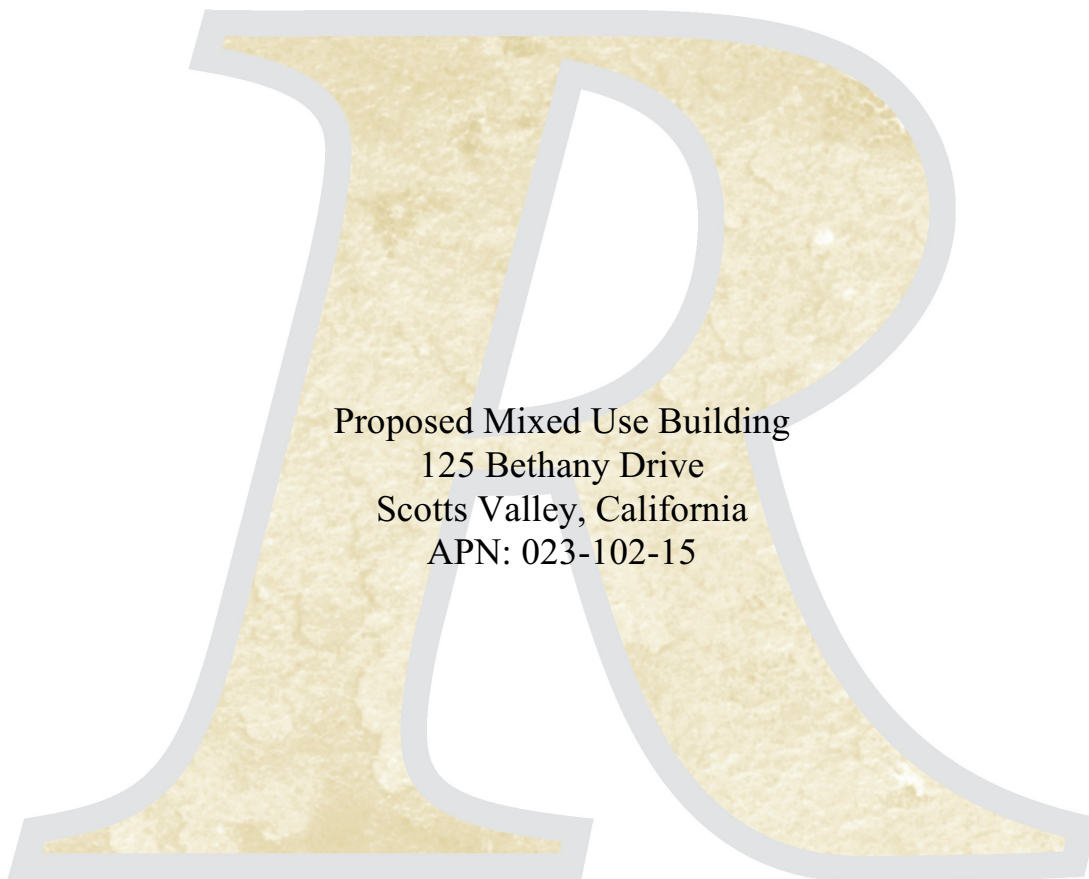


Note - Assessor's Parcel & Block Numbers Shown in Circles.

Assessor's Map No. 23-10
City of Scotts Valley
County of Santa Cruz

Electronically drawn 6/13/05 - jk
Rev. 3/1/01 TCA Consolidation
Rev. 1/2/02 mm (TCA)
Rev. 6/27/03 CE (58PM6, 2-15 to 15)
Rev. 3/1/05 CE (58PM6, 2-15 to 15)
Rev. 3/1/05 CE (58PM6, 2-15 to 15)
Rev. 3/1/05 CE (58PM6, 2-15 to 15)

PRELIMINARY GEOTECHNICAL INVESTIGATION



For:
Heritage Real Estate Ventures LLC
455 Brooktree Ranch Road
Aptos, California 95003

Project No. 20044
February 9, 2021

Project No. 20044
February 9, 2021

Heritage Real Estate Ventures LLC
455 Brooktree Ranch Road
Aptos, California 95003

ATTN: Rob Marani

SUBJECT: **PRELIMINARY GEOTECHNICAL INVESTIGATION**
Proposed Mixed Use Building
125 Bethany Drive, Scotts Valley, California
APN: 023-102-15

Dear Mr. Marani:

In accordance with your authorization, we have completed a preliminary geotechnical investigation for the proposed mixed use building at 125 Bethany Drive in Scotts Valley, California. This report summarizes the findings, conclusions, and recommendations from our field exploration, laboratory testing, and engineering analysis. The conclusions and recommendations included herein are based upon applicable standards at the time this report was prepared.

It is a pleasure being associated with you on this project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office.

Sincerely,

ROCK SOLID ENGINEERING, INC.



A handwritten signature in blue ink, likely belonging to John D. Buringa, E.I.T.

Signed: February 9, 2021

Yvette M. Wilson, P.E.
Principal Engineer
R.C.E. 60245

John D. Buringa, E.I.T.
Staff Engineer

Distribution: (4) Addressee and via email
(1) Hugh Zike, Architect, via email
(1) Todd Creamer, C2G, via email

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APPENDIX A: FIELD EXPLORATION AND LABORATORY TESTING PROGRAM

APPENDIX B: INFILTRATION TESTING PROGRAM

1. INTRODUCTION

1.1 Purpose

The purpose of our investigation is to provide preliminary geotechnical design parameters and recommendations for development of the site. Conclusions and recommendations related to site grading, foundations, slabs-on-grade, infiltration rates, retaining structures and preliminary pavement design are presented herein.

1.2 Proposed Development

- a. Based on our conversations with you, it is our understanding that the project consists of the construction of a three story, mixed use building, parking areas, retaining walls, and bio-retention facilities.
- b. Anticipated construction consists of standard light gauge steel framing with slab-on-grade floors. Exact wall, column, and foundation loads are unavailable, but are expected to be typical of such construction.
- c. Final grading and foundation plans were unavailable at the time of this report. It is our understanding that the information obtained during our investigation will be used in the development of a finalized plan set.

1.3 Scope of Services

The scope of services provided during the course of our investigation included:

- a. Review of the referenced geotechnical, geologic, and seismological reports and maps pertinent to the development of the site (available in our files).
- b. Field exploration consisting of 8 borings, drilled to depths between 5.5 feet and 20.5 feet below existing grade in the area of the proposed development. Borings B-4 and B-6 were used for the infiltration testing as they were in the area of the proposed bio-retention facilities.
- c. Logging and sampling of the borings by our Field Engineer, including the collection of soil samples for laboratory testing.
- d. Laboratory testing of soil samples considered representative of subsurface conditions.
- e. On site infiltration testing for storm water design.
- f. Geotechnical analyses of field and laboratory data.
- g. Preparation of a report (4 copies) presenting our findings, conclusions and recommendations.

1.4 Authorization

This investigation, as outlined in our Proposal dated November 16, 2020, was performed in accordance with your written authorization on November 17, 2020.

1.5 Exclusions

Our services on this project are limited to the proposed mixed used building and associated improvements. Our services specifically exclude all existing structures, foundations and associated improvements to the site.

2. **FIELD EXPLORATION AND LABORATORY TESTING PROGRAM**

Details of the field exploration and laboratory testing are presented in **Appendix A**.

3. **INFILTRATION TESTING PROGRAM**

It is our understanding that bio-retention facilities will be designed for storm water runoff for the new development. We have performed infiltration testing in the area of two of the proposed bio-retention facilities. Details of the infiltration testing, including the test results, are presented in **Appendix B**.

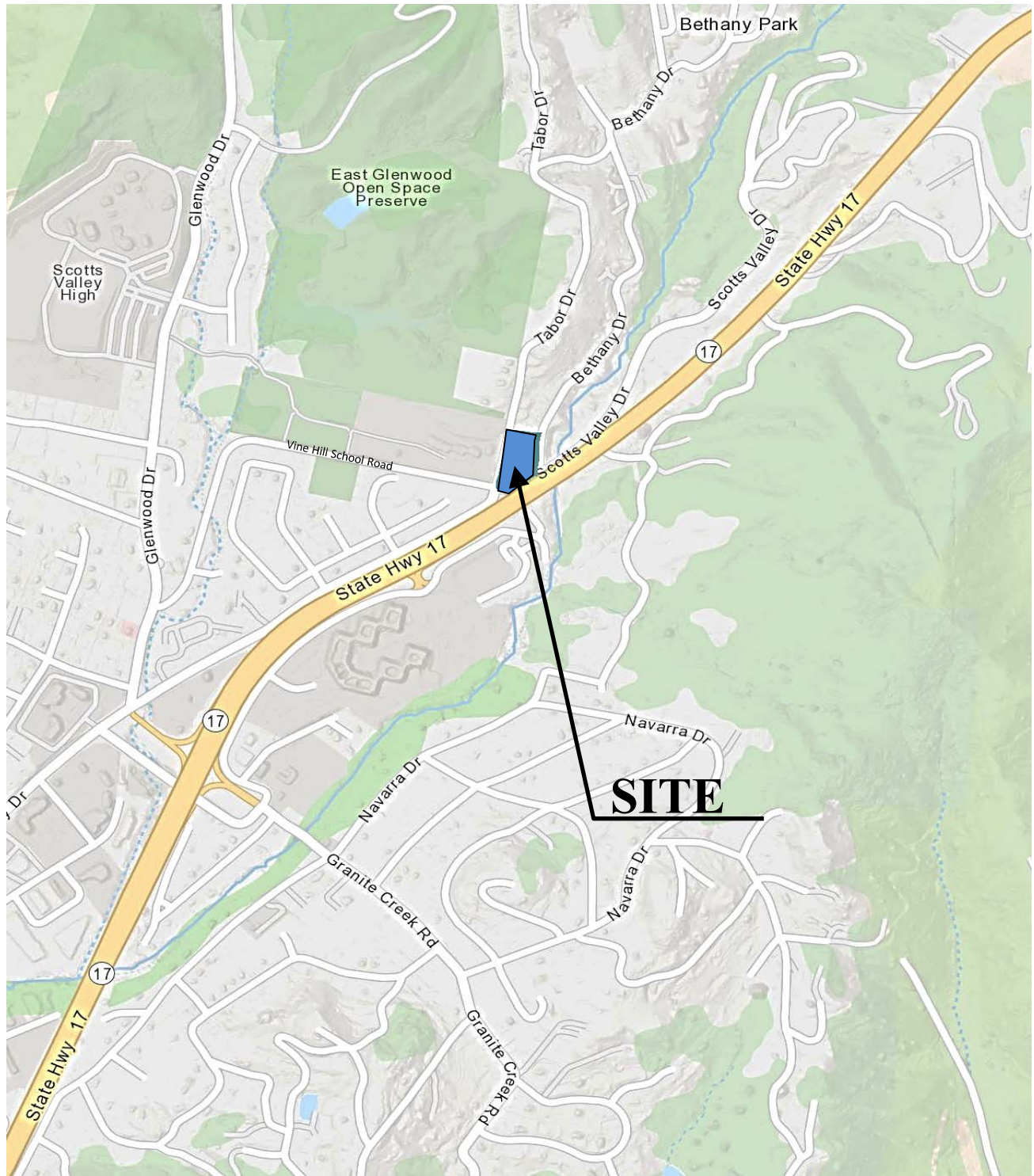
4. **SITE DESCRIPTION**

4.1 Location

The subject project is located at 125 Bethany Drive, in Scotts Valley, California. The location is shown on the Location Map, **Figure 1**.

4.2 Surface Conditions

The parcel is approximately 1.3 acres in size and irregular in shape. The overall site slopes gently to the south with an average gradient of 15:1 (H:V). The parcel is currently occupied by two commercial buildings. The building pad appears to have been created by cutting into the north slope and filling the southern portion of the pad. There is a courtyard between the two buildings that has site walls surrounding it. There are four parking lots, generally located on the north, south, east, and west sides of the four buildings. The north parking lot has a small retaining wall supporting part of the parking area. The southern property line has a block wall retaining a cut for the adjacent sidewalk. The parcel is currently vegetated with grass, trees, and other landscape improvements.



N

REFERENCE 6: Santa Cruz County GIS.

ROCK SOLID ENGINEERING, INC.

LOCATION MAP

125 Bethany Drive, Scotts Valley

FIGURE

1

4.3 Subsurface Conditions

- a. Based on our review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of our field exploration indicate that the subsurface soils present are consistent with the Purisima Formation.
- b. **During the course of our field exploration, perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.**
- c. The soil profile generally consists of native soils over Purisima Formation bedrock. Approximately 2.5 feet of fill was encountered in Boring B-2. This fill is likely associated with backfill of the adjacent retaining wall.
- d. Native silty sands and clayey sands generally overly a thin sandy clay layer. Beneath these sand and clay layers, Purisima Formation bedrock was encountered.
- e. Purisima Formation bedrock was encountered in each boring at depths near the surface and approximately 6 feet below grade. The bedrock continued to the extent of our borings.
- f. Complete soil profiles are presented on the Logs of Exploratory Borings and the boring locations are shown on the Boring and Infiltration Location Plan in **Appendix A**.

5. GEOTECHNICAL HAZARDS

- a. Potential geotechnical hazards to man made structures include ground shaking, surface rupture, landsliding, liquefaction, lateral spreading, and differential compaction. The potential for each of these to impact the site is discussed below.
- b. Ground shaking caused by earthquakes is a complex phenomenon. Structural damage can result from the transmission of earthquake vibrations from the ground into the structure. The intensity of an earthquake at any given site depends on many variables including, the proximity of the site to the hypocenter, and the characteristics of the underlying soil and/or rock. The subject site is situated at the approximate latitude of 37°4' 3.2" and longitude -121°59' 51.1". The project location (latitude and longitude) were used in conjunction with the American Society of Civil Engineers website (Reference 2) to obtain the seismic design parameters presented in **Table 1**. All proposed structures at the subject site shall be designed with the corresponding seismic design parameters in accordance with the 2019 California Building Code (Reference 5).

Table 1: 2019 CBC Seismic Design Criteria									
Site Class	Seismic Design Category	Spectral Response Accelerations							
		S _s	S ₁	F _A	F _V	S _{MS}	S _{MI}	S _{DS}	S _{D1}
C	E	2.244	0.895	1.2	1.4	2.693	1.252	1.796	0.835

- c. Surface rupture usually occurs along lines of previous faulting. Based on our review of the Faults and Their Potential Hazards in Santa Cruz County map (Reference 10), no faults are shown to cross the property. Therefore, the potential for surface rupture should be considered low.
- d. Landslides are generally mass movements of loose rock and soil, both dry and water saturated, and usually gravity driven. Based on our review of the Preliminary Map of Landslide Deposits in Santa Cruz County (Reference 6), no landslides are mapped on the subject parcel. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures should be considered low.
- e. Liquefaction, lateral spreading, and differential compaction tend to occur in loose, unconsolidated, noncohesive soils with shallow groundwater. Based on our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8) the site is not mapped in an area of potential liquefaction. Our field observations confirm that the potential for these hazards to occur should be considered low, due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

6. CONCLUSIONS AND RECOMMENDATIONS

6.1 General

- a. Based on the results of our investigation, it is our opinion that from the geotechnical standpoint, the subject site will be suitable for the proposed development provided the recommendations presented herein are implemented during grading and construction.
- b. The primary geotechnical design consideration for this project is the varying depth to bedrock across the site. The soil profile generally consists of native soils over bedrock. However, the depth to bedrock varies across the site from near the surface to as much as 6 feet below existing grade.
- c. We have provided preliminary design recommendations herein for this phase of the development. It may be necessary to revise the recommendations and/or do additional investigation to further refine the design as the project progresses to the design phase.

- d. It is our opinion that the subject site will be suitable for the support of the proposed structure on a **foundation system composed of conventional, shallow, continuous and pad footings**. Recommendations for this foundation system are provided in Section 6.3, Foundations.
- e. Based on our review of the proposed finished floor elevations and building sections (References 4 and 11), the depth to bedrock ranges from 2 to 6.5 feet below the proposed finished floor. Therefore, portions of the building would be founded on bedrock and portions would be founded on native soil and/or fill. The finished floor elevations and bedrock elevations are shown on **Figure A-1.2**.
- f. We recommend that subgrade be reworked to provide a uniform bearing material beneath all footings. This option may require over-excavation of some of the existing bedrock. See Section 6.2.6.
- g. As an alternative to the subgrade preparation, the earthwork may be limited to compacting the subgrade beneath only the slab floor provided that all footings are embedded into bedrock. This may necessitate footing depth up to 7 feet from finished floor or 6 feet from rough pad grade for the currently proposed design. See Section 6.2.6 for further discussion.
- h. Other mitigation for the varying bedrock depth may be considered by the design team. Such mitigation may include lowering the finished floor elevations, founding the building on drilled piers or using a structural mat slab.
- i. The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is as high as 180 ppm. According to Table 19.3.1.1 of ACI 318-19 (Reference 1), this is considered **moderate sulfate exposure**, Class S1. See Section 6.2.10 for recommendations for concrete mix design to resist this moderate sulfate condition.
- j. At the time we prepared this report, grading and foundation plans had not been finalized. We request an opportunity to review these plans during the design stages to determine if supplemental recommendations will be necessary.
- k. The design recommendations of this report must be reviewed during the grading phase when subsurface conditions in the excavations become exposed.

- l. **Field observation and testing must be provided by a representative of Rock Solid Engineering, Inc.,** to enable them to form an opinion regarding the adequacy of the site preparation, and the extent to which the earthwork is performed in accordance with the geotechnical conditions present, the requirements of the regulating agencies, the project specifications and the recommendations presented in this report. Any earthwork performed in connection with the subject project without the full knowledge of, and not under the direct observation of Rock Solid Engineering, Inc., the Geotechnical Consultant, will render the recommendations of this report invalid.
- m. **The Geotechnical Consultant should be notified at least five (5) working days prior to any site clearing or other earthwork operations** on the subject project in order to observe the stripping and disposal of unsuitable materials and to ensure coordination with the grading contractor. During this period, a preconstruction conference should be held on the site to discuss project specifications, observation/testing requirements and responsibilities, and scheduling. This conference should include at least the Grading Contractor, the Architect, and the Geotechnical Consultant.

6.2 Grading

6.2.1 General

All grading and earthwork should be performed in accordance with the recommendations presented herein and the requirements of the regulating agencies.

6.2.2 Site Clearing

- a. Prior to grading, the areas to be developed for structures, pavements and other improvements, should be stripped of any vegetation and cleared of any surface or subsurface obstructions, including any existing foundations, utility lines, basements, septic tanks, pavements, stockpiled fills, and miscellaneous debris.
- b. All pipelines encountered during grading should be relocated as necessary to be completely removed from construction areas or be capped and plugged according to applicable code requirements.
- c. Any wells encountered shall be capped in accordance with the local health department requirements. The strength of the cap shall be at least equal to the adjacent soil and shall not be located within 5 feet of any structural element.

- d. Surface vegetation and organically contaminated topsoil should be removed from areas to be graded. The required depth of stripping will vary with the time of year the work is done and must be observed by the Geotechnical Consultant. It is generally anticipated that the required depth of stripping will be 6 to 12 inches.
- e. Holes resulting from the removal of buried obstructions that extend below finished site grades should be backfilled with compacted engineered fill per Section 6.2.5.

6.2.3 Excavating Conditions

- a. We anticipate that excavation of the on-site soils may be accomplished with standard earthmoving and trenching equipment. Bedrock was encountered near the surface particularly at the north side of the site. Excavation of the bedrock may require increased effort.
- b. During the course of our field exploration, perched groundwater was encountered only in Boring B-8 at a depth of 17 feet. Due to the water depth below existing grade and the shallow grading depths anticipated, it is not expected to present a problem during construction.
- c. Although not anticipated, any excavations adjacent to existing structures should be reviewed, and recommendations obtained to prevent undermining or distress to these structures.

6.2.4 Fill Material

- a. The on-site soils **may** be used as compacted fill. The sandstone bedrock may be difficult to process for use as engineered fill and may be replaced with imported soil as needed.
- b. All soils, both on-site and imported, to be used as fill, should contain less than 3% organics and be free of debris and cobbles over 6 inches in maximum dimension.
- c. Any imported soil to be used as engineered fill shall meet the following requirements:
 - (i) free of organics, debris and other deleterious materials
 - (ii) be granular (sandy) in nature and have sufficient fines to allow for excavation of the foundation trenches.
 - (iii) free of rock and cobbles in excess of 3 inches
 - (iv) have an expansion potential not greater than low (EI<20)
 - (v) have a soluble sulfate content less than 150 ppm

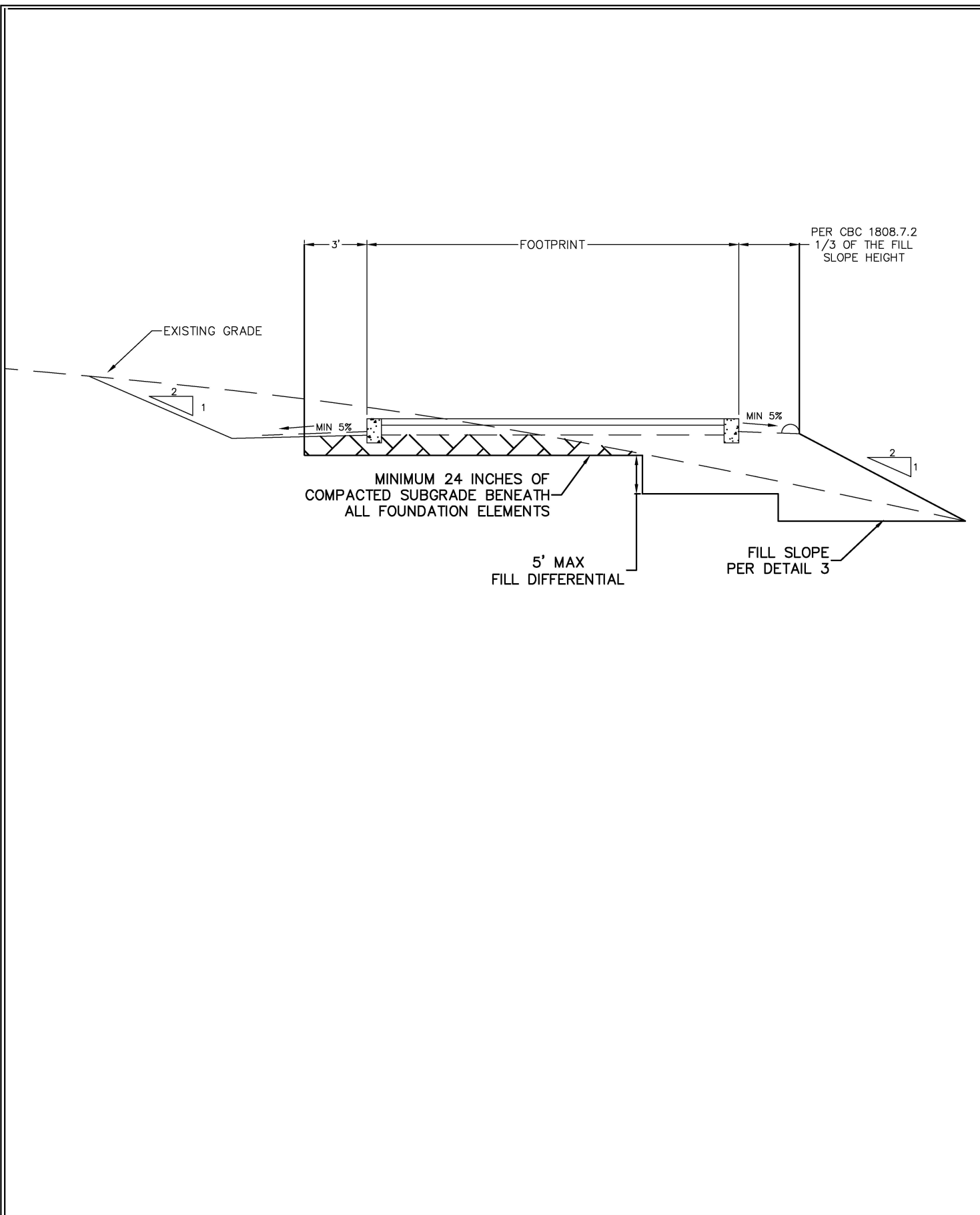
- d. Imported fill material should be approved by the Geotechnical Consultant prior to importing. The Geotechnical Consultant should be notified not less than 5 working days in advance of placing any fill or base course material proposed for import. Each proposed source of import material should be sampled, tested and approved by the Geotechnical Consultant prior to delivery of any soils imported for use on the site.

6.2.5 Fill Placement and Compaction

- a. Any fill or backfill required should be placed in accordance with the recommendations presented below.
- b. Material to be compacted or reworked should be moisture-conditioned or dried to achieve near-optimum conditions, and compacted to achieve the following minimum relative compaction:
 - (a) All fill and compacted building subgrade: 90%
 - (b) Upper 6 inches of subgrade in pavement/drive areas: 95%
 - (c) Baserock and subbase: 95%.
- c. The placement moisture content of imported material should be evaluated prior to grading.
- d. The relative compaction and required moisture content shall be based on the maximum dry density and optimum moisture content obtained in accordance with ASTM D1557.
- e. The in-place dry density and moisture content of the compacted fill shall be tested in accordance with ASTM D8167/D8167M-18 or ASTM D6938.
- f. The number and frequency of field tests required will be based on applicable county standards and at the discretion of the Geotechnical Consultant. As a minimum standard every 1 vertical foot of engineered fill placed within a building pad area, and every 2 vertical feet in all other areas shall be tested, unless specified otherwise by a Rock Solid Engineering, Inc. representative.
- g. Fill should be compacted by mechanical means in uniform horizontal loose lifts not exceeding 8 inches in thickness.
- h. All fill should be placed and all grading performed in accordance with applicable codes and the requirements of the regulating agency.

6.2.6 Preparation of On-Site Soils

- a. The soil profile generally consists of native soils over bedrock. However, the depth to bedrock varies across the site from near the surface to as much as 6 feet below existing grade.
- b. We have provided to alternatives for preparation of on-site soils herein. Should additional foundation designs be considered, the subgrade preparation can be modified accordingly.
- c. Based on our review of the proposed finished floor elevations and building sections (References 4 and 11), the depth to bedrock ranges from 2 to 6.5 feet below the proposed finished floor. Therefore, portions of the building would be founded on bedrock and portions would be founded on native soil and/or fill. The finished floor elevations and bedrock elevations are shown on **Figure A-1.2**.
- d. The native subgrade beneath **shallow foundations** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 2 feet below the bottom of **all** footings to provide a uniform bearing surface. This option may required over-excavation of some of the existing bedrock. The sandstone bedrock may be difficult to process as engineered fill and may be replaced with import soil as needed.
- e. As an alternative to the subgrade preparation, the compaction may be limited to compacting the subgrade beneath slab floors provided that **all** footings are embedded into bedrock per Section 6.3. This may necessitate footing depths up to 7 feet from finished floor or 6 feet from rough pad grade as currently designed.
- f. Should the proposed structure be founded on a cut/fill transition pad, it is important that all foundation elements be founded on a consistent bearing surface. Therefore the subgrade on the cut portion of the pad shall be overexcavated and recompacted to provide a minimum of 24 inches of compacted subgrade beneath all foundation elements. Please refer to **Figure 2** for Cut/Fill Transition Pad construction.
- g. The zone of compacted fill must extend a minimum of 3 feet laterally beyond all shallow foundations. If all footings are founded on bedrock, the compaction may be limited to the slab floor with no overbuild required.
- h. The native subgrade beneath **slabs-on-grade floors** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 12 inches below the bottom of the capillary break.

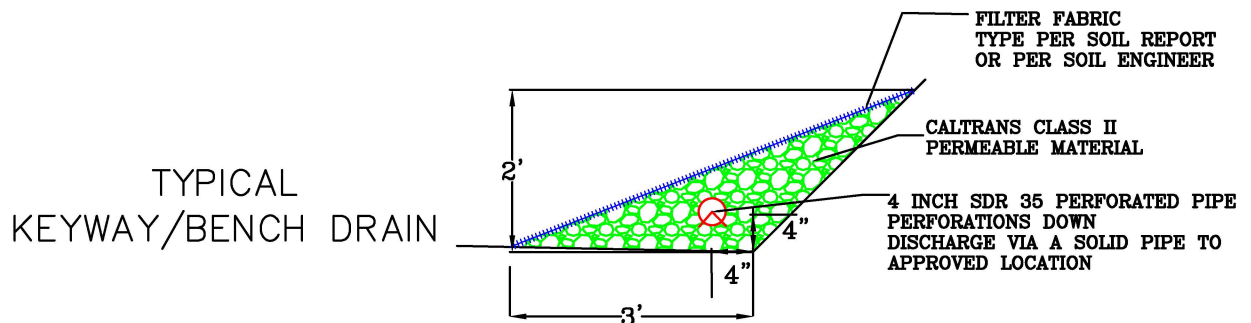
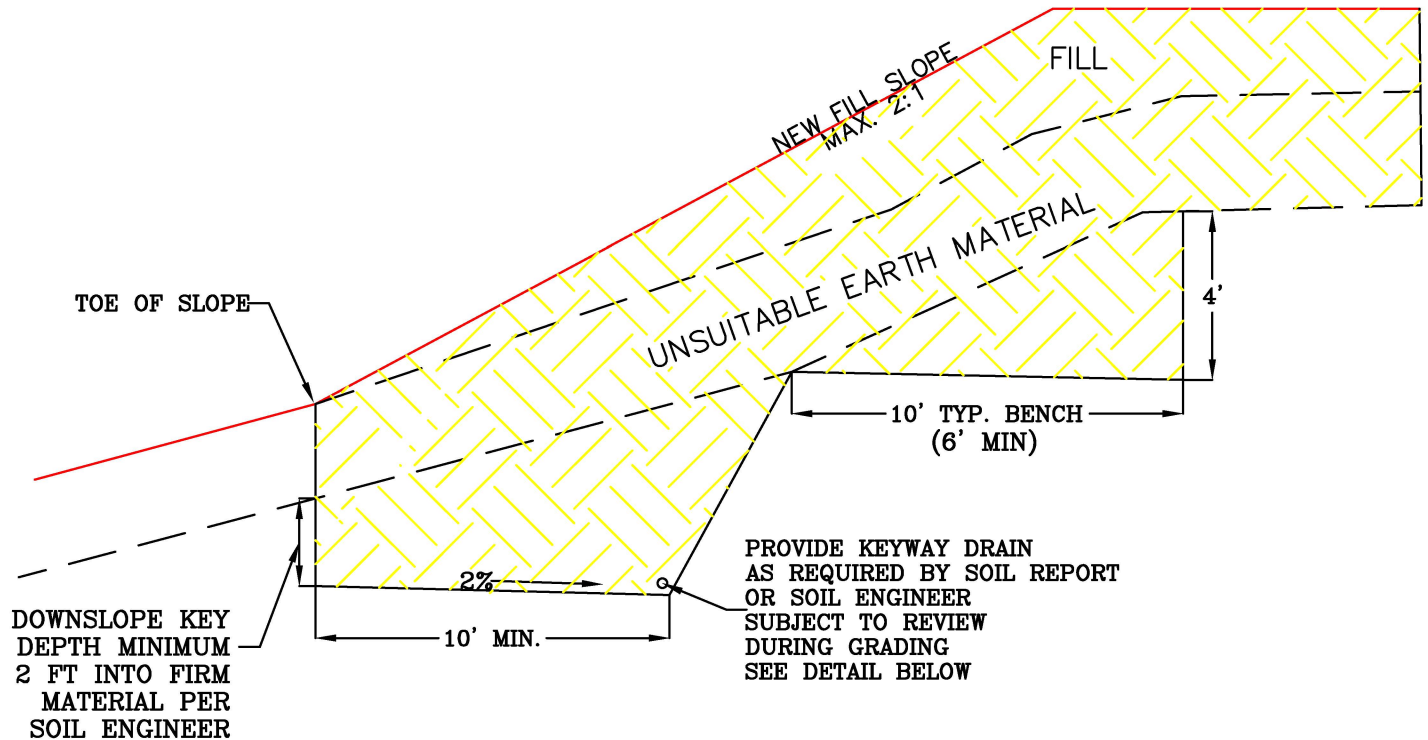


- i. The native subgrade beneath **pavements** should be reworked to a depth sufficient to provide a zone of compacted fill extending at least 12 inches below the bottom of aggregate base coarse. If bedrock is encountered, the subgrade preparation may be limited to the soil above the bedrock.
- j. A representative of our firm shall observe the bottom of the excavation once the required depth of overexcavation has been achieved to verify suitability. Prior to replacing the excavated soil, the exposed surface should be scarified to a depth of 6 to 8 inches, moisture conditioned, and compacted.
- k. The depths of reworking required are subject to review by the Geotechnical Consultant during grading when subsurface conditions become exposed.

6.2.7 Cut and Fill Slopes

- a. While not anticipated, any unretained cuts or fills should be constructed in accordance with the recommendations below.
- b. All fill slopes should be constructed with engineered fill meeting the minimum density requirements of this report and have a gradient no steeper than 2:1 (horizontal to vertical). Fill slopes should not exceed 15 feet in vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.
- c. Fill slopes shall be benched and keyed into the native slopes by providing a base keyway whose minimum width is 10 feet and which is sloped negatively at least 2% back into the slope. The depth of keyways will vary, depending on the materials encountered, but at all locations shall be at least 2 feet into firm material. This keyway should be combined with intermediate benching as required. Refer to **Figure 3** for Typical Key and Bench Detail.
- d. Cut slopes shall not exceed a 2:1 (horizontal to vertical) gradient and a 15 foot vertical height unless specifically reviewed by the Geotechnical Consultant. Where the vertical height exceeds 15 feet, intermediate benches must be provided. These benches should be at least 6 feet wide and sloped to control surface drainage. A lined ditch should be used on each bench.

FILL SLOPE OVER NATIVE SOIL



NOTES:

ALL GRADING SHOULD BE IN ACCORDANCE WITH THE LOCAL JURISDICTION REQUIREMENTS AND THE 2019 CALIFORNIA BUILDING CODE.

ALL GRADING SHOULD BE INSPECTED BY THE SOIL ENGINEER. THE ENGINEER MUST APPROVE THE BASE KEYWAY, BENCHING AND COMPACTION.

WHEN NATURAL SLOPE IS LESS THAN 5:1 AND THE MAXIMUM DEPTH OF THE FILL IS LESS THAN 5 FEET, BENCHING IS NOT REQUIRED. HOWEVER, FILL IS NOT TO BE PLACED ON COMPRESSIBLE OR UNSUITABLE MATERIAL.

ALL GRADING RECOMMENDATIONS ARE SUBJECT TO REVIEW BY THE SOILS ENGINEER DURING GRADING.

Rock Solid Engineering, Inc.

TYPICAL KEY AND BENCH DETAIL

FILL SLOPE OVER NATIVE

FIGURE

3

- e. If a fill slope is to be placed above a cut slope, the toe of the fill slope should be set back at least 8 feet horizontally from the top of the cut slope. A lateral surface drain should be placed in the area between the cut and fill slopes.
- f. The surfaces of all cut and fill slopes should be worked to reduce erosion. This work, as a minimum, should include track rolling of the fill slopes and effective planting of all slopes.
- g. Periodic maintenance of slopes may be necessary, as minor sloughing and erosion may take place.

6.2.8 Groundwater Table

Groundwater **was** encountered during the course of our exploration at 17 feet below the existing grade only in Boring B-8. The depth of the groundwater table is at least 5 feet below the lowest depth of the foundation of the proposed construction, therefore, it is not expected to interfere with the construction.

6.2.9 Expansive Soils

Our laboratory testing shows that the expansion index of the near surface soils are equal to 27, this indicates that the expansion potential of the near surface soils should be considered **low**.

The California Building Code (Section 1803.5.3) defines soils with an Expansion Index greater than 20 to be expansive. The foundation and grading recommendations presented herein are intended to be in accordance with CBC Section 1808.6.

6.2.10 Sulfate Content

The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to come into contact with concrete is as high as 180 ppm (parts per million). According to the American Concrete Institute (ACI), this is considered moderate sulfate exposure, Class S1. Concrete that will be in contact with soil should be designed in accordance with the recommendations presented in the current ACI 318 Code.

6.2.11 Surface Drainage

- a. Pad drainage should be designed to collect and direct surface water away from structures to approved drainage facilities.

- b. Where soil is adjacent to foundations, a minimum gradient of **5 percent for a distance of no less than 10 feet** measured perpendicularly from the wall face, should be maintained and drainage should be directed toward approved swales or drainage facilities. If 10 horizontal feet can not be satisfied due to lot lines or physical constraints, the drainage shall be designed in accordance with the requirements of Section 1804.4 of the 2019 California Building Code.
- c. Swales and impervious surfaces shall be sloped a minimum of 2 percent towards an approved drainage inlet or discharge point or as specified by the Project Civil Engineer.
- d. All roof eaves should be guttered with downspouts provided. The downspouts shall discharge to either splash blocks or solid pipe to carry the storm water away from the structure to reduce the possibility of soil saturation and erosion. It may be necessary to use swales or pipes to direct the runoff to an appropriate drainage system or discharge location.
- e. Drainage patterns approved at the time of construction should be maintained throughout the life of the structures. The building and surface drainage facilities must not be altered nor any grading, filling, or excavation conducted in the area without prior review by the Geotechnical Consultant.
- f. Irrigation activities at the site should be controlled and reasonable. Planter areas should not be sited adjacent to walls without implementing approved measures to contain irrigation water and prevent it from seeping into walls and under foundations and slabs-on-grade. Large trees should be planted a minimum distance of $\frac{1}{2}$ their mature height away from the foundation.

6.2.12 Utility Trenches

- a. Bedding material may consist of sand with SE not less than 20 which may then be jetted, unless local jurisdictional requirements govern.
- b. With **exception of the clays**, existing on-site soils may be utilized for trench backfill, provided they are free of organic material and rocks over 6 inches in diameter.
- c. If sand is used, a 3 foot concrete plug should be placed in each trench where it passes under the exterior footings.

- d. Backfill of all exterior and interior trenches should be placed in thin lifts and mechanically compacted to achieve a relative compaction of not less than 95% in paved areas and 90% in other areas per ASTM D-1557. Care should be taken not to damage utility lines.
- e. Utility trenches that are parallel to the sides of a building should be placed so that they do not extend below a line sloping down and away at an inclination of 2:1 (H:V) from the bottom outside edge of all footings.
- f. Trenches should be capped with $1.5\pm$ feet of impermeable material. Import material must be approved by the Geotechnical Consultant prior to its use.
- g. Trenches must be shored as required by the local regulatory agency, the State Of California Division of Industrial Safety Construction Safety Orders, and Federal OSHA requirements.

6.3 Foundations

6.3.1 General

- a. It is our opinion that the subject site will be suitable for the support of the proposed structure on a **foundation system composed of conventional, shallow, continuous and pad footings**.
- b. The foundation depths will be dependent on the subgrade preparation. **Please refer to Section 6.2.6.**
- c. The results of our laboratory testing indicate that the soluble sulfate content of the on-site soils likely to into contact with concrete is as high as **180 ppm** (parts per million). All concrete for foundation elements shall be designed in accordance with Section 6.2.10.
- d. Other mitigation for the varying bedrock depth may be considered by the design team. Such mitigation may include lowering the finished floor elevations, founding the building on drilled piers or using a structural mat slab. Recommendations for these types of mitigation can be addressed at the design phase of the project.
- e. At the time we prepared this report, grading and foundation plans had not been finalized. We request an opportunity to review these plans during the design stages to determine if supplemental recommendations will be necessary.

6.3.2 Conventional Shallow Foundations

- a. Footing widths should be based on the allowable bearing values but not less than 15 inches for 2 story structures and 18 inches for 3 story structures or as specified by the Structural Engineer.
- b. The minimum recommended depth of embedment will be dependent on the subgrade preparation as specified in Section 6.2.6 and as follows:
 - Provided the subgrade **is compacted beneath all footings**, the minimum depth of embedment is **24 inches for all footings**.
 - As an alternative to the required compaction, **all footings shall extend a minimum of 6 inches into the very dense Purisima Formation bedrock**. This may necessitate footing depths up to 7 feet below finished floor or 6 feet below rough pad grade. The architect may also consider lowering the finished floor elevations, if possible.
- c. Should local building codes require deeper embedment of the footings or wider footings the codes must apply.
- d. Footing excavations must be checked by the Geotechnical Consultant before steel is placed and concrete is poured to insure bedding into proper material. Excavations should be thoroughly wetted down just prior to pouring concrete.
- e. The **allowable bearing capacity** shall not exceed **2,000 psf**.
- f. The allowable bearing capacity values above may be increased by one-third in the case of short duration loads, such as those induced by wind or seismic forces.
- g. Footings should meet the setback requirements for clearance from ascending slopes (CBC 1808.7.1) and for descending slopes surface (CBC 1808.7.2).
- h. In the event that footings are founded in structural fill consisting of imported soil, the recommended allowable bearing capacity may need to be re-evaluated.

6.4 Settlements

Total and differential settlements beneath foundation elements are expected to be within tolerable limits. Vertical movements are not expected to exceed 1 inch. Differential movements are expected to be within the normal range ($\frac{1}{2}$ inch) for the anticipated loads and spacings. These preliminary estimates should be reviewed by the Geotechnical Consultant when foundation plans for the proposed structures become available.

6.5 Retaining Structures

6.5.1 General

- a. Retaining walls may be founded on **conventional shallow foundations**. Recommendations for this foundation system are provided in Section 6.3, Foundations.
- b. The minimum depth of embedment for site retaining walls that are not part of the structure is 12 inches minimum.
- c. The subgrade shall be compacted beneath retaining wall footings in accordance with Section 6.2.6. Compaction may be limited to the width of the cut required for the wall and backdrain construction.
- d. For site walls that are not part of the structure, the compaction may be omitted provided that **the entire wall footing is founded on bedrock**.

6.5.2 Lateral Earth Pressures

- a. The lateral earth pressures presented in **Table 2** are recommended for the design of retaining structures with a gravel backdrain and backfill soils of expansivity not higher than medium. Should the slope behind the retaining walls be other than level or 3:1 (H:V), supplemental design criteria will be provided for the active earth or at-rest pressures for the particular slope angle.

Table 2: Lateral Earth Pressures			
Type	Soil Profile	Soil Pressure (psf/ft)	
		Unrestrained Wall	Rigidly Supported Wall
Active Pressure	Level 3:1	35	-
		55	-
At-Rest Pressure	Level 3:1	-	65
		-	95
Passive Pressure* *Neglect upper 12"	Level 3:1	330	165
		240	120

- b. The friction factor between rough concrete and the native, near-surface **silty sand** is **0.35**.
- c. Where both friction and the passive resistance are utilized for sliding resistance, either of the values indicated should be reduced by one-third.
- d. When required by the code, lateral load due to earthquakes may be calculated as $20xH^2$ acting at $0.6H$ above the base of the wall.
- e. These are ultimate values, no factor of safety has been applied.
- f. Pressure due to any surcharge loads from adjacent footings, traffic, etc., should be analyzed separately. Pressures due to these loading configurations can be supplied upon receipt of the appropriate plans and loads.

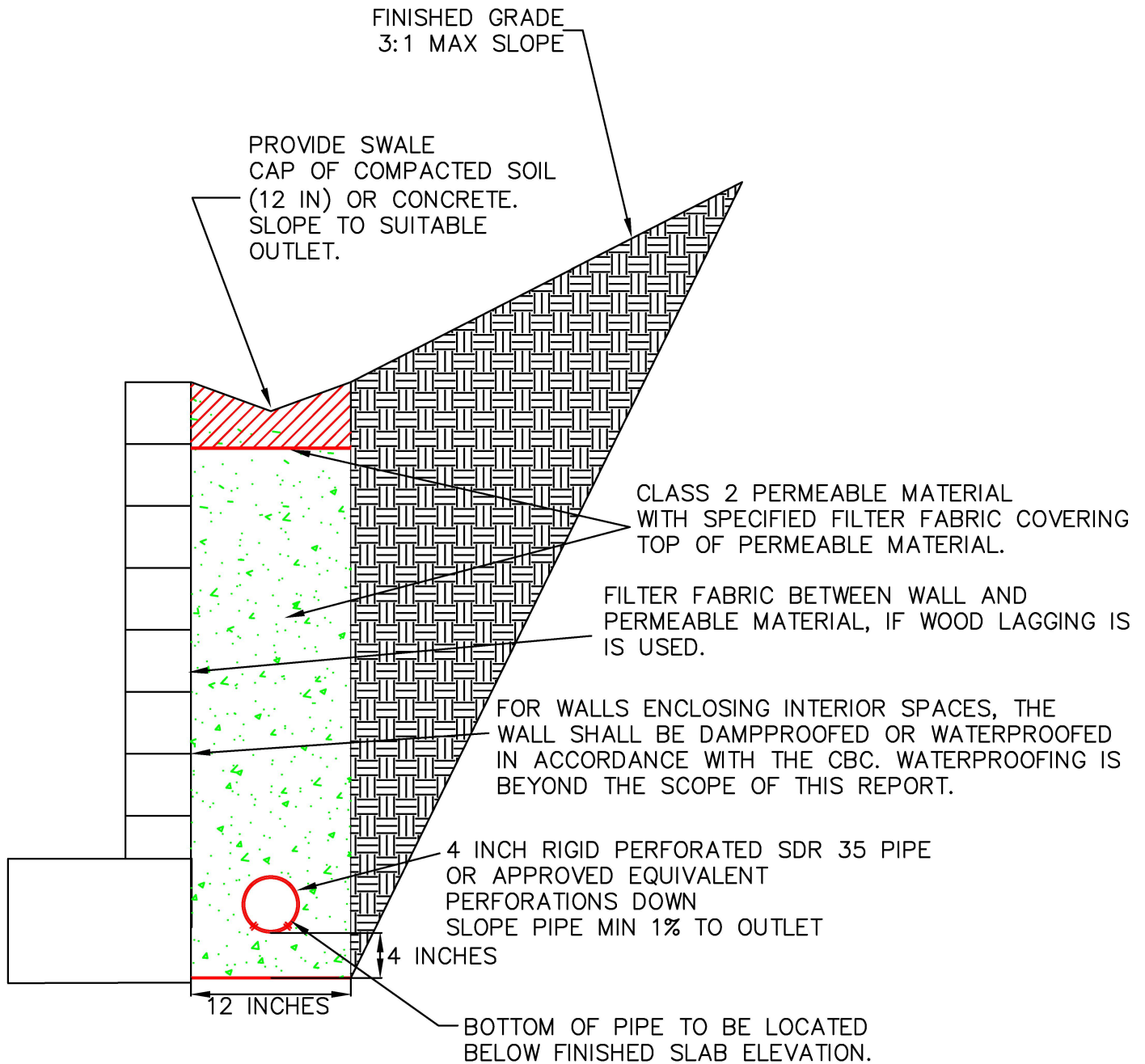
6.5.3 Backfill

- a. Backfill should be placed under engineering control.
- b. It is recommended that granular, or relatively low expansivity, backfill be utilized, for a width equal to approximately $1/3 \times$ wall height, and not less than 2 feet, subject to review during construction.
- c. The granular backfill should be capped with at least 12 inches of relatively impermeable material.
- d. Backfill should be compacted to achieve a minimum 90 percent relative compaction, the compaction standard being obtained in accordance with ASTM D-1557.

- e. Precautions should be taken to ensure that heavy compaction equipment is not used immediately adjacent to walls, so as to prevent undue pressures against, and movement of, the walls.
- f. The use of water-stops/impermeable barriers and appropriate waterproofing should be considered for any basement construction, and for building walls which retain earth.

6.5.4 Backfill Drainage

- a. Backdrains should consist of a minimum 4-inch diameter, perforated, SDR 35 pipe or equivalent, embedded in permeable material meeting the State of California Standard Specification Section 68-2.02F(3), Class 2, or equivalent. A layer of **Mirafi 140N Filter Fabric**, or equivalent, shall be placed over the permeable material and the remaining 12 inches shall be capped with compacted native soil. The pipe should be approximately 4 inches above the trench bottom with a gradient of at least 1% being provided to the pipe and trench bottom, discharging to an approved location. See **Figure 4** for Retaining Wall Backdrain Configuration.
- b. Should the proposed wall construction consist of steel I-beams with wood or concrete lagging and spacers are utilized between lagging courses, the filter fabric shall also be placed between the wall and permeable material.
- c. Perforations in backdrains are recommended as follows: 3/8-inch diameter, in 2 rows at the ends of a 120 degree arc, at 3-inch centers in each row, staggered between rows, placed downward.
- d. Backdrains placed behind retaining walls should be approved by the Geotechnical Consultant prior to the placement of backfill.
- e. An unobstructed outlet should be provided at the lower end of each segment of backdrain. The outlet should consist of an unperforated pipe of the same diameter, connected to the perforated pipe and extended to a protected outlet at a lower elevation on a continuous gradient of at least 1%.
- f. When terrace retaining walls are proposed, the upper retaining wall should have a backdrain which extends below the elevation of the top of the lower retaining wall backdrain. This will prevent spring effects and seepage between the terraced walls.
- g. We recommend vertical cleanouts be provided for the backdrain. Cleanout locations should be shown on the drainage plan.



6.6 Slabs-on-Grade

- a. Concrete floor slabs may be founded on compacted engineered fill per the recommendations in Section 6.2.6. The subgrade should be proof-rolled just prior to construction to provide a firm, relatively unyielding surface, especially if the surface has been loosened by the passage of construction traffic.
- b. It is important that the subgrade soils be thoroughly saturated for 24 to 48 hours prior to the time the concrete is poured. **For compacted engineered fill with a low expansion potential, the subgrade should be presoaked 4 percentage points above optimum to a depth of 1.0 feet.**
- c. The slab-on-grade section should incorporate a minimum 4 inch capillary break consisting of 3/4 inch, clean, crushed rock, or approved equivalent. Class II baserock is not recommended. Structural considerations may govern the thickness of the capillary break.
- d. Where moisture sensitive floor coverings are anticipated or vapor transmission may be a problem, a 15 mil waterproof membrane should be placed between the floor slab and the capillary break in order to reduce moisture condensation under the floor coverings. Refer to ACI 302.2R-06 for additional criteria.
- e. We have provided generalized recommendations associated with standard construction practices for the reduction of moisture transmission through concrete slab-on-grade floors. We are not moisture-proofing specialist. A waterproofing or moisture proofing expert should be consulted for project specific moisture protection recommendations
- f. Slab thickness, reinforcement, and doweling should be determined by the Project Structural Engineer, based on the design live and dead loads, including vehicles.

6.7 Preliminary Pavement Design

- a. For the pavement design and planning, an R-value test was completed for a sample of the near surface soils. The results of the R-value tests at equilibrium is 12. See **Figure A-15**.
- b. The subgrade material beneath pavements may differ from that sampled during our investigation. Therefore, these preliminary pavement sections are subject to verification after rough grading and revision if necessary based on additional R-value tests and revised traffic indices.

- c. We have calculated several pavement sections options based on the tested R-values and Traffic Indices ranging from 4 to 6. We have also provided the baserock thickness without geofabric reinforcement and with Mirafi RS380i geofabric.

PRELIMINARY PAVEMENT SECTIONS				
R-Value	Traffic Index	A/C (inches)	Class II Baserock (inches)	
			Without Geofabric	With Mirafi RS380i
12	4	2	8	N/A
		3	5.5	N/A
	5	3	9	6
		4	8	6
	6	3	12	7
		4	10	6

- d. Use only quality materials of the type and minimum thickness specified. All baserock must meet Caltrans Standard Specification 26-1.02B for Class II Aggregate Base.
- e. Compact the base and subgrade uniformly to a minimum relative dry density of 95%.
- f. Asphalt concrete should be placed only during periods of fair weather when the ambient air temperature is within prescribed limits.
- g. Provide sufficient gradient to prevent ponding of water.
- h. Maintenance should be undertaken on a routine basis.

7. LIMITATIONS

- a. Our investigation was performed in accordance with the usual and current standards of the profession, as they relate to this and similar localities. No other warranty, expressed or implied, is provided as to the conclusions and professional advice presented in this report.
- b. The samples taken and tested, and the observations made, are considered to be representative of the site; however, soil and geologic conditions can vary significantly between sample locations.
- c. As in most projects, conditions revealed during construction excavation may be at variance with preliminary findings. If this occurs, the changed conditions must be evaluated by the Project Geotechnical Consultant, and revised recommendations be provided as required.
- d. This report is issued with the understanding that it is the responsibility of the Owner, or of his Representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans, and that it is ensured that the Contractor and Subcontractors implement such recommendations in the field.
- e. This firm does not practice or consult in the field of safety engineering. We do not direct the Contractor's operations, and we are not responsible for other than our own personnel on the site; therefore, the safety of others is the responsibility of the Contractor. The Contractor should notify the Owner if he considers any of the recommended actions presented herein to be unsafe.
- f. The findings of this report are considered valid as of the present date. However, changes in the conditions of a site can occur with the passage of time, whether they be due to natural events or to human activities on this or adjacent sites. In addition, changes in applicable or appropriate codes and standards may occur, whether they result from legislation or the broadening of knowledge.
- g. Accordingly, this report may become invalidated wholly or partially by changes outside our control. Therefore, this report is subject to review and revision as changed conditions are identified.

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6. Cooper-Clark and Associates, 1975, Preliminary Map of Landslide Deposits in Santa Cruz County, California, Santa Cruz County Planning Dept., Scale: 1:62,500.
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10. Hall, N.T., Sarna-Wojcicki, A.M., and Dupré, W.R., 1974, Faults and their Potential Hazards in Santa Cruz County, California, U.S. Geological Survey Miscellaneous Field Studies Map MF-626, Scale: 1:62,500.
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APPENDIX A

FIELD EXPLORATION AND LABORATORY TESTING PROGRAM

- Field Exploration Procedures Page A-1
- Laboratory Testing Procedures Page A-2
- Boring Location and Infiltration Plan (Existing) Figure A-1.1
- Boring Location and Infiltration Plan (Proposed) Figure A-1.2
- Key to Logs Figure A-2
- Logs of Exploratory Borings Figures A-3 thru A-10
- Summary of Laboratory Test Results Figures A-11.1 thru A-11.3
- Direct Shear Test Results Figures A-12 and A-13
- Consolidation Test Results Figure A-14
- R-Value Test Results Figure A-15

FIELD EXPLORATION PROCEDURES

- A-1. Subsurface conditions were explored by drilling 8 borings to depths between 5.5 and 20.5 feet below existing grade. The borings were advanced with a truck mounted drill rig equipped with 6 inch solid stem augers. The approximate locations of the borings are shown on the Boring and Infiltration Test Location Plan, **Figure A-1**. The Key to Logs, **Figure A-2**, gives definitions of the terms used in the Logs of Exploratory Borings. The Logs of Exploratory Borings are presented in **Figures A-3** through **A-10**.
- A-2. Drilling of the borings was observed by our Field Engineer who logged the soils and obtained bulk and relatively undisturbed samples for classification and laboratory testing. The soils were classified, based on field observations and laboratory testing, in accordance with Unified Soil Classification System.
- A-3. Relatively undisturbed soil samples were obtained by means of a drive sampler. The hammer weight and drop being 140 pounds and 30 inches, respectively. The number of "Blows/Foot" required to drive samplers are indicated on the logs.
- A-4. Exploratory borings were located in the field by measuring from known landmarks. The locations, as shown, are therefore within the accuracy of such a measurement.
- A-5. Perched groundwater was encountered at depth of 17 feet below existing grade in Boring B-8 during the course of our field exploration.

LABORATORY TESTING PROCEDURES

A-6. Classification

Soils were classified in accordance with the Unified Soil Classification System. Moisture content and in-situ density determinations were made from relatively undisturbed soil samples. The results are presented in the Logs of Exploratory Borings and in the Summary of Laboratory Test Results, **Figures A-11.1 through A-11.3**.

A-7. Direct Shear

Direct shear strength tests were performed on representative samples of the on-site soils in accordance with laboratory test standard ASTM D 3080-98. Samples were relatively undisturbed, or remolded as specified. To simulate possible adverse field conditions, the samples were saturated prior to testing unless otherwise noted. A saturating device was used which permitted the samples to absorb moisture while preventing volume change. The direct shear test results are presented in **Figures A-12 and A-13**.

A-8. Consolidation

Consolidation tests were performed on representative, relatively undisturbed samples of the underlying soils to determine compressibility characteristics. The samples were saturated during the tests to simulate possible adverse field conditions. The test results are presented in **Figure A-14**.

A-9. Expansion Index

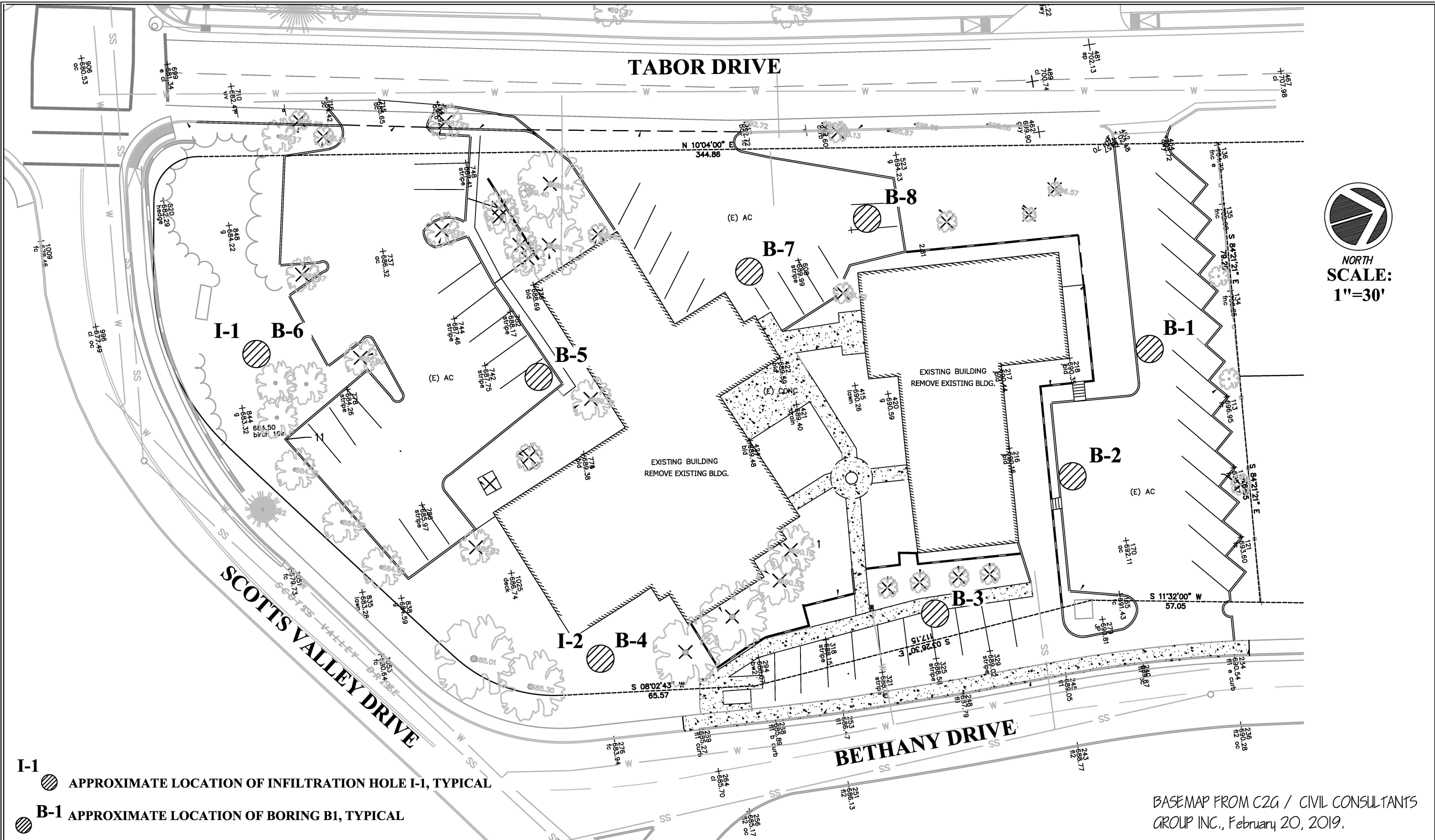
Expansion tests were performed on representative, remolded samples of the on-site soils in accordance with laboratory test standard ASTM D 4829-11. The test results are presented in **Figures A-11.1 through A-11.3**.

A-10. Soluble Sulfates

The soluble sulfate content was determined for samples considered representative of the on-site soils likely to come in contact with concrete in accordance with test method California 417. The test results are presented in **Figures A-11.1 through A-11.3**.

A-11. R-Value

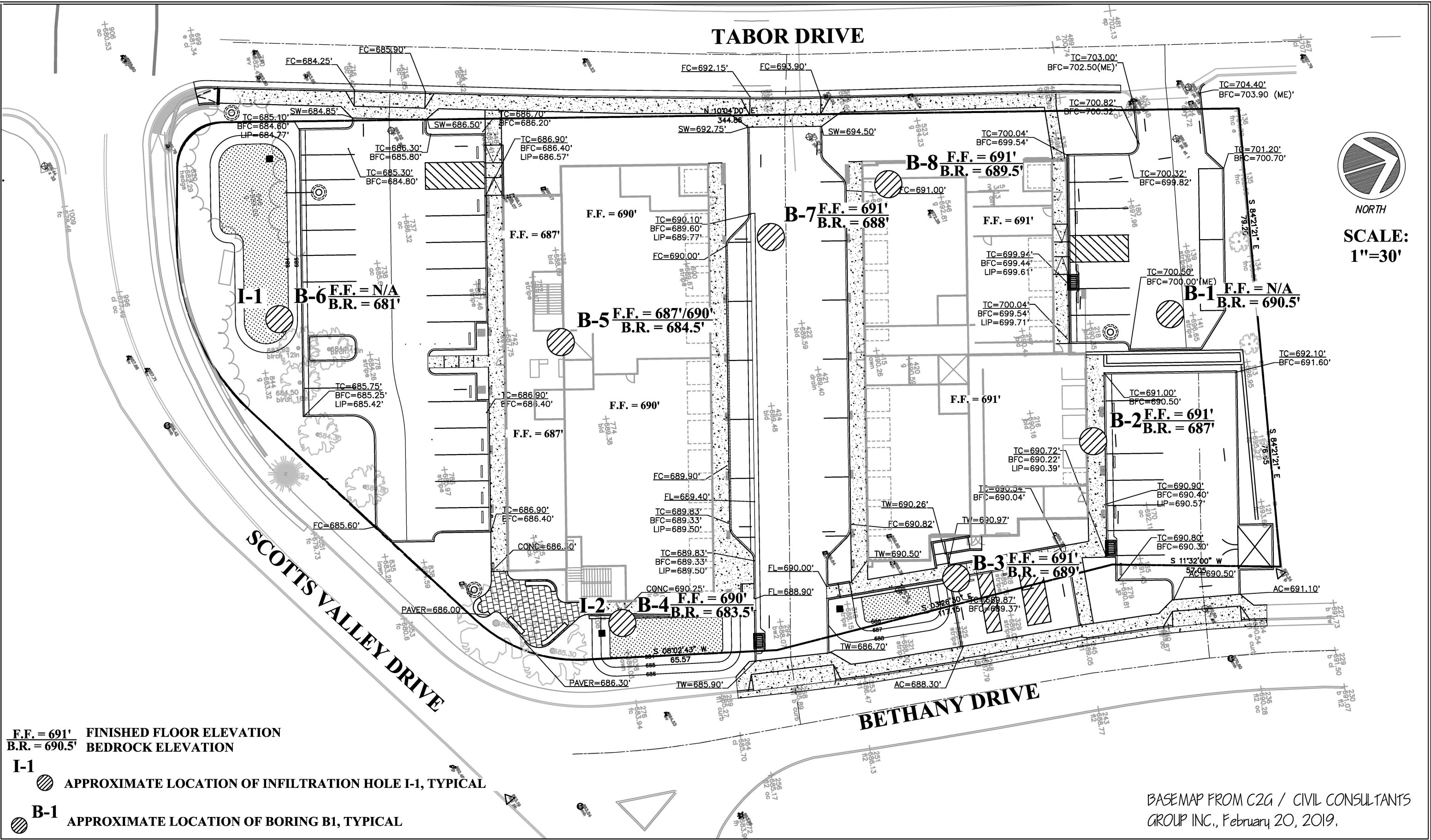
The resistance (R) value was determined for a sample considered representative of the near native soils anticipated to be used as pavement subgrade in accordance with ASTM D-2844. The test result is presented in **Figure A-15**.



- I-1**  APPROXIMATE LOCATION OF INFILTRATION HOLE I-1, TYPICAL
- B-1**  APPROXIMATE LOCATION OF BORING B1, TYPICAL

BASEMAP FROM C2G / CIVIL CONSULTANTS GROUP INC., February 20, 2019.

	BORING AND INFILTRATION TEST LOCATION PLAN (EXISTING) 125 Bethany Drive, Scotts Valley	FIGURE A-1.1
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F.F. = 691' FINISHED FLOOR ELEVATION
B.R. = 690.5' BEDROCK ELEVATION

- I-1
- APPROXIMATE LOCATION OF INFILTRATION HOLE I-1, TYPICAL
- B-1
- APPROXIMATE LOCATION OF BORING B1, TYPICAL

BASEMAP FROM C2G / CIVIL CONSULTANTS GROUP INC., February 20, 2019.

KEY TO LOGS

UNIFIED SOIL CLASSIFICATION SYSTEM

PRIMARY DIVISIONS			GROUP SYMBOL	SECONDARY DIVISIONS
COARSE GRAINED SOILS More than half of the material is larger than the No. 200 sieve	GRAVELS More than half of the coarse fraction is larger than the No. 4 sieve	CLEAN GRAVELS (Less than 5% fines)	GW	Well graded gravels, gravel-sand mixtures, little or no fines
			GP	Poorly graded gravels, gravel-sand mixtures, little or no fines
		GRAVEL WITH FINES	GM	Silty gravels, gravel-sand-silt mixtures, non-plastic fines
			GC	Clayey gravels, gravel-sand-clay mixtures, plastic fines
	SANDS More than half of the coarse fraction is smaller than the No. 4 sieve	CLEAN SANDS (Less than 5% fines)	SW	Well graded sands, gravelly sands, little or no fines
			SP	Poorly graded sands, gravelly sands, little or no fines
		SAND WITH FINES	SM	Silty sands, sand-silt mixtures, non-plastic fines
			SC	Clayey sands, sand-clay mixtures, plastic fines
FINE GRAINED SOILS More than half of the material is smaller than the No. 200 sieve	SILTS AND CLAYS Liquid limit less than 50		ML	Inorganic silts and very fine sands, silty or clayey fine sands or clayey silts with slight plasticity
			CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
			OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS Liquid limit greater than 50		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
			CH	Inorganic clays of high plasticity, fat clays
			OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils

GRAIN SIZE LIMITS

SILT AND CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		
	No. 200	No. 40	No. 10	No. 4	3/4 in.	3 in.	12 in.
US STANDARD SIEVE SIZE							

RELATIVE DENSITY	
SAND AND GRAVEL	BLOWS/FT*
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

CONSISTENCY	
SILT AND CLAY	BLOWS/FT*
VERY SOFT	0 - 2
SOFT	2 - 4
FIRM	4 - 8
STIFF	8 - 16
VERY STIFF	16 - 32
HARD	OVER 32

MOISTURE CONDITION
DRY
DAMP
MOIST
WET

* Number of blows of 140 pound hammer falling 30 inches to drive a 2 inch O.D. (1 3/8 inch I.D.) split spoon (ASTM D-1586).

ROCK SOLID ENGINEERING, INC.

FIGURE
A-2

LOG OF EXPLORATORY BORING

Project No.: 20044 Boring: B1
 Project: 125 Bethany Drive Location: Center of (E) North Parking Lot
 Scotts Valley, California Elevation: 696'
 Date: December 21, 2020 Method of Drilling: Truck Mounted Drill Rig
 Logged By: JDB 6 in. Solid Stem Auger, 140 lb. Hammer

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				3" Asphalt Concrete Over 4" Aggregate Base Native: Dark Grayish Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine Grained Sand.	22	107.2	16.0	124.3			R-Value = 12 #200 Wash 43% Passing Consolidation
	SC				Dark Grayish Brown Clayey SAND. Moist, Medium Dense, Medium Plastic. Fine Grained Sand.	15		21.0				E.I. = 27
5	CL				Brown Sandy CLAY. Moist, Stiff, Plastic. Fine Grained Sand. Gravel - up to 2.5".	18		23.5				
	(SM)				Bedrock: (Elev. = 690.5') Yellowish Brown and Light Gray SANDSTONE. Moist, Dense Grading to Very Dense, Weakly to Moderately Cemented. Fine Grained Sand.	50 ^{6"} 20 50 ^{6"}	85.4	27.7 27.1	109.0			Sulfate
10					Material Consistent. Bluish Gray. Moderately to Strongly Cemented.	20 50 ^{3"}	85.8	19.6	102.6			
15					Material Consistent	28 50 ^{4"}		20.4				
					Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B2	
Project: 125 Bethany Drive	Location: (E) North Parking Lot Near East Stairs	
Scotts Valley, California	Elevation: 693'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SC				2.5" Asphalt Concrete Over 3" Aggregate Base Fill: Dark Brown Clayey SAND with Gravels. Moist, Loose, Slightly Plastic. Fine to Coarse Grained Sand. Gravel - up to 1/2".	11	106.5	18.9	126.6			#200 Wash 39% Passing
	SC				Native: Dark Brown Clayey SAND. Moist to Wet, Loose, Slightly Plastic. Fine Grained Sand,	5		18.0				
5	CL				Yellowish Brown Sandy CLAY. Moist, Hard, Medium Plastic. Fine Grained Sand.	51		28.6				
	(SM)				Bedrock: (Elev. = 687') Light Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	20 50 ^{5"}	82.9	38.5 26.7	114.8			
10					Bluish Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	20 50 ^{3"}		20.8				#200 Wash 43% Passing
15					Material Consistent.	18 50 ^{3"}		21.8				
					Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B3	
Project: 125 Bethany Drive	Location: (E) East Parking Lot	
Scotts Valley, California	Elevation: 689'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	(SM)				2.5" Asphalt Concrete Over 4" Aggregate Base Bedrock: (Elev. = 689') Yellowish Brown SANDSTONE. Moist, Very Dense. Non-Plastic. Strongly Cemented. Fine Grained Sand. Material Consistent.	24 50 ^{3"} 50 ^{5"}	86.5	23.2 23.9	106.6			#200 Wash 37% Passing
5					Material Consistent. Orangish Brown and Yellowish Brown. Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained.	27 50 ^{5"}		25.7 21.7				
10					Material Consistent.	50 ^{4"}		23.2				#200 Wash 35% Passing
					Boring Terminated @ 10.5 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
15												
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B4	
Project: 125 Bethany Drive	Location: East Corner of Property	
Scotts Valley, California	Elevation: 687'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing	
				c (psf)					φ °			
Description												
5	SM			Native: Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine Grained Sand.	25		11.9					
	CL			Brown Sandy CLAY. Moist, Hard, Medium Plastic. Fine Grained Sand.	38		14.1					
	(SM)			Bedrock: (Elev. = 683.5') Yellowish Brown SANDSTONE. Moist, Dense, Non-Plastic. Strongly Cemented. Fine Grained Sand.			20.8					
					No Recovery. Very Dense.	504"						
				Boring Terminated @ 5.5 Feet Groundwater Not Encountered Boring Backfilled With 4 inch Perforated Pipe and Gravel For Infiltration Test								
10												
15												
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B5	
Project: 125 Bethany Drive	Location: North Corner of (E) South Parking Lot	
Scotts Valley, California	Elevation: 688'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
									c (psf)	ϕ°	
				Description							
	SM			2.5" Asphalt Concrete Over 4" Aggregate Base Native: Light Grayish Brown Silty SAND. Moist, Medium Dense, Slightly Plastic. Fine to Coarse Grained Sand. Gravel - up to 1.5". Material Consistent.	41	80.5	15.4	92.9			Sulfate
	(SM)			Bedrock: (Elev. = 684.5') Gray SANDSTONE. Moist, Medium Dense, Non-Plastic. Moderately Cemented. Fine Grained Sand.	29		8.0				
5				Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Strongly Cemented. Fine Grained Sand.	50 ^{5"}		21.1				
10				Material Consistent. Weakly Cemented.	15 50 ^{5"}		20.0				
15				Material Consistent. Weakly to Moderately Cemented.	9 50 ^{5"}		22.6				
20				Boring Terminated @ 16 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
25											

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B6	
Project: 125 Bethany Drive	Location: Grass South of (E) South Parking Lot	
Scotts Valley, California	Elevation: 684'	
Date: December 21, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ°	
	SM				Native: Very Dark Grayish Brown Silty SAND. Moist, Loose, Slightly Plastic. Fine Grained Sand.	19	84.6	9.7	92.7			
	SC (SM)				Brown & Gray Clayey SAND. Moist, Dense, Medium Plastic.			21.8				#200 Wash 49% Passing
					Bedrock: (Elev. = 681') Gray and Yellowish Brown SANDSTONE. Moist, Dense, Non-Plastic.	39		30.0				
5					Yellowish Brown SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	27	82.5	31.7	108.7			
					Material Consistent. Moderately Cemented.	50 ^{5"} 50 ^{6"}		24.9				
10					Boring Terminated @ 8 Feet Groundwater Not Encountered Boring Backfilled With 4 inch Perforated Pipe and Gravel For Infiltration Test							
15												
20												
25												

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B7	
Project: 125 Bethany Drive	Location: (E) West Parking Lot	
Scotts Valley, California	Elevation: 690'	
Date: December 17, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ °	
	SC				3" Asphalt Concrete Over 2" Aggregate Base Native: Yellowish Brown and Brown Clayey SAND. Moist, Dense, Non-Plastic to Medium Plastic. Fine to Coarse Grained Sand.	29		22.1 25.7				
	(SM)				Bedrock: (Elev. = 688') Yellowish Brown, Brown, and Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Moderately to Strongly Cemented. Fine to Medium Grained Sand.	50 ^{6"} 50 ^{6"}		26.3 26.5		170	43	Sulfate
5					Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	50 ^{5"}		22.3				
10					Bluish Gray SANDSTONE. Moist, Very Dense, Non-Plastic. Weakly Cemented. Fine Grained Sand.	37 50 ^{5"}		20.7				
15					Material Consistent.	28 50 ^{4"}		19.6				
					Material Consistent. Moderately Cemented.	50 ^{5"}		23.0				
20					Boring Terminated @ 19.5 Feet Groundwater Not Encountered Boring Backfilled With Cuttings and Asphalt Cold Patch							
25												

ROCK SOLID ENGINEERING, INC.

FIGURE
A-9

LOG OF EXPLORATORY BORING

Project No.: 20044	Boring: B8	
Project: 125 Bethany Drive	Location: (E) West Parking Lot	
Scotts Valley, California	Elevation: 691'	
Date: December 17, 2020	Method of Drilling: Truck Mounted Drill Rig	
Logged By: JDB	6 in. Solid Stem Auger, 140 lb. Hammer	

Depth (ft.)	Soil Type	Undisturbed	Bulk	2" DIA Sample 2.5" DIA Sample Bulk Sample Terzaghi Split Spoon Sample Static Water Table	Description	Blows	Dry Density (pcf)	Moisture Content (%)	Wet Density (pcf)	Direct Shear		Miscellaneous Laboratory Testing
										c (psf)	ϕ °	
	SM				4" Asphalt Concrete Over 2" Aggregate Base Native: Dark Bluish Gray Silty SAND. Moist, Dense, Plastic. Fine to Coarse Grained Sand. Gravel - up to 2".	61		21.4				
	(SM)				Bedrock: (Elev. = 689.5') Yellowish Brown SANDSTONE. Moist, Very Dense, Weakly to Moderately Cemented. Fine Grained Sand.	16 50 ^{4"}	93.7	22.5 22.2	114.8			
5					Bluish Gray SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	24 50 ^{5"}	82.1	20.5	99.0	310	37	
					Material Consistent.	30 50 ^{5"}		22.9				
10					Bluish Gray and Orangish Brown SANDSTONE. Moist, Very Dense, Moderately Cemented. Fine Grained Sand.	50 ^{5"}		20.9				
15					Material Consistent.	23 50 ^{5"}		21.9				
					Perched Groundwater							
20					Material Consistent. Moist to Wet.	50 ^{5"}		21.8				
					Boring Terminated @ 20.5 Feet Perched Groundwater Encountered @ 17 Feet Boring Backfilled With Cuttings and Asphalt Cold Patch							
25												

ROCK SOLID ENGINEERING, INC.

FIGURE
A-10

SUMMARY OF LABORATORY TEST RESULTS

BORING	DEPTH	SOIL TYPE	IN-SITU			DIRECT SHEAR		GRAIN SIZE (%)				EXPANSION INDEX	SOLUBLE SULFATES (ppm)
			DRY DENSITY (pcf)	MOISTURE CONTENT (%)	WET DENSITY (pcf)	COHESION (psf) (PEAK)	FRICTION ANGLE (PEAK)	GRAVEL	SAND	SILT	CLAY		
B1	1.0	SM	107.2	16.0	124.3					43			
B1	2.5	SC		21.0								27	
B1	5T	CL		23.5									
B1	5B	(SM)	85.4	27.7	109.0								
B1	6.0	(SM)		27.1									180
B1	10.0	(SM)	85.8	19.6	102.6								
B1	15.0	(SM)		20.4									
B2	1.0	SC	106.5	18.9	126.6					39			
B2	2.5	SC		18.0									
B2	5T	CL		28.6									
B2	5B	(SM)	82.9	38.5	114.8								
B2	6.5	(SM)		26.7									
B2	10.0	(SM)		20.8						43			
B2	15.0	(SM)		21.8									
B3	1.0	(SM)	86.5	23.2	106.6					37			
B3	2.0	(SM)		23.9									
B3	5T	(SM)		25.7									
B3	5B	(SM)		21.7									
B3	10.0	(SM)		23.2						35			
B4	1.0	SM		11.9									
B4	2.5T	CL		14.1									

ROCK SOLID ENGINEERING, INC.

FIGURE
A-11.1

SUMMARY OF LABORATORY TEST RESULTS

BORING	DEPTH	SOIL TYPE	IN-SITU			DIRECT SHEAR		GRAIN SIZE (%)				EXPANSION INDEX	SOLUBLE SULFATES (ppm)
			DRY DENSITY (pcf)	MOISTURE CONTENT (%)	WET DENSITY (pcf)	COHESION (psf) (PEAK)	FRICTION ANGLE (PEAK)	GRAVEL	SAND	SILT	CLAY		
B4	2.5B	(SM)		20.8									
B5	1.0	SM	80.5	15.4	92.9								12
B5	2.5T	SM		8.0									
B5	2.5B	(SM)		18.5									
B5	5.0	(SM)		21.1									
B5	10.0	(SM)		20.0									
B5	15.0	(SM)		22.6									
B6	1.0	SM	84.6	9.7	92.7								
B6	2.5T	SC		21.8						49			
B6	2.5B	(SM)		30.0									
B6	5.0	(SM)	82.5	31.7	108.7								
B6	6.0	(SM)		24.9									
B7	0.5T	SC		22.1									
B7	0.5	SC		25.7									
B7	0.5B	(SM)		26.3		170	43						
B7	2.0	(SM)		26.5									52
B7	5.0	(SM)		22.3									
B7	10.0	(SM)		20.7									
B7	15.0	(SM)		19.6									
B7	19.0	(SM)		23.0									
B8	1T	SM		21.4									

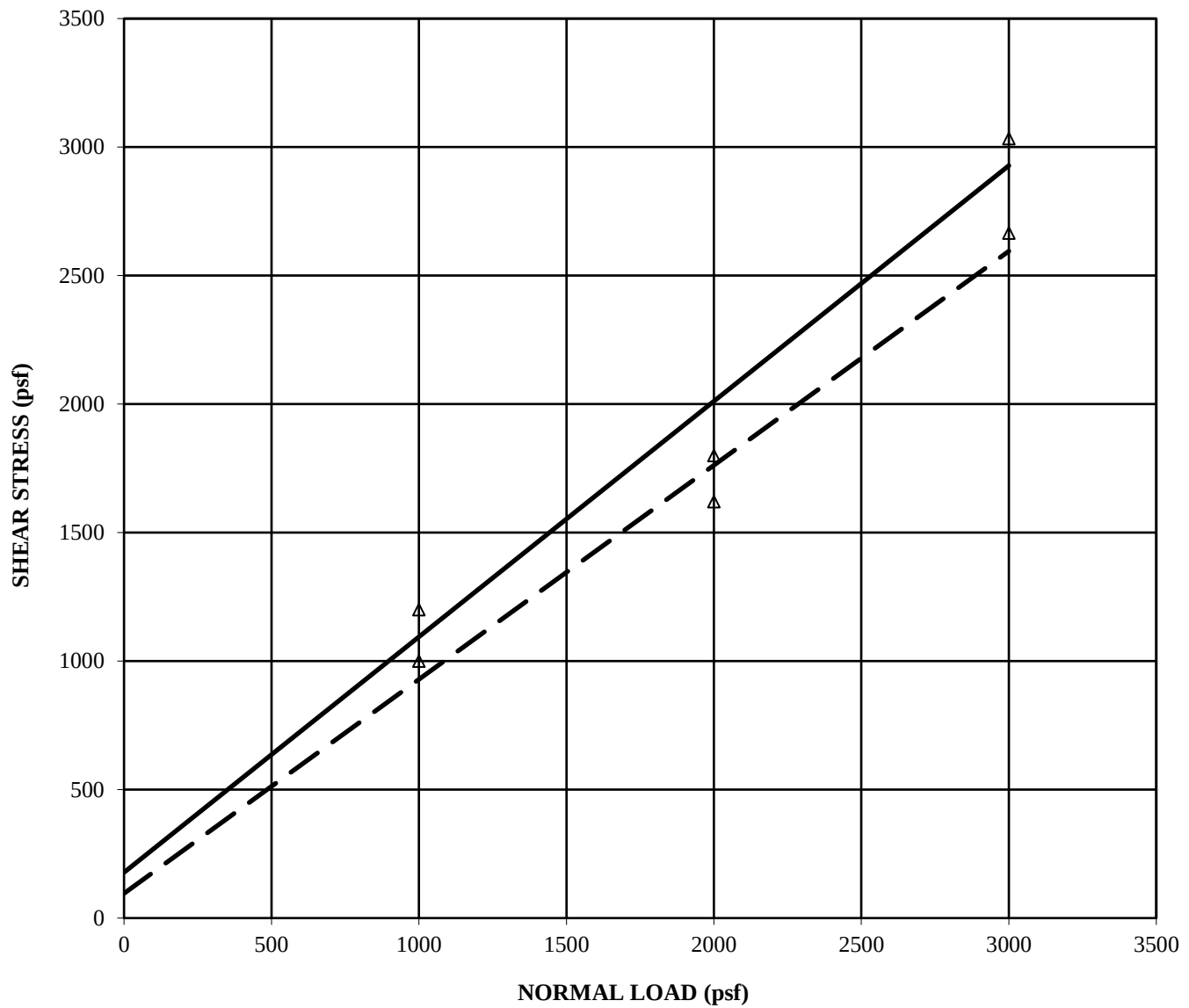
ROCK SOLID ENGINEERING, INC.

FIGURE
A-11.2

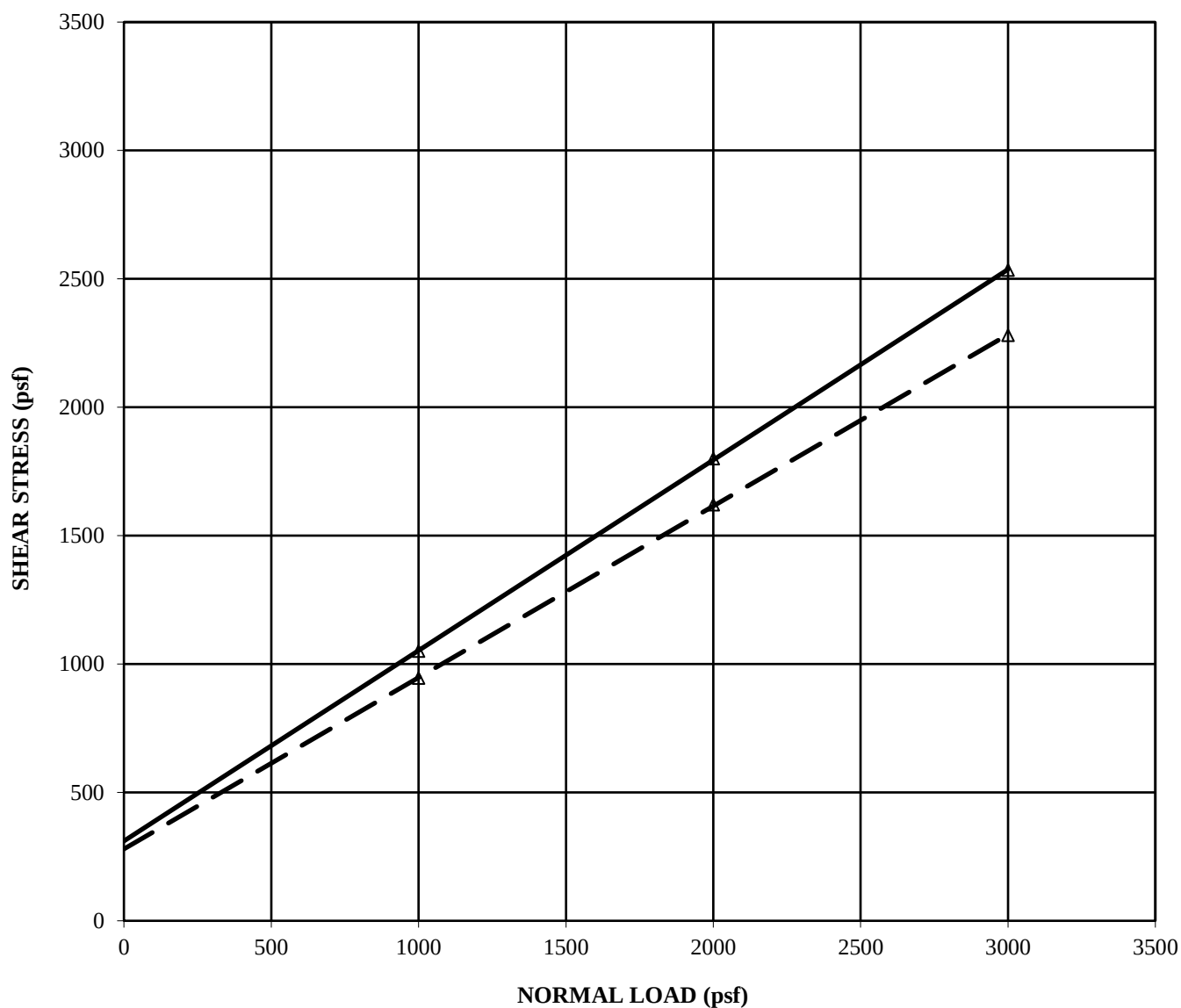
[illegible]

FIGURE
A-11.3

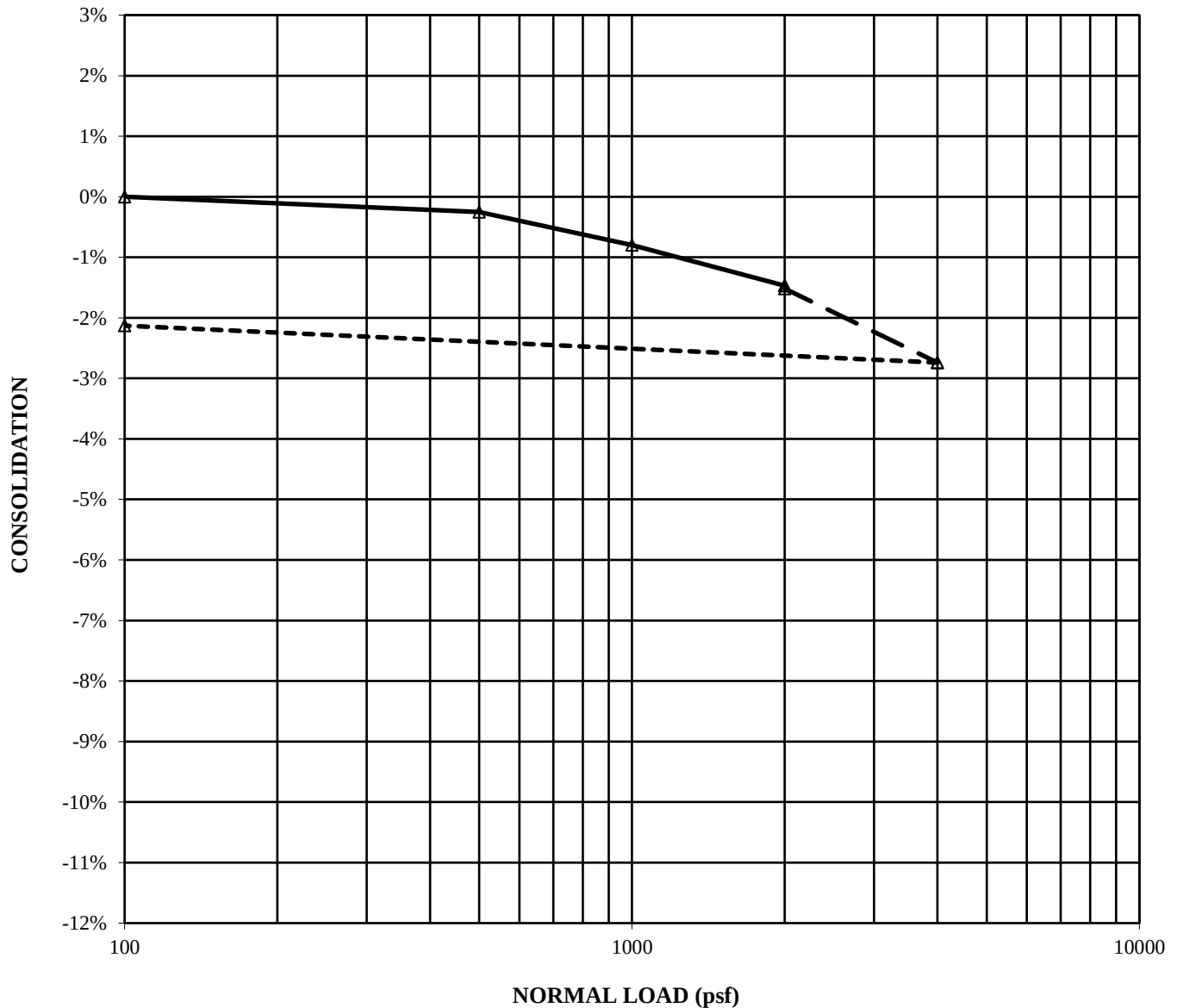
BORING:	B7	PEAK RESIDUAL	COHESION	FRICTION
DEPTH (ft):	0.5B		(psf)	ANGLE
SOIL TYPE (USCS):	(SM)		170	43
			90	40
TEST SAMPLE TYPE:		FIELD MOISTURE:	26.3%	
IN-SITU (SATURATED)		SATURATED MOIST:	44.0%	



BORING:	B8		COHESION	FRICTION
DEPTH (ft):	5.0		(psf)	ANGLE
SOIL TYPE (USCS):	(SM)		310	37
			270	34
TEST SAMPLE TYPE:		FIELD MOISTURE:	20.5%	
IN-SITU (SATURATED)		SATURATED MOIST:	33.1%	



BORING:	B1	FIELD MOISTURE	
DEPTH (ft):	1.0	SATURATED	
SOIL TYPE (USCS):	SM	REBOUND	
SEATING WEIGHT:	220 psf	FIELD MOISTURE:	16.0%
		SATURATED MOIST:	18.6%





Rock Solid Engineering - OTF
RSE 20044, 125 Bethany

301321-001
2101-010.LAB

RESISTANCE 'R' VALUE AND EXPANSION PRESSURE

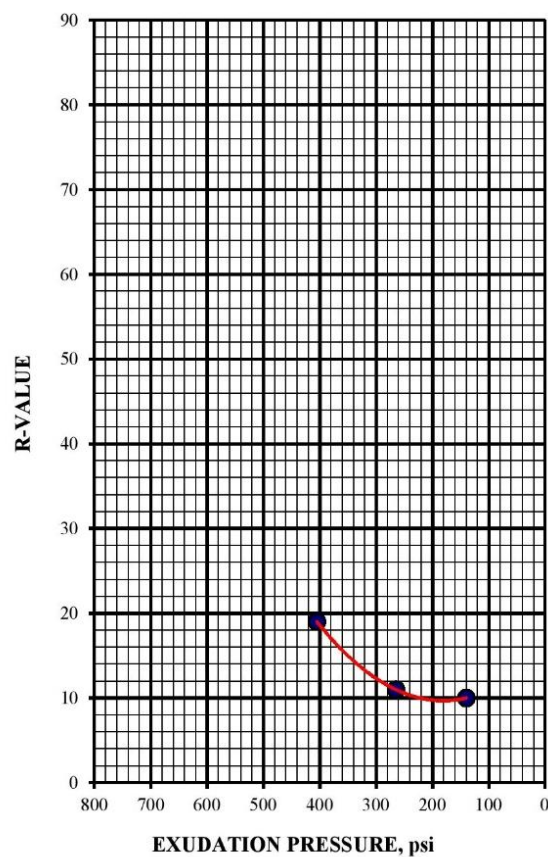
ASTM D 2844/D2844M-18

January 11, 2021

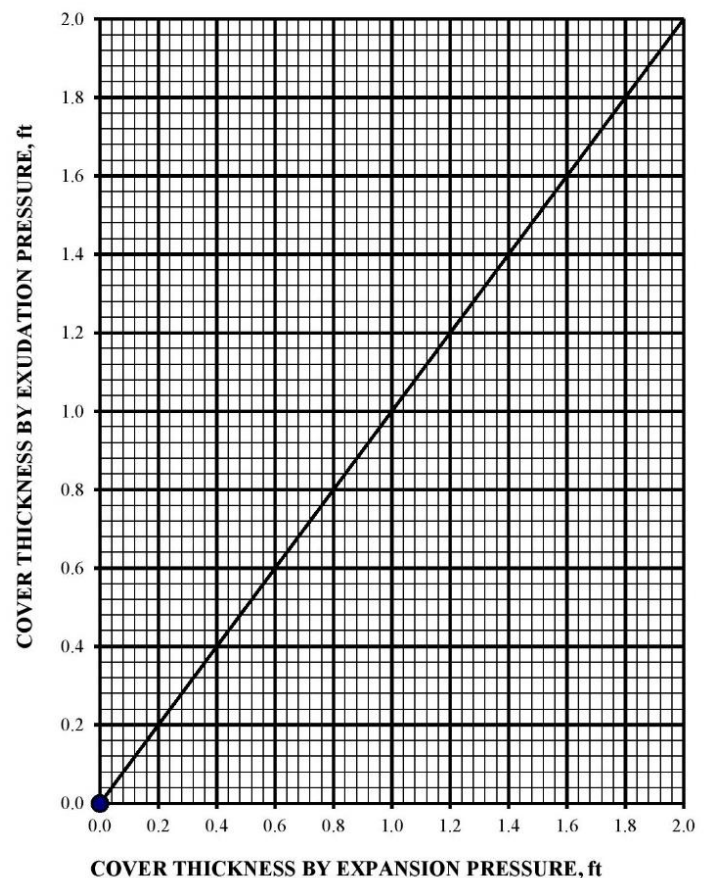
Boring #1 @ 0.0 - 1.5'
Brown Sandy Lean Clay (CL)

Dry Density @ 300 psi Exudation Pressure: 123.3-pcf
%Moisture @ 300 psi Exudation Pressure: 18.5%
R-Value - Exudation Pressure: 12
R-Value - Expansion Pressure: N/A
R-Value @ Equilibrium: 12

EXUDATION PRESSURE CHART



EXPANSION PRESSURE CHART



APPENDIX B

INFILTRATION TESTING PROGRAM

- Infiltration Testing Procedures Page B-1
- Infiltration Test Results Figures B-1 and B-2

INFILTRATION TESTING PROCEDURES

- B-1. Based on our discussions with the project Civil Engineer, we decided to perform infiltration tests at two of the proposed bio-retention facilities. The depths of the tests were chosen based on the proposed depth of the infiltration. The location of the infiltration holes are shown on the Boring and Infiltration Test Location Plan, **Figure A-1**.
- B-2. The infiltration testing program was performed in accordance with the procedures recommended in the Native Soil Assessment for Small Infiltration-Based Stormwater Control Measures (Reference 9). The infiltration tests were performed in accordance with the Shallow Quick Infiltration Methodology.
- B-3. The infiltration tests were performed by filling the holes with water to existing grade to pre-saturate the holes. The water level was continuously maintained for a period of 30 minutes. At the end of the initial 30 minute pre-saturation period, readings were taken at regular time intervals as the water level fell. The final infiltration rates are presented in **Table B-1**.

Table B-1: Infiltration Test Results			
Infiltration Hole #	Depth (Feet)	Material Type (bottom of hole)	Final Infiltration Rate (inches/hour)
I-1	7.3	SANDSTONE (SM)	0.06
I-2	5.5	SANDSTONE (SM)	0.10

- B-4. The calculations of the Final Infiltration rate are based on the methods presented in the Native Soil Assessment for Small Infiltration-Based Stormwater Control Measures (Reference 9) and include a Factor of Safety of 2. The test results and calculations are presented in **Figures B-1 and B-2**.

Project #: 20044

Address: 125 Bethany Drive, Scotts Valley

Hole #: I-1

Date of Test: 1/6/2021

Depth: 88 Inches

Pipe Above Ground: 14 Inches

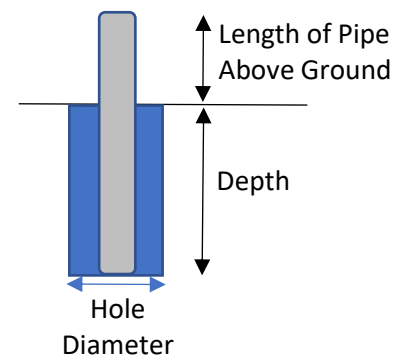
Hole Diameter: 6 Inches

Hole Radius (r): 3 Inches

Reading #	Time	Initial Depth to Water	Final Depth to Water	Change	Min/in	In/hr	Average Head	Infiltration Rate (in/hr)	
	(Mins)	(Inches)	(Inches)	(Inches)			(Inches)	I _t	Final
Presat	30	14.00	15.50	1.50					
1	30	15.50	21.00	5.50	5.5	11	83.8	0.19	0.10
2	30	21.00	27.00	6.00	5.0	12	78.0	0.23	0.11
3	30	27.00	30.25	3.25	9.2	7	73.4	0.13	0.07
4	30	30.25	32.50	2.25	13.3	5	70.6	0.09	0.05
5	30	32.50	36.50	4.00	7.5	8	67.5	0.17	0.09
6	30	36.50	38.25	1.75	17.1	4	64.6	0.08	0.04
7	30	38.25	40.00	1.75	17.1	4	62.9	0.08	0.04
8	30	40.00	41.50	1.50	20.0	3	61.3	0.07	0.04
9	30	41.50	43.00	1.50	20.0	3	59.8	0.07	0.04
Average:					12.8	6	69.1	0.12	0.06

Infiltration Rate, $I_t = \Delta H(60r)/(\Delta t(r+2H_{avg}))$

Final= Measured Infiltration Rate (Infiltration Rate / FS=2)



Project #: 20044

Address: 125 Bethany Drive, Scotts Valley

Hole #: I-2

Date of Test: 1/6/2021

Depth: 53 Inches

Pipe Above Ground: 18 Inches

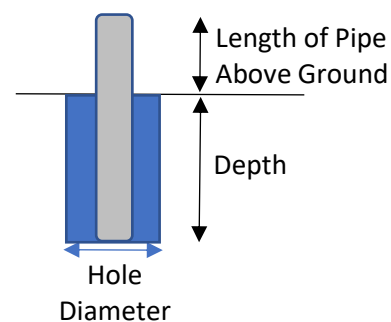
Hole Diameter: 6 Inches

Hole Radius (r): 3 Inches

Reading #	Time	Initial Depth to Water	Final Depth to Water	Change	Min/in	In/hr	Average Head	Infiltration Rate (in/hr)	
	(Mins)	(Inches)	(Inches)	(Inches)			(Inches)	I _t	Final
1	30	18.00	18.75	0.75					
2	30	18.75	26.75	8.00	3.8	16	48.3	0.48	0.24
3	30	26.75	30.50	3.75	8.0	8	42.4	0.26	0.13
4	30	30.50	33.00	2.50	12.0	5	39.3	0.18	0.09
5	30	33.00	37.00	4.00	7.5	8	36.0	0.32	0.16
6	30	37.00	38.50	1.50	20.0	3	33.3	0.13	0.06
7	30	38.50	39.50	1.00	30.0	2	32.0	0.09	0.04
8	30	39.50	41.00	1.50	20.0	3	30.8	0.14	0.07
9	30	41.00	42.00	1.00	30.0	2	29.5	0.10	0.05
10	30	42.00	42.75	0.75	40.0	2	28.6	0.07	0.04
Average:					19.0	5	35.6	0.20	0.10

Infiltration Rate, $I_t = \Delta H(60r)/(\Delta t(r+2H_{avg}))$

Final= Measured Infiltration Rate (Infiltration Rate / FS=2)



ROCK SOLID ENGINEERING, INC.

INFILTRATION TEST RESULTS

125 Bethany Drive, Scotts Valley

FIGURE

B-2

Stormwater Control Plan for 125 Bethany Drive

October, 2020

Owner:

Heritage Real Estate Ventures, LLC
125 Bethany Drive
Scotts Valley, California 95066

prepared by:

C2G/Civil Consultants Group
4444 Scotts Valley Drive, Suite 6
Scotts Valley, California 95066
(831) 438-4420

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Attachments

- Attachment A: Soil Data
- Attachment B: Grading and Drainage Plan
- Attachment C: DMA Exhibit

This Stormwater Control Plan was prepared using the template dated 18 February 2014 by the City of Scotts Valley.

I. Project Data

Table 1. Project Data

Project Name/Number	125 Bethany Drive
Application Submittal Date	October 2020
Project Location	APN 023-102-15
Project Phase No.	NA
Project Type and Description	Professional Commercial
Total Project Site Area (acres)	1.32 ac
Total New Impervious Surface Area	43,945 sf
Total Replaced Impervious Surface Area	4,200 sf
Total Pre-Project Impervious Surface Area	36,910 sf
Total Post-Project Impervious Surface Area	43,945 sf
Net Impervious Area	7,035 sf
Watershed Management Zone(s)	1
Design Storm Frequency and Depth	10 Year
Urban Sustainability Area	NA

II. Setting

II.A. Project Location and Description

The site consists of an existing lot at the north end of Scotts Valley Drive at the intersection of Vine Hill School Road, Tabor and Bethany Drive. The existing profession commercial lot consists of two existing buildings and parking lot. The New project will remove the existing two buildings and replace the professional buildings with one new three-story building. The project is a complete replacement with some minor parking lot areas to be removed and replaced in-kind. See Vicinity Map on page 2.



Figure 1: Vicinity Map

II.B. Existing Site Features and Conditions

The site known as Bethany Park was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was converted to the 1440 Multi-Versity Campus. The site soils consist of Bonny Doon loam, and provide infiltration rates ranging from 0.03 in/hr to 0.28 in/hr. Depth to water table exceeds 80 inches.

Municipal storm drain structures include 2 inlets at the intersection of Tabor, Vin Hill School Road and Scotts Valley Drive.

II.C. Opportunities and Constraints for Stormwater Control

Opportunities for stormwater control include the steep slopes, and location of existing inlets and associated conduits at the low end of the parcel.

Constraints to stormwater control include limited location of City storm conduit (only south-west corner of property) and limited permeable surfaces.

III. Low Impact Development Design Strategies

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The project is trying to minimize disturbance to existing trees while maximizing the building envelope.

III.A.2. Preservation of natural drainage features

No changes to natural drainage are proposed.

III.A.3. Setbacks from creeks, wetlands, and riparian habitats

NA – no such setbacks exist at this location. The existing stream is on the other side of Bethany Drive

III.A.4. Minimization of imperviousness

NA – all new and replaced impervious surfaces are AC.

III.A.5. Use of drainage as a design element

Drainage is tiered and brought down to the existing flat area at the corner of Tabor and Scotts Valley Drive.

III.A.6. Use of Permeable Pavements

No permeable pavements are proposed.

III.A.7. Dispersal of Runoff to Pervious Areas

Drainage along Tabor is directed to landscape areas (Pervious areas) between building and new sidewalk.

III.A.8. Stormwater Control Measures

Impervious areas are directed to storm water treatment areas first. Over flow structures at the storm water treatment areas collect and convey the water to underground chambers to allow retention and detention for Tier 3 & Tier 4 requirements.

IV. Documentation of Drainage Design

IV.A. Descriptions of each Drainage Management Area

IV.A.1. Table of Drainage Management Areas

DMA Name	Surface Type	Area (square feet)
1	AC, vegetated areas, Building	26,635
2	AC, vegetated areas, Building	9,406
3	AC, vegetated area, Building	18,423
4	Vegetate Area	2,895

IV.A.2. Drainage Management Area Descriptions

DMA 1 totaling 26,635 square feet, the building and parking lot impervious areas is directed to treatment soil for filtration. The water is stored below ground for retention and detention after filtration.

DMA 2, totaling 9,406 square feet, drains from the AC and building are directed to a storm drain system that conveys the water to a treatment areas that relies upon filtration. Higher storm events are collected and conveyed to DMA 1 for retention and detention purposes.

DMA 3, totaling 18,423 square feet, drains from the AC and building are directed to a storm drain system that conveys the water to a treatment areas that relies upon filtration. Higher storm events are collected and conveyed to DMA 2 then to DMA 1 for retention and detention purposes.

DMA 4, totaling 2,895 is a self-treating vegetated area.

IV.B. Tabulation and Sizing Calculations

IV.B.1. Information Summary for LID Facility Design

Total Project Area (Square Feet)	57,499
Design Storm Depth	2.0 inches
Applicable Requirements	Tier 4

IV.B.2. Self-Treating Areas

DMA 4 is all vegetation and is a self-treating area. Landscape areas is 2,895 square feet.

IV.B.3. Self-Retaining Areas

None

IV.B.4. Areas Draining to Self-Retaining Areas

None

IV.B.5. Areas Draining to Bioretention Facilities (Tier 2 Projects)

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
1	21,915	AC/Conc	.95	20,819	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
1	4720	Vegetated	.25	1,100			
Total>				21,919	0.04	877	1,200

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
2	9,375	AC/Conc	.95	8,906	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
2	33	Vegetated	.25	8			
Total>				8,914	0.04	357	375

DMA Name	DMA Area (square feet)	Post-project surface type	DMA Runoff factor	DMA Area × runoff factor	SCM Name		
3	12,655	AC/Conc	.95	12,022	SCM Sizing factor	Minimum SCM Size	Proposed SCM Size
3	5,768	Vegetated	.25	1,442			
Total>				13,464	0.04	538	202

V. Source Control Measures

V.A. Site activities and potential sources of pollutants

The trash enclosure and oil from cars is the main pollutant source for this project.

V.B. Source Control Table

Potential source of runoff pollutants	Permanent source control BMPs	Operational source control BMPs
On-site storm drain inlets	Mark inlets “No Dumping”	Inspect and maintain
Interior Elevator Shaft	Connect to sanitary sewer	Inspect and maintain
Exterior Landscaping	Re-use of existing trees.	Minimize use of pesticides
Trash Enclosure	Covered and inlet connected to sanitary sewer	Inspect and Maintain
Fire Sprinkler Test Water	Drain to sanitary sewer	Inspect and Maintain
Condensate Drain Line	Drain to landscaping	
Parking Lot and Sidewalks	Drains to BMPS	Inspect and Maintain

V.C. Features, Materials, and Methods of Construction of Source Control BMPs

The BMP biofiltration areas have been optimized for high volume/high flow treatment applications. Pollutants are captured by the drainage media, which then attacks the pollutants by decomposing or volatilizing them, then capturing the remaining components in the drain rock media. The filtration media is then replaced as needed based on semi-annual inspections of the unit and the media.

VI. Stormwater Facility Maintenance

VI.A. Ownership and Responsibility for Maintenance in Perpetuity

Maintenance of all stormwater control facilities will be performed under the Road Maintenance Agreement, to be finalized as part of the Use Permit.

The current site owner will be responsible for maintenance and repair of all stormwater control facilities until the Road Maintenance Agreement goes into effect.

VI.B. Summary of Maintenance Requirements for Each Stormwater Facility

The BMP's and chambers be maintained per the manufacturer's guidance, see Attachment D

VII. Construction Checklist

Table VII.1

Stormwater Control Plan Page #	BMP Description	See Plan Sheet #s
4	Bio-retention areas	C3.1 & C3.2

VIII. Certifications

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of the City of Scotts Valley's Stormwater Technical Guidance.

SCOTT VALLEY DRIVE

TABOR DRIVE

SCOTT VALLEY DRIVE

STATE HIGHWAY 17

BETHANY DRIVE

GENERAL GRADING NOTES

- SURFACE VEGETATION PRESENT AT THE TIME OF CONSTRUCTION SHOULD BE STRIPPED TOGETHER WITH ORGANIC LADEN TOPSOIL. THE ACTUAL DEPTH SHOULD BE DETERMINED BY THE GEOTECHNICAL ENGINEER AT THE TIME OF CONSTRUCTION. FOR PLANNING PURPOSES THE AVERAGE DEPTH MAY BE ASSUMED TO BE 3-INCHES IN VEGETATED AREAS.
- ALL MATERIAL TO BE USED AS FILL WITHIN BUILDING PAD AREAS & PARKING OR DRIVEWAY AREAS TO BE FREE OF ALL VEGETATION & FOREIGN MATTER AND SHALL BE APPROVED BY THE SOILS ENGINEER.
- THESE SOILS WILL NEED TO BE PROCESSED; MOISTURE CONDITIONED AND RECOMPACTED AS ENGINEERED FILL. AT A MINIMUM, SUBGRADE SHOULD BE SACRIFICED TO A DEPTH OF 8-INCHES; MOISTURE CONDITIONED AND RECOMPACTED AS RECOMMENDED IN THE GEOTECHNICAL REPORT.
- BUILDING PAD TO BE LEVEL SIDE-TO-SIDE, FRONT-TO-REAR, UNLESS OTHERWISE SHOWN.
- STRIPPINGS MAY BE PLACED IN PLANTING AREAS; ALL EXCESS STRIPPING SHALL BE HAULED OFF. PAVING DEBRIS SHALL BE HAULED OFF TO AN APPROVED DISPOSAL SITE.
- ALL WORK SHOWN OR NOTED IN THESE PLANS SHALL BE IN STRICT ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, ALL LOCAL, STATE AND FEDERAL MINIMUM STANDARDS AND THE LATEST ADDITION OF THE UNIFORM BUILDING CODE.
- CONTRACTOR SHALL PROTECT ALL EXISTING SITE IMPROVEMENTS NOT IDENTIFIED FOR REMOVAL DURING CONSTRUCTION. THEY SHALL REPAIR ANY DAMAGE TO NEW CONDITION AT THEIR EXPENSE.
- VERIFY ALL EXISTING SITE CONDITIONS, SITE DIMENSIONS AND GRADES PRIOR TO THE START OF CONSTRUCTION.
- ALL GRADING AND RELATED WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE GEOTECHNICAL REPORT FOR THE PROJECT.
- GRADING SLOPES FOR BOTH CUT AND FILL SHALL NOT EXCEED 2(H):1(V) UNLESS OTHERWISE DIRECTED BY THE GEOTECHNICAL ENGINEER.
- ALL SOFTSCAPE GRADES ADJACENT TO (N) BUILDINGS SHALL BE 8" (MIN.) BELOW FINISH FLOOR.
- CONTRACTOR SHALL GRADE TO ENSURE DRAINAGE FLOWS AWAY FROM (N) BUILDINGS.

EARTHWORK QUANTITIES

NOTE: THE EARTHWORK QUANTITIES SHOWN HEREON ARE EXCLUSIVE OF WALL FOOTINGS, EXISTING PAVEMENT REMOVAL AND OVER EXCAVATION AND RECONSTRUCTION, UTILITY TRENCH SPOILS & SOIL EXPANSION AND CONTRACTION FACTORS.

ITEM	DESCRIPTION	CUT (cu-yds)	FILL (cu-yds)
1	EG VS. FG	770	1980

NET VOLUME = 1210 CU.YDS. OF FILL

THE ABOVE QUANTITIES ARE FOR INFORMATION PURPOSES ONLY. THE CONTRACTOR IS RESPONSIBLE TO PROVIDE THE NECESSARY CUT AND FILL TO ACCOMPLISH FINISH GRADE SHOWN ON THESE PLANS.

STORM WATER POST-CONSTRUCTION REQUIREMENTS

NET IMPERVIOUS AREA = 45,600 (REFER TO IMPERVIOUS AREA TABLE ON C2.1)

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION

- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
- DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS

PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT

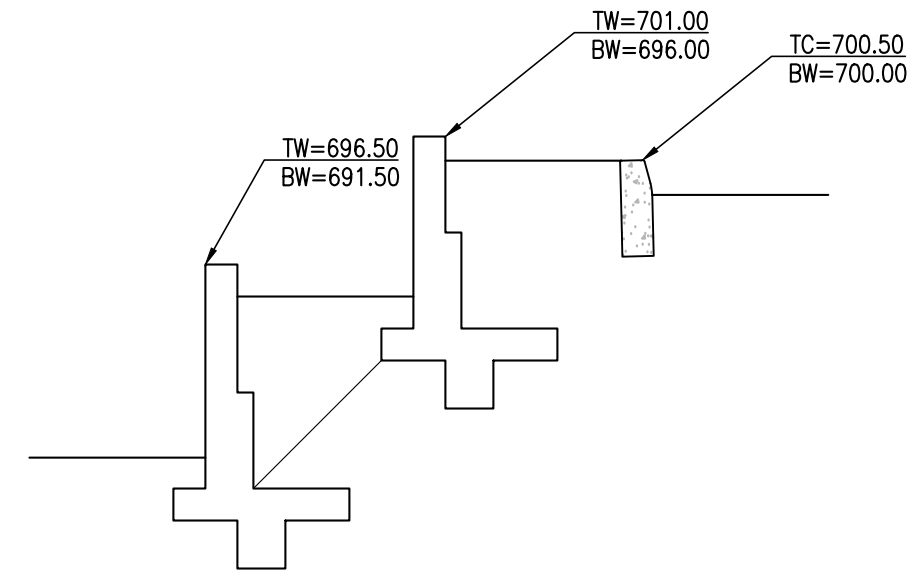
- BIO-RETENTION TREATMENT SYSTEM

PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION

- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
- PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION

PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT

- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

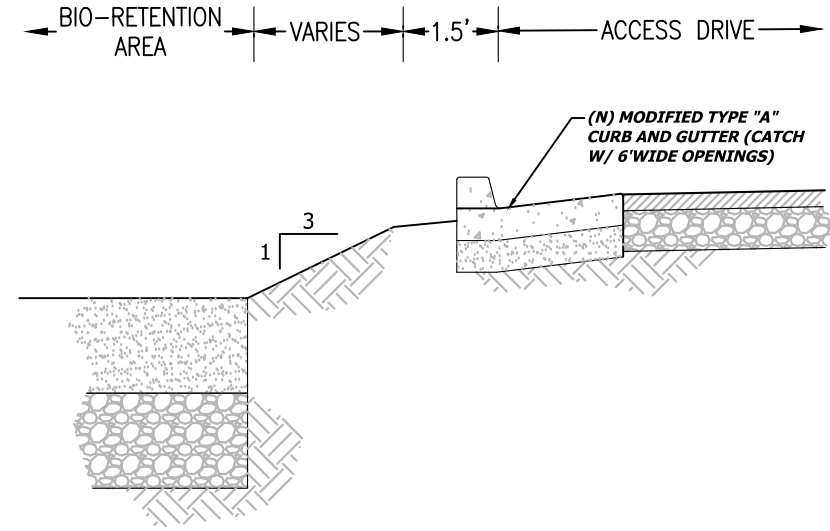


WALL X-SECTION

Scale: NTS



Call Two Working Days Before You Dig!



ACCESS DRIVE DRAINAGE TO BIO-RETENTION AREA

Scale: 1" = 3"

REVISIONS	BY
1 CITY COMMENTS DATED 11/19/21	TC

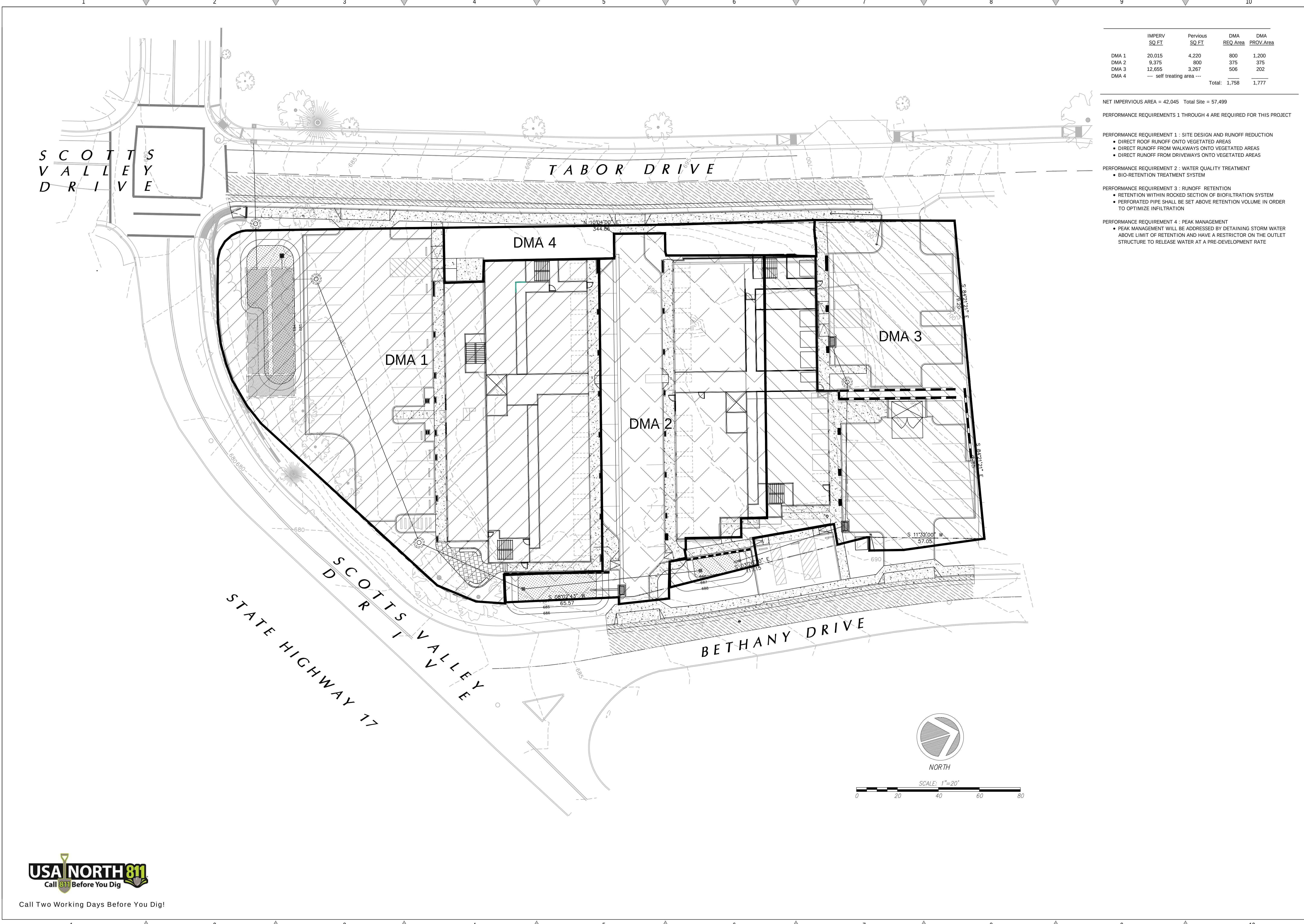
GRADING AND DRAINAGE PLAN



BETHANY PROFESSIONAL
C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scotts Valley Drive / Suite 6
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTT VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40
Sheet:	C3.1
Of 12 Sheets	



	IMPERV SQ FT	Pervious SQ FT	DMA REQ Area	DMA PROV Area
DMA 1	20,015	4,220	800	1,200
DMA 2	9,375	800	375	375
DMA 3	12,655	3,267	506	202
DMA 4	---	self treating area ---		
Total:			1,758	1,777

NET IMPERVIOUS AREA = 42,045 Total Site = 57,499

PERFORMANCE REQUIREMENTS 1 THROUGH 4 ARE REQUIRED FOR THIS PROJECT

- PERFORMANCE REQUIREMENT 1 : SITE DESIGN AND RUNOFF REDUCTION
- DIRECT ROOF RUNOFF ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM WALKWAYS ONTO VEGETATED AREAS
 - DIRECT RUNOFF FROM DRIVEWAYS ONTO VEGETATED AREAS
- PERFORMANCE REQUIREMENT 2 : WATER QUALITY TREATMENT
- BIO-RETENTION TREATMENT SYSTEM
- PERFORMANCE REQUIREMENT 3 : RUNOFF RETENTION
- RETENTION WITHIN ROCKED SECTION OF BIOFILTRATION SYSTEM
 - PERFORATED PIPE SHALL BE SET ABOVE RETENTION VOLUME IN ORDER TO OPTIMIZE INFILTRATION
- PERFORMANCE REQUIREMENT 4 : PEAK MANAGEMENT
- PEAK MANAGEMENT WILL BE ADDRESSED BY DETAINING STORM WATER ABOVE LIMIT OF RETENTION AND HAVE A RESTRICTOR ON THE OUTLET STRUCTURE TO RELEASE WATER AT A PRE-DEVELOPMENT RATE

REVISIONS

BY

1

CITY COMMENTS
DATED 11/19/21

TC

STORM WATER
CONTROL PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/23
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.
Engineers/Planners
4400 Scotts Valley Road
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 11.13.20

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

Sheet: C3.2

Of 12 Sheets



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EDWARD L. PACK ASSOCIATES. INC.

1975 HAMILTON AVENUE
SUITE 26
SAN JOSE, CA 95125

Acoustical Consultants

TEL: 408-371-1195
FAX: 408-371-1196
www.packassociates.com

June 25, 2021
Project No. 53-025

Mr. Eli May
Heritage Real Estate Ventures, LLC
P.O. Box 379
Ames, IA 50010

Subject: Noise Assessment Study for the Planned “Store More” Commercial Office
and Storage Development, 125 Bethany Drive, Scotts Valley

Dear Mr. May:

This report presents the results of a noise assessment study for the planned “Store More” commercial office and storage development at 125 Bethany Drive in Scotts Valley, as shown on the Site Plan, Ref. (a). The noise exposures and noise levels presented herein were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, Ref. (b), the City of Scotts Valley Municipal Code, Ref. (c), and the State of California CalGreen Non-Residential Mandatory Measures, Ref. (d). The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment. Traffic noise impacts to the project will be within the limits of the standards. The project-generated noise levels and noise increases in the ambient conditions will be within the standards of the Municipal Code and the allowed noise increases established in the Noise Element. Noise mitigation measures will not be required.

Noise and vibration from demolition of the existing building and construction of the new building may produce annoyance to the neighbors in close proximity to the site. Therefore, general noise and vibration reduction measures are included in this study to help control construction noise and vibration.

Section I of this report contains descriptions of the noise standards applicable to the project. Section II contains site and project descriptions. Subsequent sections contain analysis of the noise levels, the noise impacts to the project, the project-generated noise impacts and construction noise and vibration reduction measures. Appendices A, B and C contain the list of references, descriptions of the noise standards and terminology and the on-site noise measurement data and calculation tables. .

I. Noise Standards

A. City of Scotts Valley General Plan

The noise assessment results presented in the findings are shown in reference to the City of Scotts Valley Noise Element, which utilizes the Day-Night Level (DNL) 24-hour noise exposure descriptor to define community noise impacts.

Policy NP-451 states, “New developments shall include noise attenuation measures to reduce the effects of existing noise to an acceptable level”.

Action NA-452 then states, “In areas 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 structure(s). Each acoustical analysis should recommend methods to reduce the interior day-night annual average noise levels to below 45 dBA for private dwellings, motels, hotels, offices and noise sensitive uses.” Thus, the noise exposure (DNL) limit for the project offices is 45 dB DNL.

Table 3 in the Noise Element provides acceptable increases in the ambient noise environment for various types of projects affecting various types of land uses.

For commercial projects impacting residential land uses, the project is allowed to add up to 5 decibels to the existing ambient noise environment, regardless of the ambient noise environment. Decibels are added using the following formula:

$$\text{Sum} = 10\log_{10}(10^{(\text{SL}_1/10)} + 10^{(\text{SL}_2/10)}) \quad \text{where, SL} = \text{Sound Level}$$

This study applies the noise increase limits to the residential property line to the north.

B. City of Scotts Valley Municipal Code

Section 17.44.020 of the Municipal Code regulates noise from mechanical equipment impacting residences associated with commercial or industrial use. The noise level limit for project mechanical equipment at the residential property to the north is 60 A-weighted decibels (dBA). Note that this noise level limit applies to the operational noise level of the equipment at any given time and is neither time-averaged nor time-weighted.

Section 17.46.160 limits construction to the hours of 8:00 AM to 6:00 PM Monday through Friday and 9:00 AM to 5:00 PM Saturday. No construction activity is allowed on Sunday. There are no specific noise or sound level limits applied to construction activity.

C. CalGreen Non-Residential Mandatory Measures

The CalGreen Non-Residential Mandatory Measures, which are part of Title 24, are applied to the retail space in Building 2 facing Stevens Creek Boulevard. Section 5.507 “Environmental Comfort, contains two methods for determining the interior noise levels. These methods impose different interior noise level requirements. When on-site noise level data are available, the “Performance Method” is used. The standards are outlined below.

5.507.4 Acoustical control. Employ building assemblies and components with Sound Transmission Class (STC) values determined in accordance with ASTM E90 and ASTM E413 or Outdoor-Indoor Sound Transmission Class (OITC) determined in accordance with ASTM E1332, using either the prescriptive or performance method in Section 5.507.4.1 or 5.507.4.2.

5.507.4.1 Exterior noise transmission. Wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall meet a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30 in the following locations:

Within the 65 DNL noise contour of an airport

Exceptions:

1. L_{dn} or DNL for military airports shall be determined by the facility Air Installation Compatible Land Use Zone (AICUZ) plan.
2. L_{dn} or DNL for other airports and heliports for which a land use plan that has not been developed shall be determined by the local general plan noise Element.
3. Within the 65 DNL or L_{dn} noise contour of a freeway or expressway, railroad, industrial source or fixed-guideway noise source as determined by the Noise Element of the General Plan.

5.507.4.1.1 Noise exposure where noise contours are not readily available.

Buildings exposed to a noise level of 65 dB L_{eq} -1-hr during any hour of operation shall have building, addition or alteration exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composite STC rating of at least 45 (or OITC 35), with exterior windows of a minimum STC of 40 (or OITC 30).

5.507.4.2 Performance method. For buildings located as defined in Section 5.507.4.1 or 5.507.4.1.1, wall and roof-ceiling assemblies exposed to the noise source making up the building or addition envelope or altered envelope shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level (L_{eq-1Hr}) of 50 dBA in occupied areas during any hours of operation.

5.507.4.2.1 Site features. Exterior features such as sound walls or earth berms may be utilized as appropriate to the building, addition or alteration project to mitigate sound migration to the interior.

5.507.4.2.2 Documentation of compliance. An acoustical analysis documenting complying interior sound levels shall be prepared by personnel approved by the architect or engineer of record.

5.507.4.3 Interior sound transmission. Wall and floor-ceiling assemblies separating tenant spaces and tenant spaces and public places shall have an STC of at least 40.

As noise level data for the site are available from the noise measurements performed at the site, the Performance Method of the CalGreen standards is used in this study. Thus, the retail space interior noise limit is 50 dBA $L_{eq(h)}$.

II. Site and Project Descriptions

The planned project site is located at the intersection of Scotts Valley Drive, Bethany Drive and Tabor Drive in Scotts Valley. The site slopes up to the north. The adjacent roadways also slope up to the north and east. Surrounding land uses include single-family residential adjacent to the north, single-family residential across Bethany Drive to the east, multi-family residential across Highway 17 and Scotts Valley Drive to the south and the Vine Hill Elementary School across Tabor Drive to the west.

The planned project includes the demolition of the existing buildings on the site, clearing and grading as necessary, and the construction of a new three-story commercial office/storage building. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. Parking lots will be located along the north and south sides of the site.

The Site Plan is shown on Figure 1 on the following page.

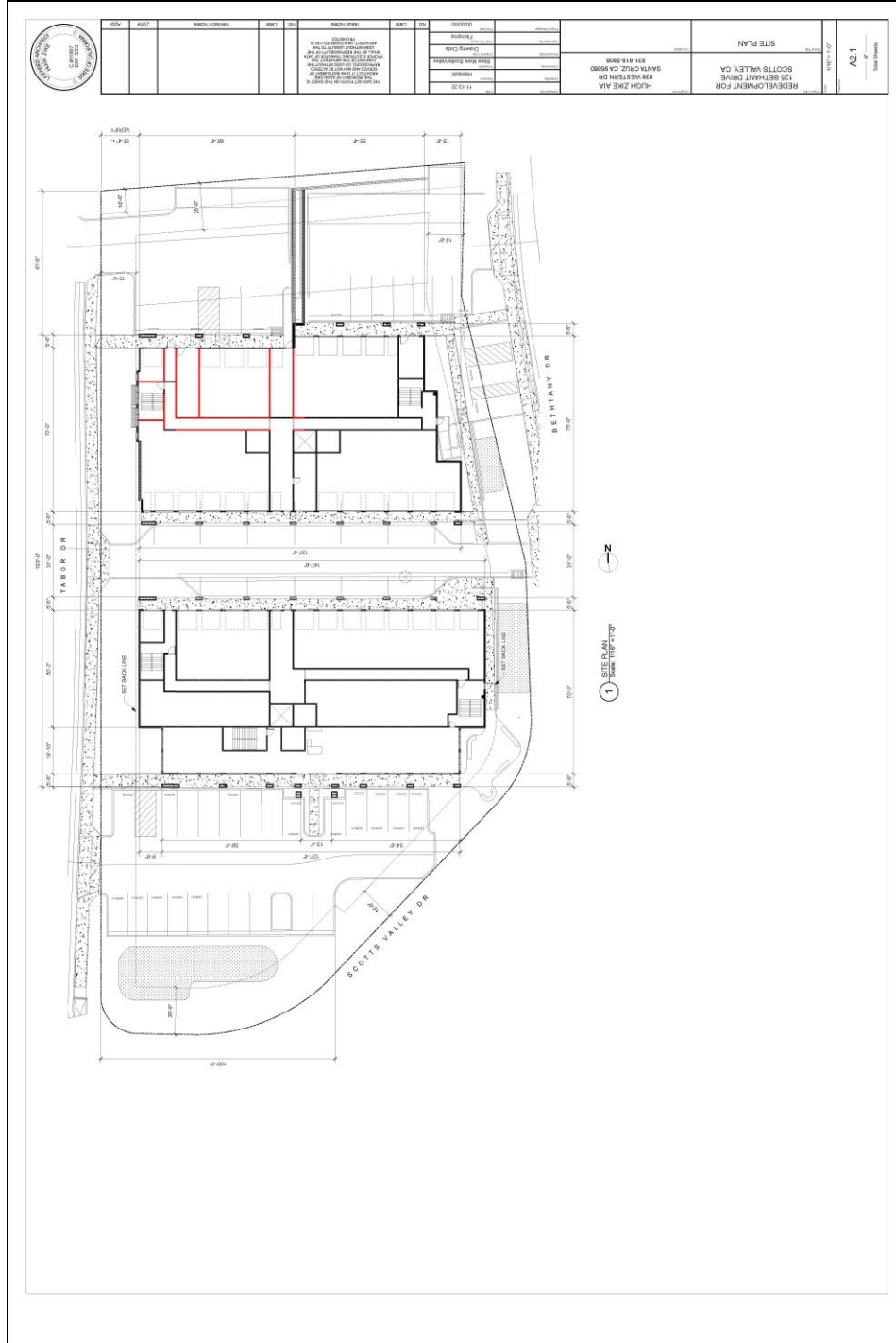


FIGURE 1 – Site Plan

III. Analysis of the Noise Levels

A. Existing Noise Levels

To determine the existing noise environment at the site and nearby noise sensitive receivers, continuous recordings of the sound levels were made at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. The sound meter was placed on a pole 15 ft. above the ground. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. These locations were chosen for security of the sound measuring instruments. The measurement locations are shown Figure 2 on page 9. The measurements were made on May 13-14, 2021 using Larson-Davis LDL 812 Precision Integrating Sound Level Meters. The meter yields, by direct readout, a series of descriptors of the sound levels versus time, as described in Appendix B. The measured descriptors include the L_1 , L_{10} , L_{50} , and L_{90} , i.e., those levels that are exceeded 1%, 10%, 50%, and 90% of the time. Also measured were the maximum and minimum levels, and the continuous equivalent-energy levels (L_{eq}), which are used to calculate the DNL and for the CalGreen noise impact analysis. The measurements were made for a total period of 24 hours and included recordings of the noise levels during representative hours of the daytime and nighttime periods of the DNL index. The results of the measurements are shown on the data tables in Appendix C.

As shown in the data tables, the L_{eq} 's at the measurement Location 1, 150 ft. from the centerline of Highway 17 and at a 15 ft. elevation, ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, 36 ft. from the Bethany Drive centerline, the L_{eq} 's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

Traffic noise diminishes at a rate of 3-6 dB per doubling of the distance from the source to the receiver. At the planning minimum building setback of 102 ft. from the centerline of Highway 17, the traffic noise levels measured at Location 1 reduce by 2.5 dB.



FIGURE 2 – Noise Measurement Locations

For standard commercial construction, the building shell provides 25 decibels of noise reduction from the exterior at the building façade to the interior spaces, assuming that windows and glass doors are constructed of standard dual-pane, thermal insulating glass that are kept closed for noise control as mechanical ventilation for the occupied spaces will be provided. .

The measured hourly average noise levels ($L_{eq(h)}$), the noise levels calculated for the most noise impacted building setback and the calculated interior noise levels are shown in Table I on page 12 of this report.

B. Existing Noise Exposures

The DNL's for the measurement locations were calculated as a decibel average of the L_{eq} 's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured L_{eq} values to calculate a 24-hour time-weighted average noise exposure. The formula used to calculate the DNL is described in Appendix B. The noise exposure calculations for existing conditions are shown in the data tables in Appendix C. Adjustments were made to the measured noise levels to account for variations in setback distances from the roadways to the receptor locations using methods established by the Highway Research Board, Ref. (e).

The results of the calculations reveal that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

At the minimum setback of 102 ft. from the centerline of Highway 17, the noise exposure increases to 70 dB DNL. The interior noise exposure was calculated to be 45 dB DNL.

IV. Noise Impacts to the Project

The noise impacts to the project evaluated against the standards of the City of Scotts Valley Noise Element and the CalGreen Non-Residential Mandatory Measures which apply to all non-residential developments in California that contain occupiable spaces.

- The exterior noise exposure at the most impacted planned building setback for Highway 17, 102 ft. from the centerline of the road, is 70 dB DNL.
- The interior noise exposure in the most impacted offices spaces of the project will be up to 45 dB DNL. Thus, the noise exposures will be within the limits of the City of Scotts Valley Noise Element standards (NA-458).

Table I, below, provides the measured hourly average noise levels ($L_{eq(h)}$), the hourly average noise levels at the proposed building setback and the calculated interior noise levels.

TABLE I			
CalGreen Non-Residential Mandatory Measures			
TIME	$L_{eq(h)}$		
	Exterior Meas.	Exterior Setback	Interior
7:00 AM	65.3	67.8	42.8
8:00 AM	65.7	68.2	43.2
9:00 AM	65.3	67.8	42.8
10:00 AM	65.3	67.8	42.8
11:00 AM	65.5	68.0	43.0
12:00 PM	68.4	70.9	45.9
1:00 PM	65.7	68.2	43.2
2:00 PM	65.4	67.9	42.9
3:00 PM	65.5	68.0	43.0
4:00 PM	66.2	68.7	43.7
5:00 PM	65.8	68.3	43.3
6:00 PM	64.7	67.2	42.2
7:00 PM	63.7	66.2	41.2
8:00 PM	62.8	65.3	40.3
9:00 PM	60.7	63.2	38.2
10:00 PM	58.5	61.0	36.0
11:00 PM	56.3	58.8	33.8
12:00 AM	55.2	57.7	32.7
1:00 AM	53.0	55.5	30.5
2:00 AM	53.0	55.5	30.5
3:00 AM	54.6	57.1	32.1
4:00 AM	58.7	61.2	36.2
5:00 AM	63.9	66.4	41.4
6:00 AM	64.7	67.2	42.2

As shown in the Table, the interior noise levels will range from 30.5 to 45.9 dBA $L_{eq(h)}$, and will be within the 50 dBA $L_{eq(h)}$ limit of the CalGreen Non-Residential Mandatory Measures. The interior noise exposures will be within the limits of the City of Scotts Valley Noise Element. Noise mitigation measures for the interior spaces will not be required.

V. Project-Generated Noise Impacts

A. Project Traffic

Project traffic volume data are not available. However, as the project is planned for small offices with mostly private storage, the daily traffic volumes on Scotts Valley Drive, Bethany Drive, Tabor Drive and Vine Hill School Road are likely to be relatively low.

In order for a project's traffic to add one decibel to the existing ambient noise environment created by a particular roadway's traffic, the project must add at least 12% of the existing traffic volume to that roadway's volume. Given that the existing noise environment in the area is created mostly by Highway 17 traffic, the project would need to add several thousand vehicles per day to the local roadway network. As this does not appear to be plausible, we expect no significant change in the ambient noise environment in the area due to project traffic.

B. Project Mechanical Equipment

Mechanical plans not available. Therefore, a reasonable hypothetical scenario was developed to determine if noise from project mechanical equipment could be an issue.

A general rule-of-thumb is to apply a cooling capacity of 1 ton of cooling per 500 sq. ft. of office (occupied) floor area. The floor surface area of each office space was calculated. A theoretical condensing unit was applied to each office and located on the roof of the building as close to its office as possible. Typical (not exceptionally quiet nor exceptionally loud) sound power levels were given to each condensing unit and the sound level from each unit was calculated to the nearest and most impacted residential property plane. The acoustic shielding provided by the roof parapet was also included in the calculations.

Table II on page 15 provides the office number on each floor, the floor area, the air-conditioner capacity in tons, the A-weighted Sound Power level, the roof elevation, the receiver elevation (person standing on the second floor of the home along Tabor Drive to the north), the distance from the AC unit to the parapet, the distance from the parapet to the receiver, the distance from the source (AC unit) to the receiver, the noise reduction provided by the parapet and the final sound level at the receiver in dBA. All elevations and distances are in feet.

As shown in Table II, none of the common air-conditioning condensing unit will exceed the 50 dBA limit of the City of Scotts Valley Municipal Code noise level limits. With all of the air-conditioners on simultaneously, the total combined sound level would be 43 dBA at the second floor above the property line and would remain within the 60 dBA limit.

It is unlikely that mechanical equipment associated with the project would exceed the limit of the Municipal Code.

TABLE II										
Theoretical Roof-Top Mechanical Equipment Noise Levels, dBA										
1st Floor									Noise	SL @
Office	Floor Area	AC Capacity	Sound Level	roof el.	Rec. el.	d' to Parapet	d' Parapet to Rec.	d' source to Rec	Reduction	Rec.
1	2260	5.0	72	721.75	719	124	72	196	5	29
2	275	1.5	68	721.75	719	38	72	110	5	30
3	198	1.5	68	719.37	719	14	72	86	5	32
2nd Floor										
1	2875	6.0	74	721.75	719	124	72	196	5	31
4	375	1.5	68	719.37	719	92	72	164	5	27
5	420	1.5	68	719.37	719	7	72	79	5	33
6	300	1.5	68	719.37	719	6	72	78	5	33
7	694	1.5	68	719.37	719	41	72	113	5	30
13	450	1.5	68	719.37	719	56	72	128	5	29
3rd Floor										
1	1600	4.0	72	721.75	719	124	72	196	5	29
8	220	1.5	68	719.37	719	92	72	164	5	27
9	596	1.5	68	719.37	719	7	72	79	5	33
10	200	1.5	68	719.37	719	6	72	78	5	33
11	555	1.5	68	719.37	719	41	72	113	5	30
12	540	1.5	68	719.37	719	56	72	128	5	29

C. Construction Noise Analysis

Short-term noise impacts may be created during demolition of the site and the construction of the project. Demolition equipment will consist primarily of excavators, backhoes and haul trucks. Construction equipment will consist of small bulldozers, loaders, backhoes, excavators, graders, cranes, forklifts, generators and air compressors. Demolition/construction equipment noise levels range from 76 to 88 dBA at a 50 ft. distance from the source, and has a potential to disturb residences adjacent to the north and east and the Vine Hill Elementary School to the west. Very high noise level equipment, such as pile drivers and rock drills are not expected to be used on this project.

A table of construction equipment (mostly earthwork equipment, which is usually the noisiest, taken from the Federal Transit Administration Noise and Vibration Impact Assessment is provided on page 17. The noise levels for each item of equipment, not all of which will be used on this project, are reported for a standard distance of 50 ft. None of the construction equipment used for this project will generate noise levels higher than 90 dBA at 50 ft. No extreme noise generators, such as pile driving, will be used on this project. Noise from construction equipment dissipates at the rate of 6 dB per doubling of the distance from the source to the receiver.

Since construction is carried out in several reasonably discrete phases, each will have its own mix of equipment and consequently, its own noise characteristics. Generally, the site preparation requires the use of heavy equipment such as bulldozers, loaders, graders, concrete trucks and diesel trucks. Construction of the building includes haul trucks, cranes, forklifts, pumps, air compressors and powered and manual hand tools (saws, nail guns, sprayers). Once the shell of the building is completed with the windows installed, much of the construction noise will be contained inside the buildings.

Table 7-1 Construction Equipment Noise Emission Levels *

Equipment	Typical Noise Level 50 ft. from Source, dBA
Air Compressor	80
Backhoe	80
Ballast Equalizer	82
Ballast Tamper	83
Compactor	82
Concrete Mixer	85
Concrete Pump	82
Concrete Vibrator	76
Crane, Derrick	88
Crane, Mobile	83
Dozer	85
Generator	82
Grader	85
Impact Wrench	85
Jack Hammer	88
Loader	80
Paver	85
Pile-driver (Impact)	101
Pile-driver (Sonic)	95
Pneumatic Tool	85
Pump	77
Rail Saw	90
Rock Drill	95
Roller	85
Saw	76
Scarifier	83
Scraper	85
Shovel	82
Spike Driver	77
Tie Cutter	84
Tie Handler	80
Tie Inserter	85
Truck	84

**This Table is copied from the FTA Transit Noise and Vibration Impact Assessment Manual, pg. 176.

Tables IIIA and IIIB on page 19 provide a list of the demolition and construction equipment expected to be used on the project, their reference noise levels at a 50 ft. distance and the equipment sound levels at the nearest and the farthest distances from each receiver location. The noise levels presented in the table are typical noise levels produced by the pieces of equipment shown. However, equipment used in the field may vary slightly, depending on the sizes of engines, the contractor and their sub-contractors, age of equipment, the way tools, devices and items of equipment are utilized and many other factors that are unknown at this time and cannot be predicted with any level of accuracy. In addition, the sound levels at the property boundaries at any given time will change dramatically such that maximum noise levels may occur for very short periods of time or may occur for longer periods of time.

As shown in the Tables, the stationary equipment and mobile equipment will be fairly noisy when working close to the north property line. The noise levels at homes to the east and at Vine Hill Elementary School will be mostly moderate, but noticeable. Therefore, noise reduction measures to reduce construction noise to the greatest extent feasible for mobile and stationary equipment are recommended. The recommended measures are described in Section VI.

TABLE IIIA							
Construction Noise Analysis							
				Construction			
	Reference		40% usage	Residence PL North		Residential PL East	
				Near Dist. = 10 ft.	Far Dist. = 358 ft.	Near Dist. = 106 ft.	Far Dist. = 281 ft.
	Level	Dist., ft.	Leq(h) @ 50 ft.	Sound Level Range		Sound Level Range	
Mobile Equipment	89	50	85	93	62	72	64
Paving Machine	84	50	80	88	57	67	59
Water Truck	85	50	81	89	58	68	60
Compactive Rollers	86	50	82	90	59	69	61
Scrapers	83	50	79	87	56	66	58
Graders	82	50	78	86	55	65	57
Wheel Loader	85	50	81	89	58	68	60
Track Loader	82	50	78	86	55	65	57
Backhoe	85	50	81	89	58	68	60
Bulldozer	84	50	80	88	57	67	59
Haul Trucks	82	50	78	86	55	65	57
Crane	85	50	81	89	58	68	60
Excavator	78	50	74	82	51	61	53
Skid Steer							
	Reference		40% usage	Residence PL North		School PL West	
				Sound Level Range		Sound Level Range	
Stationary Equipment	90	50	86	100	63	73	65
Air Compressor	81	50	77	91	54	64	56
Generator							

TABLE IIIB					
Construction Noise Analysis					
				Construction	
	Reference		40% usage	School PL West	
				Near Dist. = 50 ft.	Far Dist. = 237 ft.
	Level	Dist., ft.	Leq(h) @ 50 ft.	Sound Level Range	
Mobile Equipment	89	50	85	79	65
Paving Machine	84	50	80	74	60
Water Truck	85	50	81	75	61
Compactive Rollers	86	50	82	76	62
Scrapers	83	50	79	73	59
Graders	82	50	78	72	58
Wheel Loader	85	50	81	75	61
Track Loader	82	50	78	72	58
Backhoe	85	50	81	75	61
Bulldozer	84	50	80	74	60
Haul Trucks	82	50	78	72	58
Crane	85	50	81	75	61
Excavator	78	50	74	68	54
Skid Steer					
	Reference		40% usage	Residence PL East	
				Sound Level Range	
Stationary Equipment	90	50	86	80	66
Air Compressor	81	50	77	71	57
Generator					

D. Construction Vibration Analysis

Construction activities can produce varying amounts of ground-borne vibration, which depend on the type of equipment used and various methods. Vibration is produced by the equipment operation and the vibrational waves travel through the ground/soil that diminish over distance. It is rare that construction vibration is intense enough to cause damage to existing structures. However, due to the close proximity of the light framed buildings to the north, a qualitative analysis of vibration is warranted. Ground-borne vibration at buildings beyond 50 ft. from the equipment operation location will not be an issue.

Ground-borne vibration is typically reported in terms of “peak particle velocity” or PPV, and sometimes reported in terms of decibels of vibration, notated as VdB, which is a level of vibration (L_v). The use of PPV is more common for construction equipment and methods. Table IV, below, provides building damage criteria from construction vibration established by the Federal Transit Administration, Ref. (f).

TABLE IV		
Construction Vibration Damage Criteria		
Building Category	PPV (in/sec)	Approx. L_v (VdB)
I. Reinforced-concrete, steel or timber (no plaster)	0.50	102
II. Engineered concrete and masonry (no plaster)	0.30	98
III. Non-engineered timber and masonry buildings	0.20	94
IV. Buildings extremely susceptible to vibration damage	0.12	90
** RMS velocity in decibels (VdB) re: 1 micro-inch/second		

The adjacent residential buildings to the north are standard wood-framed, stucco-sided structures. The types of foundations are unknown, but are likely concrete. These structures fall into Building Category III where the vibration limit is 0.20 in/sec PPV.

The contractors used for the demolition of the site and construction of the project have not yet been selected, nor has a construction schedule and list of equipment been developed. Table V, below, provides a list of typical construction equipment, their vibration levels at 25 ft. reference distances, the vibration levels at the building setbacks of the very near residential buildings to the north. Also shown are the distances each item of equipment must stay away from the respective adjacent structures to limit the vibration levels to no more than 0.20 in/sec PPV at the residential buildings to the north. As shown in Table V, nearly all of the equipment will generate ground-borne vibration levels in excess of the 0.20 in/sec PPV. The vibration excesses are shown in **Bold**.

TABLE V			
Construction Equipment Vibration Levels, in/sec PPV			
Dist. to Res. To North, ft.	14		
EQUIPMENT d =	Reference Vibration at d, ft. 25	Vibration Level @ Res. To North	Dist for 0.2 PPV limit
Excavator	0.089	0.2	15
Vibratory Roller	0.210	0.5	26
Hoe Ram	0.089	0.2	15
Large Bulldozer	0.089	0.2	15
Loaded Trucks	0.076	0.2	13
Jackhammer	0.035	0.1	8
Small Bulldozer	0.003	0.0	2
Backhoe	0.088	0.2	14
Compactor	0.240	0.6	28
Concrete Mixer	0.080	0.2	14
Concrete Pump	0.080	0.2	14
Crane	0.008	0.0	3
Dump Truck	0.080	0.2	14
Front End Loader	0.088	0.2	14
Grader	0.088	0.2	14
Hydra Break Ram*	0.040	0.1	9
Soil Sampling Rig	0.088	0.2	14
Paver	0.080	0.2	14
Pickup Truck	0.080	0.2	14
Slurry Trenching	0.016	0.0	5
Tractor	0.080	0.2	14
Vibratory Roller (lge)	0.477	1.1	45
Vibratory Roller (sm)	0.176	0.4	23
Clam Shovel*	0.208	0.5	26
Rock Drill	0.088	0.2	14
* Transient vibration levels			

VI. Construction Noise and Vibration Reduction

Mitigation of the demolition/construction phase noise at the site can be accomplished by using quiet or "new technology" equipment. The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers. It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer. In addition, all equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engine, drive-train and other components. Demolition and construction noise can also be mitigated by the following measures.

As additional noise reduction benefits can be achieved by appropriate selection of equipment utilized for various operations, subject to equipment availability and cost considerations, the following recommendations for minimizing impacts on the surrounding area are offered:

OPERATIONAL AND SITUATIONAL CONTROLS

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.

- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

INTERIOR WORK

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

EQUIPMENT

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as “Bobcat” size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.

- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

NOISE COMPLAINT MANAGEMENT

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries. A sample is shown below.

NOISE COMPLAINTS FOR CONCERNS REGARDING CONSTRUCTION NOISE PLEASE CONTACT: John Doe JohnDoe@ConstructionCo.com OPERATIONS MANAGEMENT ENGINEER CALL CENTER: (111) 111-1111

- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.

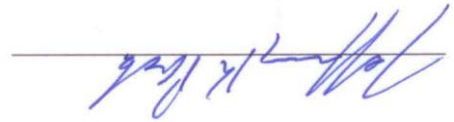
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the noise source, a description of the remediation attempt or the reason remediation could not be attempted.

The above report presents a noise assessment study for the planned "Store More" commercial office and storage development at 125 Bethany Drive in Scotts Valley. The study findings for present conditions are based on field measurements and other data and are correct to the best of our knowledge. However, significant deviations in the future operational scenario, changes in motor vehicle or mechanical equipment technology, noise regulations, or other future changes beyond our control may produce long-range noise results different from our estimates.

If you have any questions or would like an elaboration on this report, please call me.

Sincerely,

EDWARD L. PACK ASSOC., INC.



Jeffrey K. Pack
President

Attachments: Appendices A, B, and C

APPENDIX A

References:

- (a) Site Plan, Redevelopment for 125 Bethany Drive, by Hugh Zike AIA, November 30, 2020
- (b) Noise Element of the General Plan, City of Scotts Valley, 1993
- (c) City of Scotts Valley Municipal Code, Code of Ordinances, Supplement 31, Titles 5 and 17, Updated June 16, 2021
- (d) California Code of Regulations, Title 24, Element 5, Section 5.507 “Environmental Comfort”, Subsection 5.507.4.2 (Exterior Noise Transmission, Performance Method), Revised 2019
- (e) Highway Research Board, “Highway Noise – A Design Guide for Highway Engineers”, Report 117, 1971
- (f) United States Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, Report No. 0123, by John A. Volpe National Transportation Systems Center, September 2018

APPENDIX B

Noise Standards, Terminology and Instrumentation

1. Noise Standards

A. City of Scotts Valley Noise Element Standards

The Noise Element of the Scotts Valley General Plan specifies the use of the Day-Night Level (DNL) 24-hour noise descriptor to describe the noise environment for residential land use.

The noise standards specify a limit of 60 dB DNL for exterior areas at residential locations. For interior living spaces of residences, hotels, motels, office and other noise sensitive spaces, a limit of 45 dB DNL is specified.

Table 3 from the Noise Element regarding noise level increases is provided below.

TABLE 3				
Noise Increase Standards				
Proposed New Use/Location of dBA Reading	Maximum Noise Increase in dBA adjacent to Existing:			
	Sensitive	Residential	Commercial	Industrial
Sensitive @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Residential @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Commercial @ Prop. Line	3	5	5	5
50' from Prop. Line	3	3	--	--
Industrial @ Prop. Line	3	5	5	7
50' from Prop. Line	3	3	--	--

2. **Terminology**

A. **Statistical Noise Levels**

Due to the fluctuating character of urban traffic noise, statistical procedures are needed to provide an adequate description of the environment. A series of statistical descriptors have been developed which represent the noise levels exceeded a given percentage of the time. These descriptors are obtained by direct readout of the Sound Level Meters. Some of the statistical levels used to describe community noise are defined as follows:

- L_1 - A noise level exceeded for 1% of the time.
- L_{10} - A noise level exceeded for 10% of the time, considered to be an "intrusive" level.
- L_{50} - The noise level exceeded 50% of the time representing the "mean" sound level.
- L_{90} - The noise level exceeded 90 % of the time, designated as a "background" noise level.
- L_{eq} - The continuous equivalent-energy level is that level of a steady-state noise having the same sound energy as a given time-varying noise. The L_{eq} represents the decibel level of the time-averaged value of sound energy or sound pressure squared and is used to calculate the DNL and CNEL.

B. Day-Night Level (DNL)

Noise levels utilized in the standards are described in terms of the Day-Night Level (DNL). The DNL rating is determined by the cumulative noise exposures occurring over a 24-hour day in terms of A-Weighted sound energy. The 24-hour day is divided into two subperiods for the DNL index, i.e., the daytime period from 7:00 a.m. to 10:00 p.m., and the nighttime period from 10:00 p.m. to 7:00 a.m. A 10 dB weighting factor is applied (added) to the noise levels occurring during the nighttime period to account for the greater sensitivity of people to noise during these hours. The DNL is calculated from the measured L_{eq} in accordance with the following mathematical formula:

$$DNL = \left[\left[(10 \log_{10}(10^{\Sigma L_{eq}(7-10)})) \times 15 \right] + \left[((10 \log_{10}(10^{\Sigma L_{eq}(10-7)})) + 10) \times 9 \right] \right] / 24$$

C. A-Weighted Sound Level

The decibel measure of the sound level utilizing the "A" weighted network of a sound level meter is referred to as "dBA". The "A" weighting is the accepted standard weighting system used when noise is measured and recorded for the purpose of determining total noise levels and conducting statistical analyses of the environment so that the output correlates well with the response of the human ear.

3. Instrumentation

The on-site field measurement data were acquired by the use of one or more of the sound analyzer listed below. The instrumentation provides a direct readout of the L exceedance statistical levels including the equivalent-energy level (L_{eq}). Input to the meters was provided by microphones extended to a height of 5 ft. above the ground. The “A” weighting network and the “Fast” response setting of the meters were used in conformance with the applicable standards. The Larson-Davis meters were factory modified to conform to the performance standards of ANSI S1.4 and IEC 61672-1:2002 for Type 1 and Class 1 instruments, respectively. All instrumentation was acoustically calibrated before and after field tests to assure accuracy.

Bruel & Kjaer 2231 Precision Integrating Sound Level Meter

Larson Davis LDL 812 Precision Integrating Sound Level Meter

Larson Davis 2900 Real Time Analyzer

Larson Davis 831 Precision Integrating Sound Level Meter

APPENDIX C

On-Site Noise Measurement Data and Calculation Tables

DNL CALCULATIONS

CLIENT: HERITAGE REAL ESTATE VENTURES
 FILE: 53-025
 PROJECT: STORE MORE COMMERCIAL
 DATE: 5/13-14/2021
 SOURCE: HIGHWAY 17, BETHANY DR.

LOCATION 1 Highway 17 150 ft.			
TIME	Leq	10 [^] Leq/10	
7:00 AM	65.3	3388441.6	
8:00 AM	65.7	3715352.3	
9:00 AM	65.3	3388441.6	
10:00 AM	65.3	3388441.6	
11:00 AM	65.5	3548133.9	
12:00 PM	68.4	6918309.7	
1:00 PM	65.7	3715352.3	
2:00 PM	65.4	3467368.5	
3:00 PM	65.5	3548133.9	
4:00 PM	66.2	4168693.8	
5:00 PM	65.8	3801894.0	
6:00 PM	64.7	2951209.2	
7:00 PM	63.7	2344228.8	
8:00 PM	62.8	1905460.7	
9:00 PM	60.7	1174897.6	SUM= 51424359
10:00 PM	58.5	707945.8	Ld= 77.1
11:00 PM	56.3	426579.5	
12:00 AM	55.2	331131.1	
1:00 AM	53.0	199526.2	
2:00 AM	53.0	199526.2	
3:00 AM	54.6	288403.2	
4:00 AM	58.7	741310.2	
5:00 AM	63.9	2454708.9	
6:00 AM	64.7	2951209.2	SUM= 8300340
		Ln=	69.2
Daytime Level=		77.1	
Nighttime Level=		79.2	
DNL=		67	
24-Hour Leq=		64.0	

LOCATION 2 Bethany Drive 36 ft.			
TIME	Leq	10 [^] Leq/10	
7:00 AM	53.0	199526.2	
8:00 AM	52.6	181970.1	
9:00 AM	53.2	208929.6	
10:00 AM	52.5	177827.9	
11:00 AM	48.6	72443.6	
12:00 PM	49.4	87096.4	
1:00 PM	52.4	173780.1	
2:00 PM	57.4	549540.9	
3:00 PM	56.8	478630.1	
4:00 PM	57.8	602559.6	
5:00 PM	56.5	446683.6	
6:00 PM	55.3	338844.2	
7:00 PM	55.8	380189.4	
8:00 PM	54.0	251188.6	
9:00 PM	51.6	144544.0	SUM= 4293754
10:00 PM	49.4	87096.4	Ld= 66.3
11:00 PM	47.7	58884.4	
12:00 AM	45.7	37153.5	
1:00 AM	44.1	25704.0	
2:00 AM	43.6	22908.7	
3:00 AM	44.2	26302.7	
4:00 AM	46.9	48977.9	
5:00 AM	51.1	128825.0	
6:00 AM	53.1	204173.8	SUM= 640026
		Ln=	58.1
Daytime Level=		66.3	
Nighttime Level=		68.1	
DNL=		56	
24-Hour Leq=		53.1	

Keith Higgins

Traffic Engineer

125 BETHANY DRIVE REDEVELOPMENT TRANSPORTATION IMPACT ANALYSIS

DRAFT REPORT

SCOTTS VALLEY, CALIFORNIA

Prepared for
Heritage Real Estate Ventures, LLC.
Scotts Valley, CA 95066

Prepared by
Keith Higgins, Traffic Engineer
Gilroy, CA 95020

December 12, 2021



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125 Bethany Drive Redevelopment Transportation Impact Analysis

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1 INTRODUCTION

The 125 Bethany Drive Redevelopment Project (Project) will remove existing office buildings and replace them with office buildings and adjacent storage on the north side of Scotts Valley Drive between Tabor Drive and Bethany. The project site covers approximately 1.32 acres (57,499.02 square feet). The locations of the Project site and study area are indicated in **Exhibit 1**. The existing project site plan is shown in **Exhibit 2**. The proposed project site plan is included as **Exhibit 3**.

A tabular summary of the existing and proposed Project floor areas is included as **Exhibit 4**. The current development includes a total of 11,756 square feet of net rentable floor area in a total of 13,120 gross square feet of building with 1,364 square feet of total common area that includes hallways, stairwells and janitor storage and common restrooms. Currently, a private school with a total of 3,495 square feet of net floor area with a permit for 24 students is located at the site. This leaves a total of 8,261 other net office floor rentable floor area. Prorating the common area between the school and offices results in 9,219 gross square of office area and 3,901 square feet of school floor area.

The proposed buildings will include 11,444 square feet of net rentable office space and 39,095 net square feet of adjacent storage. In addition, there is a total of 15,665 square feet of common area that includes hallways, stairwells and janitor storage, common restrooms, and elevator.

This report summarizes the analysis of potential transportation effects associated with the proposed Project. Vehicular, pedestrian, bicycle and transit circulation are evaluated at the Project site and the immediate surrounding street network.

1.1 Scope of Work

1.1.1 Field Visit

A field visit was conducted on Monday, November 15, 2021, to observe traffic operations during the afternoon and evening (2-5 PM) peak periods at the following study intersections.

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

1.1.2 Existing Traffic Conditions

A qualitative discussion is provided of existing traffic conditions. Recommendations are made for improvements based solely on visual operations of peak hour conditions.

1.1.3 Project Trip Generation

Project trip generation is based on standard trip rates provided by Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, 2021. Trips generated by existing uses are subtracted from the estimated trip generation for the proposed Project to estimate the net Project trips.

1.1.4 Existing Plus Project Traffic Conditions

A qualitative discussion is provided of the Project's anticipated effects on traffic operations at the study intersections.

1.1.5 Project Access and Internal Circulation

Project access and internal circulation is discussed, including operations of the project driveways on both Bethany Drive and Tabor Drive.

1.1.6 Pedestrian, Bike and Transit

Existing pedestrian, bike and transit facilities in the Project vicinity are described, and their adequacy discussed.

1.1.7 Vehicle Miles Travelled (VMT) Analysis

Per Senate Bill 743 (SB 743), state law requires a VMT analysis to assess environmental impacts of the Project. The City of Scotts Valley has not yet adopted a VMT standard. Hence, the Santa Cruz County VMT standards are used in this evaluation.

1.1.8 Recommendations

Improvements to provide acceptable traffic operations for each development scenario are recommended where warranted.

1.2 Traffic Operation Evaluation Methodologies

Intersection traffic operations are described based upon the level of service (LOS) concept. LOS is a qualitative description of an intersection's operations, ranging from LOS A to LOS F. Level of Service "A" represents free flow uncongested traffic conditions. Level of Service "F" represents highly congested traffic conditions with unacceptable delay to vehicles at intersections. The intermediate levels of service represent incremental levels of congestion and delay between these two extremes. LOS descriptions for each type of existing traffic control at the study intersections (i.e., signal, all-way stop and one-/two-way stop) are included as **Appendix A**.

1.3 Level of Service Standards - Study Network

This study assesses operations at intersections under the jurisdiction of The City of Scotts Valley. According to its "Guidelines for Preparing Traffic Impact Studies," Updated February 2009, page 1, "The City endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" (see Appendix "B") on street facilities. However, the City acknowledges that this may not always be feasible and recommends that the lead agency consult with the City to determine the appropriate target LOS. If an existing street facility is operating at less than the appropriate target LOS, the existing MOE should be maintained."

2 EXISTING TRAFFIC CONDITIONS

This chapter evaluates Existing traffic conditions and includes a description of the Project setting.

2.1 Existing Traffic Network

The Project is located adjacent to the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive in the northern part of Scotts Valley.

The key roadways in the vicinity of the proposed project include Bethany Drive, Glenwood Drive, Granite Creek Road, Scotts Valley Drive, Tabor Drive and Vine Hill School Road. These facilities are described below, in alphabetical order:

Bethany Drive is a local street providing access to residential development along its frontage north of Scotts Valley Drive. It is the primary access for the 1440 Multiversity, which previously was the site of Bethany College. The posted speed limit is 25 miles per hour (mph). It has a width of about 22 feet curb-to-curb. A sidewalk is only provided along its west side. Parking is not prohibited although it appears that generally no parking occurs along its length.

Glenwood Drive is a two-lane collector street with sidewalks and bike lanes between Scotts Valley Drive and SVHS. Four lanes are provided immediately north of Scotts Valley Drive to provide additional capacity at the signalized Scotts Valley Drive intersection. It provides access between Scotts Valley Drive and rural areas north of Scotts Valley. It is the primary access route to Scotts Valley High School (SVHS). It has a speed limit of 30 mph. It terminates as the southbound on- and off-ramps at Highway 17 as a part of the Highway 17/Scotts Valley Drive-Granite Creek Road interchange.

Granite Creek Road is a two-lane collector street that extends from Scotts Valley Drive over Highway 17 to serve the residential area south and east of Highway 17. It terminates as the northbound on- and off-ramps at Highway 17 as a part of the Highway 17/Scotts Valley Drive-Granite Creek Road interchange.

Scotts Valley Drive is a four-lane arterial with median left turn channelization from just northeast of its intersection with Glenwood Drive/Northbound Highway 17 ramps. It has a speed limit of 35 miles per hour. It is the primary intercity route through the City of Scotts Valley, connecting the northeast part of the City with Mount Hermon Road on the southwestern part of the City. Scotts Valley Drive is designated as a collector street north of Glenwood Drive. Sidewalks are provided except along Highway 17 north of the Best Western Plus Inn immediately north of Granite Creek Road and on the rural section of Scotts Valley Drive north of Bethany Drive.

Tabor Drive is a local street providing access to residential development along its frontage north of Scotts Valley Drive. It is a cul-de-sac north of Tabor Way, which connects with Bethany Drive southwest of the 1440 Multiversity. The posted speed limit is 25 miles per hour (mph). It has a width of about 32 feet curb-to-curb in the immediate vicinity of the Project, where a bike lane is provided in each direction. A sidewalk is only provided along its west side for about 900 feet. Parking is not prohibited although it appears that generally no parking occurs along its length.

Vine Hill School Road is a local street that extends between Glenwood Drive and Scotts Valley Drive. It is the primary access to Vine Hill Elementary School and Siltanen Community Park. The

posted speed limit is 25 miles per hour (mph). It has a width of about 34 feet curb-to-curb in the immediate vicinity of the Project, with a bike lane provided in each direction. Sidewalks are provided along both sides of the street. Parking is prohibited, although vehicles stack along the westbound shoulder between Scotts Valley Drive and the Vine Hill School driveway, about 280 feet west of Scotts Valley Drive for about 15 to 20 minutes when school begins in the morning and when school ends in the afternoon. A mid-block crosswalk with rectangular rapid flashing beacon is located between the approximately 200-space satellite parking lot on the south side of Vine Hill School Road and Siltanen Park. A speed hump is located about This is used heavily by parents dropping off and picking up students before and after school. It is also heavily used during events at Siltanen Park. Vine Hill School Road only provides direct access to about 25 to 30 homes near Glenwood Drive. There is very little traffic on this street other than what is associated with Vine Hill School and Siltanen Park.

2.2 Existing Transit Service

Santa Cruz Metro provides fixed-route bus service in Santa Cruz County including Scotts Valley. The following two Metro bus routes provide service to the study area.

- Route 17 (Highway 17 Express). This line provides weekday and weekend service every hour between about 5 AM and 9 PM. The route extends from the Santa Cruz Metro Center in downtown Santa Cruz and the Diridon Transit Center in downtown San Jose.
- Route 35 (Highway 9/Scotts Valley). This line provides weekday and weekend service every 30 minutes between roughly 6:30 AM and 11 PM.

The nearest bus stops to the Project (served by both routes) is located on Scotts Valley Drive immediately south of Granite Creek Road (both directions). These stops are located approximately 0.6 mile (about a 20-minute walk) from the project site.

2.3 Existing Conditions Traffic Circulation

2.3.1 Intersection Operations

Intersections in the study area include the following, including a brief description of traffic operations at each location.

1. Bethany Drive / Scotts Valley Drive – This intersection is controlled by a stop sign on the north (southbound) leg of Scotts Valley Drive. The Bethany Drive and south leg of Scotts Valley Drive have no control and function as its major street approaches. It carries low volumes and operates with very little delay even with traffic from 1440 Multiversity conferences and events in session. No improvements are warranted at this intersection.
2. Scotts Valley Drive–Tabor Drive/Vine Hill School Road–Scotts Valley Drive – This intersection has four-way stop control. The northbound Scotts Valley Drive approach has a left/through lane and separate right turn lane. It carries low traffic volumes and generally has little to no delay. The exception is immediately before and after school hours at the Vine Hill when the queue in the drop-off/pick-up lane in the school parking lot overflows onto Vine Hill School Road. Vehicles stack along the westbound shoulder in the bike lane. This queue extends from the school driveway and onto the northbound Scotts Valley Drive left/through lane where a total of as many as 8 cars were observed in the queue. This lasts

for 15 to 30 minutes before and after school, which is about 8 to 8:30 AM and about 2:30 to 3 PM. The queuing at this intersection is not related to traffic congestion.

3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps – This intersection experiences severe delay and congestion during the AM peak hour when Scotts Valley High School traffic occurs during the street peak hour. Congestion is extensive on the Glenwood Drive approach during the mid-afternoon when High School vehicular and pedestrian traffic leaves the campus about one-half mile north on Glenwood Drive. Congestion is also associated with the close spacing (150 feet clear) between this intersection and the Scotts Valley Drive/Granite Creek Road intersection. This limits the ability to provide efficient signal coordination between the two intersections. Vehicle storage in the left turn and through lanes between the two intersections are limited, resulting in queue spillover and/or limited ability for traffic proceeding through the upstream intersection to enter and pass through the downstream intersection. The Hacienda Drive intersection on Glenwood Drive, which is only 70 feet from Scotts Valley Drive, further complicates traffic operations at this intersection.
4. Scotts Valley Drive / Granite Creek Road – This intersection is integrally connected with the adjacent Scotts Valley Drive/Glenwood Drive-State Route 17 Southbound Ramps intersection with the same severely deficient traffic operations.

2.3.2 Pedestrian Circulation

Pedestrian volumes are heavy along Vine Hill School Road immediately adjacent to Vine Hill Elementary School for about 15 minutes before and after school, primarily between the school site and the satellite parking lot across from Siltanen Community Park. Pedestrians generally use the sidewalks or cross at the mid-block crosswalk at the Siltanen Community Park parking lot. Other streets including Bethany Drive, Scotts Valley Drive and Tabor Drive carry light pedestrian volumes near the Project.

Adequate off-site pedestrian facilities are provided in the immediate Project vicinity. However, no sidewalk is provided along the project's Tabor Drive frontage, which requires pedestrians to walk in the existing bike lane along the project frontage. The alternative is to cross Tabor Drive at the existing project driveways, which is a mid-block crossing. This is not a desirable condition.

2.3.3 Bicycle Circulation

Bicycle volumes are light on all streets in the study area, including near Vine Hill Elementary School. Existing bike lanes on Scotts Valley Drive and Vine Hill School Road adequately accommodate bike volumes.

3 EXISTING PLUS PROJECT CONDITIONS

3.1 Project Description

This section of the report focuses on Existing Plus Project conditions with the Project redeveloped with offices and adjacent storage replacing the existing offices and private school. The trip

generation estimate for the Project is based on rates from *Trip Generation Manual*, 11th Edition, published by the Institute of Traffic Engineers in 2021 (Trip Generation Manual).

3.2 Project Trip Generation

Exhibit 4 provides an estimate of the existing and proposed Project trip generation. The trip generation rates are referenced from the Trip Generation Manual, Institute of Transportation Engineers (ITE), 11th Edition, 2021. It assumes full occupancy of existing and proposed uses.

The existing private school is Brite Horizons, which has a use permit for 24 students. It serves children with special needs such as autism. Its trip generation estimate assumes full occupancy per the existing use permit. Its trip generation rates are based on the Private School K-12 category (ITE Land Use Category 532), although trip rates per student are probably higher due to the much higher number of staff required for special needs students.

The proposed adjoining storage spaces are assumed to function similar to Mini-Warehouse in the Trip Generation Manual (ITE Land Use Category 151), which is the closest land use category in the Manual. The trip rate may be less because the storage areas will be ancillary to the office uses.

The existing project is estimated to generate about 193 daily trips with 34 during the AM peak hour and 24 during the PM peak hour. The proposed project is expected to generate about 275 weekday daily trips with 30 during the AM peak hour and 37 during the PM peak hour. The Project is estimated to generate a net increase of about 82 weekday daily trips, with a reduction of about 4 trips during the AM peak hour and an increase of about 13 trips during the PM peak hour.

3.3 Project Trip Distribution and Assignment

Proposed project trip distribution is expected to be similar to the trip distribution from the existing uses at the project site.

3.4 Existing Plus Project Condition Traffic Circulation

3.4.1 Intersection Operations

The Project is expected to result in a slight reduction in AM peak hour traffic and an imperceptible increase in PM peak hour traffic. No change in traffic operations is expected at any of the study intersections.

No improvements are required above those warranted for existing conditions at the study intersections. No additional analysis is required.

3.4.2 Pedestrian Circulation

No qualitative change is expected in pedestrian traffic generation at the Project site. No additional pedestrian facilities are warranted.

3.4.3 Bicycle Circulation

The Project is anticipated to generate a small amount of bicycle traffic. The existing bike lanes and shoulders on the study street network will be adequate to accommodate this additional bicycle traffic. Therefore, the Project would not represent a significant impact to bicycle circulation.

3.4.4 Transit Circulation

The Project is anticipated to generate minimal transit demand. Therefore, the Project would not represent a significant impact to transit service.

4 SITE ACCESS AND INTERNAL CIRCULATION

This section summarizes the site access and internal circulation analysis, including Project driveway operations, based on the existing and proposed site plans included as **Exhibits 2 and 3**, respectively.

4.1 Vehicle Circulation

a. Existing Conditions

The existing project site plan includes three driveways on Tabor Drive and one driveway on Bethany Drive. The northerly driveway is an entrance only. The other two driveways serve entering and exiting traffic. The parking areas served by the southerly two driveways do not provide for through travel. Rather vehicles must make multiple maneuvers or travel backward longer distances than normally required to back out of some of the existing parking spaces to exit the parking lot.

The driveway on Bethany Drive is an exit only. In addition, about 12 perpendicular parking spaces have direct access to and from Bethany Drive. This results in parking maneuvers across the existing sidewalk and on Bethany Drive, which is an undesirable condition.

b. Proposed Conditions

The proposed project will include three ingress/egress driveways along Tabor Drive at nearly identical locations as the existing driveways. The parking areas served by the north and south driveways will not have secondary driveways so vehicles will be required to exit at the entrance location. The south driveway will have 23 parking spaces and the north driveway will have 8 parking spaces. A single driveway is reasonable for small parking areas such as this. Standard backup areas are provided at the termination of the parking areas so that normal maneuvers can be made when vehicles exit the end spaces.

Two ingress/egress driveways are proposed on Bethany Drive. The north driveway will serve a parking area with 8 spaces that will only have one driveway which will require vehicles to exit at the entrance location. A single driveway is reasonable for this small parking lot.

The middle driveway on Tabor Drive will extend to Bethany Drive where it will be southerly project driveway. The parking aisle will be two-way with a total of 11 parallel parking spaces. This will have adequate aisle and parking space dimensions.

The proposed parking plan will eliminate existing undesirable parking lot features and improve parking at the Project site compared to existing conditions.

4.2 Pedestrian Circulation

The existing sidewalk is proposed to be reconstructed along the project's Bethany Drive frontage. A sidewalk is proposed to be constructed from Scotts Valley Drive to the north side of the Project's north building and will connect with a proposed sidewalk from Tabor Drive to the internal sidewalk

along the north side of the building. Sidewalks are proposed to provide continuous pedestrian facility throughout the Project.

4.3 Bicycle Circulation

Existing bike lanes in the Project vicinity will be maintained. Bicycle racks will be provided to comply with Scotts Valley standards. No additional bicycle improvements are recommended.

5 VEHICLE MILES TRAVELED

5.1 VMT Policy Background

SB 743, which was signed into law in 2013 and codified in Public Resources Code 21099, tasked the State Office of Planning and Research (OPR) with establishing new criteria for determining the significance of transportation impacts under CEQA. SB 743 requires the new criteria to “promote the reduction of greenhouse In addition to new exemptions for projects that are consistent with specific plans, SB 743 led to changes in California CEQA guidelines, released in December 2018 and described in new Section 15064.3 of the CEQA Guidelines that apply statewide as of July 1, 2020. The new CEQA guidelines replaces congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions.

Each local agency is responsible for adopting their own policies, procedures, and guidelines to implement SB 743. The “Technical Advisory on Evaluating Transportation Impacts in CEQA,” State of California Governor’s Office of Planning and Research, December 2018, (OPR Guidelines) was published to provide a suggested framework for local agencies to follow in establishing their individual programs. The OPR Guidelines can modified by each local agency, subject to providing substantial evidence for any variations. The City of Scotts Valley (City) has not yet established a VMT standard and significance criteria for VMT evaluations. There is apparently no schedule for its adoption. In the meantime, the City is using the OPR Guidelines for evaluating Project VMT impacts as a part of its CEQA review.

5.2 VMT Analysis

According to “Section 1 - Screening Thresholds for Land Use Projects,” OPR Guidelines page 12, “projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.” According to Section 3.2 of this report, the Project will result in an increase of about 82 trips per day. Thus, the Project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

6 SUMMARY AND CONCLUSIONS

The Project will not result in any traffic operational effect requiring improvements anywhere on the study street network. The proposed site plan will improve project access and egress. The Project will also have an insignificant transportation impact based on Vehicle Miles Traveled. No additional analysis or mitigation is required.

7 REFERENCES

7.1 List of References

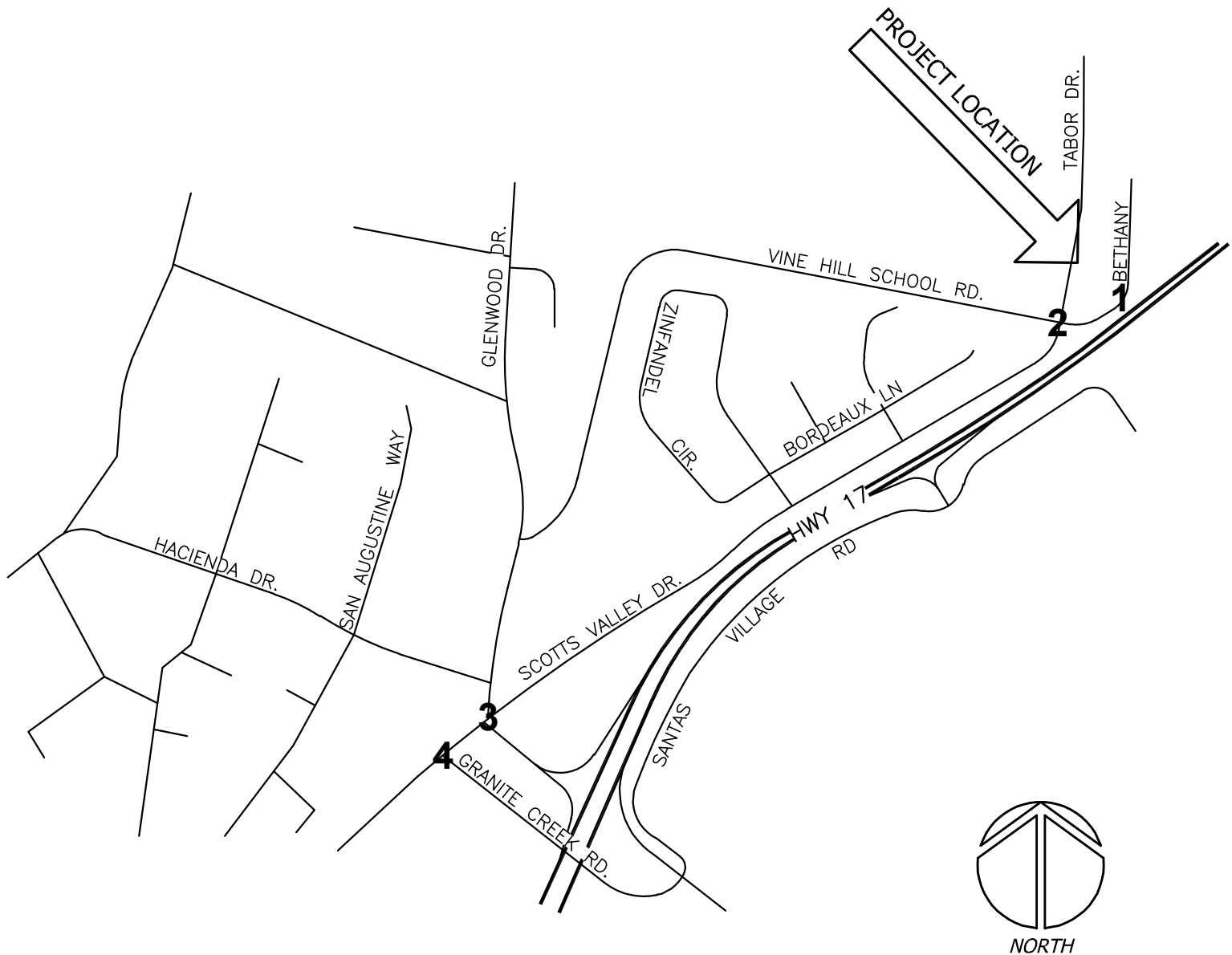
1. *2010 Highway Capacity Manual*, Transportation Research Board, 2010.
2. *2000 Highway Capacity Manual*, Transportation Research Board, 2000.
3. *Guidelines for Preparing Traffic Impact Studies*, City of Scotts Valley Public Works Department, June 2002, Updated February 2009
4. *Technical Advisory on Evaluating Transportation Impacts in CEQA*, State of California Governor's Office of Planning and Research, December 2018
5. *1440 Multiversity Traffic Study*

7.2 List of Contacts

1. Rob Marani, Project Representative, Heritage Ventures Real Estate LLC, Scotts Valley, CA
2. Eli May, Project Representative, Heritage Ventures Real Estate LLC, Scotts Valley, CA
3. Hugh Zike, AIA, Project Architect, Santa Cruz, CA
4. Todd Creamer, PE, Project Civil Engineer, C2G/Civil Consultants Group, Scotts Valley, CA
5. Taylor Bateman, Community Development Director, City of Scotts Valley, Scotts Valley, CA

Study Intersections

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive–Tabor Drive / Vine Hill School Road–Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps
4. Scotts Valley Drive / Granite Creek Road.



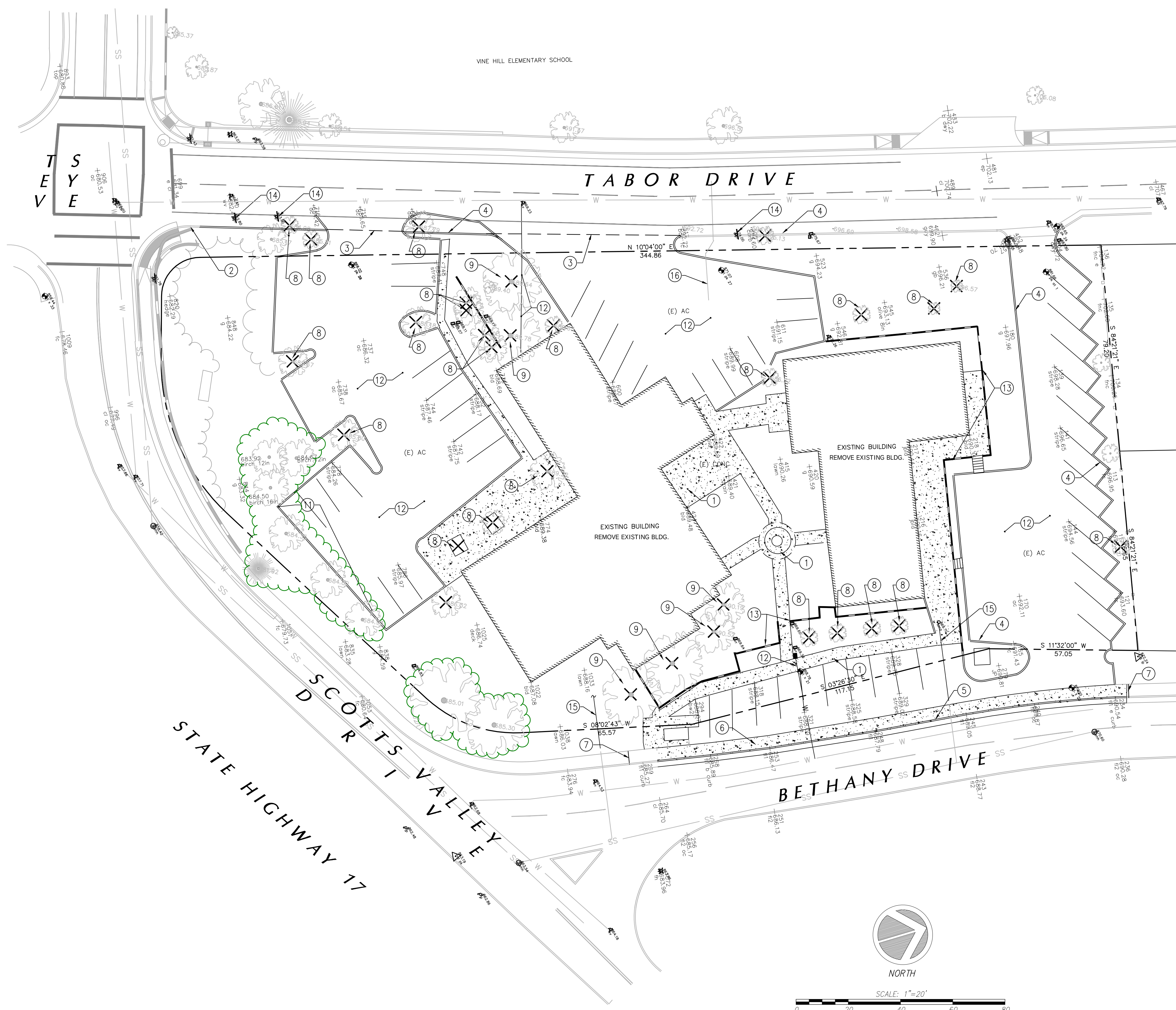
VICINITY MAP
SCALE: N.T.S.

Keith Higgins
Traffic Engineer

Exhibit 1
Project Location Map

Existing Site Plan

Keith Higgins
Traffic Engineer



- DEMOLITION KEY NOTES**
- 1 REMOVE EXISTING CONCRETE
 - 2 SAWCUT AND REMOVE EXISTING CURB
 - 3 SAWCUT EXISTING AC
 - 4 REMOVE (E) AC DIKE
 - 5 REMOVE EXISTING CURB AND GUTTER
 - 6 REMOVE EXISTING SIDEWALK
 - 7 SAW CUT EXISTING SIDEWALK
 - 8 REMOVE SMALL TREES AND VEGETATION
 - 9 REMOVE LARGE TREES
 - 10 REMOVE EXISTING AC
 - 11 PRUNE TREE ROOTS WHERE PAVEMENT HAS LIFTED IN THIS AREA
 - 12 REMOVE APPROXIMATELY 100 LF OF EXISTING 4" FIRE WATER SERVICE AND BACK FLOW PREVENTER BACK TO THE MAIN AND ABANDON PER SWWD STANDARDS.
 - 13 REMOVE EXISTING RETAINING WALL
 - 14 REMOVE EXISTING TRAFFIC SIGNS AND RELOCATE
 - 15 REMOVE EXISTING SANITARY SEWER LINE
 - 16 REMOVE EXISTING GAS LINE
- EXISTING PVIOUS PAVEMENT QUANTITIES**
- | | |
|-------------------------------------|----------------|
| EXISTING BUILDING TO BE REMOVED: | 12,200 SQ. FT. |
| EXISTING AC PAVEMENT TO BE REMOVED: | 19,600 SQ. FT. |
| EXISTING CONCRETE TO BE REMOVED: | 5,110 SQ. FT. |
| TOTAL TO BE REMOVED: 36,910 SQ. FT. | |

LEGEND

X REMOVE EXISTING TREE

- ABBREVIATIONS**
- AB AGGREGATE BASE
 - AC ASPHALT CONCRETE
 - BLDG BUILDING
 - CONC CONCRETE
 - EC EDGE OF CONCRETE
 - EP EDGE OF PAVEMENT
 - EL ELEVATION
 - FL FLOWLINE
 - GB GRADE BRAKE
 - G GROUND
 - INV INVERT ELEVATION
 - LP LOW POINT
 - NAP NOT A PART
 - NG NATURAL GROUND
 - PL PROPERTY LINE
 - TG TOP OF GRATE
 - UG UNDERGROUND

SURVEY INFORMATION

SURVEYOR:

ALPHA SURVEY
4444 SCOTTS VALLEY DRIVE
SCOTTS VALLEY, CA 95066
OFFICE: 831.438.4420

BASIS OF BEARINGS:
BEARINGS ARE BASED UPON GPS OBSERVATION = NORTH

ELEVATION DATUM:
ELEVATIONS ARE BASED UPON GPS OBSERVATION = NAVD88
CONTOUR INTERVAL = 1 FOOT

NOTES:

- 1. DATE OF SURVEY: FEBRUARY 2019.
- 2. SITE ADDRESS: 125 BETHANY AVENUE, SCOTTS VALLEY, CA.
- 3. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.
- 4. ALL BEARINGS ARE SHOWN IN DEGREES, MINUTES AND SECONDS.
- 5. UNDERGROUND UTILITY LOCATIONS FROM UTILITY LOCATING SERVICE AND SURFACE OBSERVATION ONLY AND MAY NOT BE COMPLETE.

REVISIONS

BY

EXISTING SITE/DEMOLITION PLAN

REGISTERED PROFESSIONAL ENGINEER
TODD R. CREAGER
No. C 64561
Exp. 6/30/21
CIVIL
STATE OF CALIFORNIA

C2G CIVIL CONSULTANTS GROUP, INC.

Engineers/Planners
4444 Scotts Valley Drive
Scotts Valley, CA 95066
T (831) 438-4420 F (831) 438-4420

BETHANY PROFESSIONAL
COMMERCIAL PROPERTY
125 BETHANY DRIVE
SCOTTS VALLEY, CALIFORNIA

Date: 02.20.19

Scale: 1" = 20'

Drawn: TC/JB

Job: 338-40

Sheet: C1.1

Of 12 Sheets

IMPERVIOUS AREA CALCULATIONS

	SQUFT	ACRES
NEW BUILDING	27,675	0.635
FRONT PARKING	4,760	
MIDDLE DRIVEWAYS	1,340	
UPPER PARKING	6,920	
CONCRETE SIDEWALKS	3,250	
TOTAL NEW AND REPLACED IMPERVIOUS AREA	43,945	1.001

SHEET NOTES

- | | | |
|-----|--------------------------------|------------|
| 1. | MATCH AC @ SAWTOOTH LINE | |
| 2. | MATCH CONCRETE @ SAWTOOTH LINE | |
| 3. | CONCRETE SIDEWALK | 2
6.1 |
| 4. | CONCRETE TYPE-C CURB | 7
8.7 |
| 5. | CONCRETE CURB & GUTTER | 7
8.1 |
| 6. | CONCRETE CURB TAPER | 3
6.1 |
| 7. | TYPE-V VALLEY GUTTER | 6.1
8.9 |
| 8. | RETAINING WALL | 4
6.1 |
| 9. | CONCRETE FLUSH CURB | 7
6.1 |
| 10. | CONCRETE WHEEL STOP | 6
6.1 |
| 11. | CONCRETE DRIVEWAY APRON | 6.1
8.9 |
| 12. | LIGHT DUTY AC PAVEMENT | 1
6.1 |
| 13. | TRUNCATED DOWNS | 9
6.1 |
| 14. | ROLLED CURB | 7
6.1 |

LEGEND

- | | |
|---|---------------------------|
|  | CONCRETE SIDEWALK |
|  | BIORETENTION |
|  | STORM DRAIN DROP INLET |
|  | MANHOLE |
|  | MATCHLINE |
|  | TYPE "X" CURB & GUTTER |
|  | TYPE "C" CURB |
|  | DIMENSION TO FACE OF CURB |
|  | RETAINING WALL |
|  | ADA ACCESSIBLE ROUTE |
|  | PARKING STALL OUTLINE |
|  | |

PARKING CALCULATIONS (SEE A2.2 FOR SPECIFICS)

REQ.	STALLS	SO. FT
1	1ST FLOOR - PARKING REQUIREMENTS	
9	OFFICE NO. 1 - STORAGE	2,250
1	OFFICE NO. 2 - STORAGE	237
1	1ST FLOOR PROF. STORAGE (1 SPACE/350 SQ FT)	2,919
1	OFFICE NO. 2 - STORAGE	8,522
1	OFFICE NO. 3 - STORAGE	184
1	OFFICE NO. 3 - STORAGE	1,539
14	TOTAL PARKING REQUIRED FOR 1ST FLOOR	
14	SUB-TOTAL PARKING PROVIDED	
1	2ND FLOOR - PARKING REQUIREMENTS	
12	2ND FLOOR PROF. OFFICE (1 SPACE/250 SQ FT)	3,000
1	OFFICE NO. 4 - STORAGE	250
1	OFFICE NO. 5 - STORAGE	5,170
1	OFFICE NO. 5 - STORAGE	949
1	OFFICE NO. 5 - STORAGE	285
1	OFFICE NO. 6 - STORAGE	3,883
1	OFFICE NO. 6 - STORAGE	301
1	OFFICE NO. 7 - STORAGE	4,151
20	SUB-TOTAL PARKING PROVIDED	
1	3RD FLOOR - PARKING REQUIREMENTS	
6	3RD FLOOR PROF. OFFICE (1 SPACE/250 SQ FT)	1,537
1	OFFICE NO. 8 - STORAGE	102
1	OFFICE NO. 9 - STORAGE	2,761
1	OFFICE NO. 9 - STORAGE	346
1	OFFICE NO. 9 - STORAGE	3,942
1	OFFICE NO. 10	201
1	OFFICE NO. 10 - STORAGE	5,546
2	OFFICE NO. 11	315
1	OFFICE NO. 11 - STORAGE	5,638
16	SUB-TOTAL PARKING PROVIDED	
37	TOTAL OFFICE SPACE (9,251 / 250)	
13	TOTAL STORAGE (46,220 / 3500)	
50	TOTAL STANDARD STALL PROVIDED	
53	ADA STALLS PROVIDED	
53	OVERALL PARKING	

REVISIONS	BY

C2G / CIVIL CONSULTANTS GROUP, INC.
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BETHANY PROFESSIONAL COMMERCIAL
PROPERTY
125 BETHANY DRIVE
SCOTT'S VALLEY, CALIFORNIA

SCOTT'S VALLEY, CALIFORNIA

Date:	11.13.20
Scale:	1" = 20'
Drawn:	TC/JB
Job:	338-40

C2.1

of 12 Sheets

Project Component	Existing (s.f.)			Proposed (s.f.)		
	Net	Common Area	Gross	Net	Common Area	Gross
Office	8,261	958	9,219	11,444	1,328	12,772
School (Office Area)	3,495	406	3,901	0	0	0
Storage	0	0	0	39,095	14,337	53,432
Common Area	0		0	0		0
Total	11,756	1,364	13,120	50,539	15,665	66,204

Notes:

1. Existing Common Area is prorated to Office and School by net floor area.
2. Proposed Common Area is prorated to Office at the same ratio as Existing.

Keith Higgins
Traffic Engineer

Exhibit 4
Existing and Proposed
Project Components
with Floor Areas

TRIP GENERATION RATES	ITE LAND USE CODE	DAILY TRIP RATE	AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR RATE	% OF ADT	% IN	% OUT	PEAK HOUR RATE	% OF ADT	% IN	% OUT
Small Office (per 1,000 sq. ft.)	712	14.39	1.67	12%	0.82	0.18	2.16	15%	0.34	0.66
Private School K-12 (per student)	532	2.48	0.79	32%	0.63	0.37	0.17	7%	0.43	0.57
Mini-Warehouse (per 1,000 sq. ft.)	151	1.71	0.17	10%	0.77	0.23	0.18	11%	0.28	0.72
PROPOSED USE	PROJECT SIZE	DAILY TRIPS	WEEKDAY							
			AM PEAK HOUR				PM PEAK HOUR			
			PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT	PEAK HOUR TRIPS	% OF ADT	TRIPS IN	TRIPS OUT
1. CURRENT USES										
Small Office	9,219 Sq. Ft.	133	15	12%	13	2	20	15%	7	13
Private School K-12* (3,901 Sq. Ft.)	24 Students	60	19	32%	12	7	4	7%	2	2
Mini-Warehouse	0 Sq. Ft.	0	0	N.A.	0	0	0	N.A.	0	0
Current Use Total	13,120 Sq. Ft.	193	34	0	25	9	24	0	9	15
2. PROPOSED USES										
Small Office	12,772 Sq. Ft.	184	21	12%	17	4	28	15%	9	19
Mini-Warehouse	53,432 Sq. Ft.	91	9	10%	7	2	10	11%	3	7
Proposed Use Subtotal	66,204 Sq. Ft.	275	30	11%	24	6	37	14%	12	26
3. NET CHANGE - PROPOSED TRIPS MINUS CURRENT USE TRIPS										
Proposed Use minus Current UseTotal		82	-4		0	-3	13		3	10

Note:

1. Trip generation rates published by Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition, 2021
2. The Small Office category represents offices about 10,000 gross square feet or less. This compares to General Office which includes buildings between 10,000 gross square feet and over 600,000 gross square feet.
3. All building areas are in gross square feet, which includes common area prorated and added to the net leasable square feet.
4. *-Brite Horizons School is a Non-Public School that serves special needs students in Grades 1 through 12.
5. "Net Change" values are positive if the proposed trip generation is anticipated to be greater than existing.
6. "Net Change" values are negative if the proposed trip generation is anticipated to be less than existing.

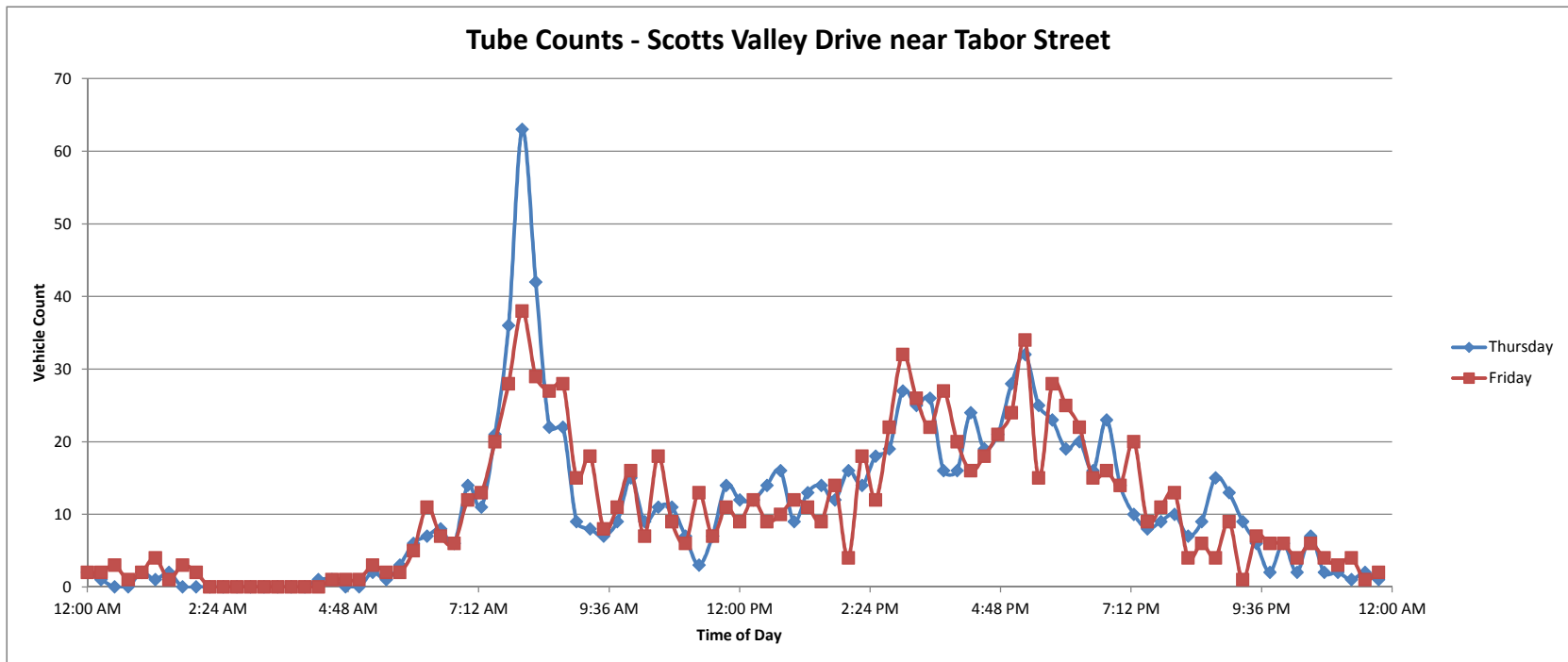
Tube Counts

LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM				2	2	2			2	
12:15 AM				1	2	2			2	
12:30 AM				0	3	2			2	
12:45 AM				0	1	1			1	
1:00 AM				2	2	2			2	
1:15 AM				1	4	3			3	
1:30 AM				2	1	2			2	
1:45 AM				0	3	2			2	
2:00 AM				0	2	1			1	
2:15 AM				0	0	0			0	
2:30 AM				0	0	0			0	
2:45 AM				0	0	0			0	
3:00 AM				0	0	0			0	
3:15 AM				0	0	0			0	
3:30 AM				0	0	0			0	
3:45 AM				0	0	0			0	
4:00 AM				0	0	0			0	
4:15 AM				1	0	1			1	
4:30 AM				1	1	1			1	
4:45 AM				0	1	1			1	
5:00 AM				0	1	1			1	
5:15 AM				2	3	3			3	
5:30 AM				1	2	2			2	
5:45 AM				3	2	3			3	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Scotts Valley Dr										QC JOB #: 12456607
SPECIFIC LOCATION: 0 ft from Tabor St										DIRECTION: EB/WB
CITY/STATE: Scotts Valley, CA										DATE: Mar 20 2014 - Mar 21 2014
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 AM				6	5	6			6	
6:15 AM				7	11	9			9	
6:30 AM				8	7	8			8	
6:45 AM				6	6	6			6	
7:00 AM				14	12	13			13	
7:15 AM				11	13	12			12	
7:30 AM				21	20	21			21	
7:45 AM				36	28	32			32	
8:00 AM				63	38	51			51	
8:15 AM				42	29	36			36	
8:30 AM				22	27	25			25	
8:45 AM				22	28	25			25	
9:00 AM				9	15	12			12	
9:15 AM				8	18	13			13	
9:30 AM				7	8	8			8	
9:45 AM				9	11	10			10	
10:00 AM				15	16	16			16	
10:15 AM				9	7	8			8	
10:30 AM				11	18	15			15	
10:45 AM				11	9	10			10	
11:00 AM				7	6	7			7	
11:15 AM				3	13	8			8	
11:30 AM				7	7	7			7	
11:45 AM				14	11	13			13	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 PM				12	9	11			11	
12:15 PM				12	12	12			12	
12:30 PM				14	9	12			12	
12:45 PM				16	10	13			13	
1:00 PM				9	12	11			11	
1:15 PM				13	11	12			12	
1:30 PM				14	9	12			12	
1:45 PM				12	14	13			13	
2:00 PM				16	4	10			10	
2:15 PM				14	18	16			16	
2:30 PM				18	12	15			15	
2:45 PM				19	22	21			21	
3:00 PM				27	32	30			30	
3:15 PM				25	26	26			26	
3:30 PM				26	22	24			24	
3:45 PM				16	27	22			22	
4:00 PM				16	20	18			18	
4:15 PM				24	16	20			20	
4:30 PM				19	18	19			19	
4:45 PM				21	21	21			21	
5:00 PM				28	24	26			26	
5:15 PM				32	34	33			33	
5:30 PM				25	15	20			20	
5:45 PM				23	28	26			26	
Day Total										
% Weekday Average										
% Week Average										
AM Peak Volume										
PM Peak Volume										
Comments:										

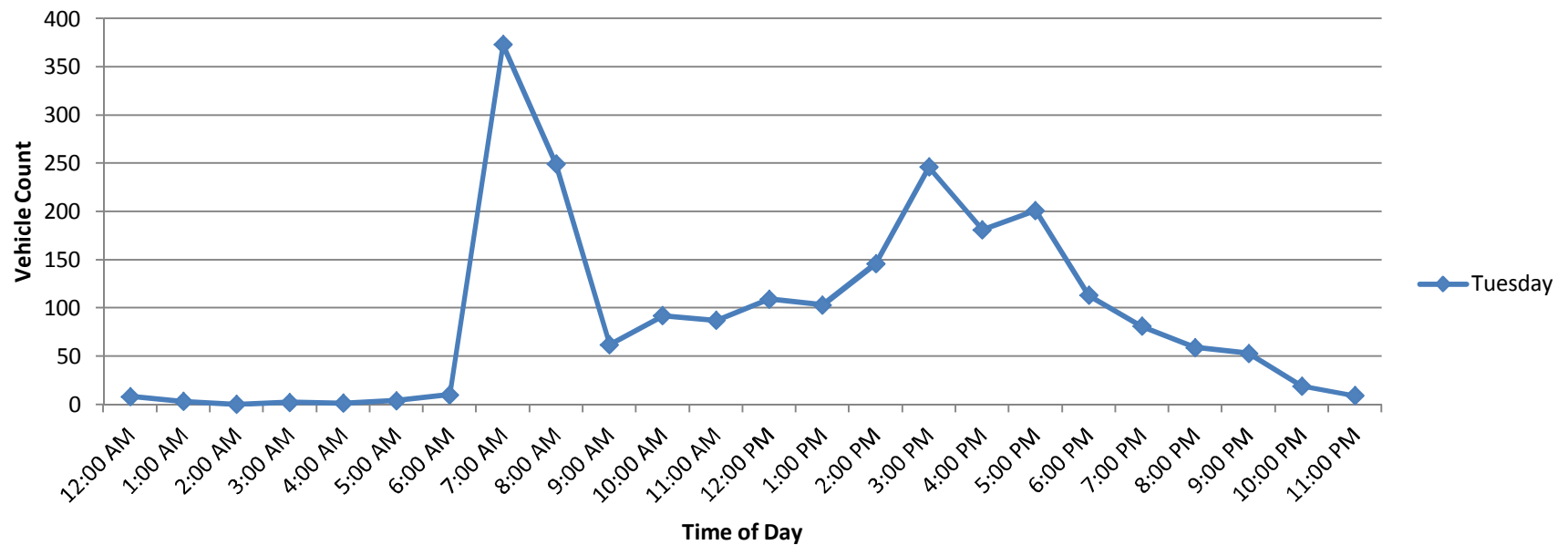
LOCATION: Scotts Valley Dr							QC JOB #: 12456607			
SPECIFIC LOCATION: 0 ft from Tabor St							DIRECTION: EB/WB			
CITY/STATE: Scotts Valley, CA							DATE: Mar 20 2014 - Mar 21 2014			
Start Time	Mon	Tue	Wed	Thu 20-Mar-14	Fri 21-Mar-14	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
6:00 PM				19	25	22			22	
6:15 PM				20	22	21			21	
6:30 PM				16	15	16			16	
6:45 PM				23	16	20			20	
7:00 PM				14	14	14			14	
7:15 PM				10	20	15			15	
7:30 PM				8	9	9			9	
7:45 PM				9	11	10			10	
8:00 PM				10	13	12			12	
8:15 PM				7	4	6			6	
8:30 PM				9	6	8			8	
8:45 PM				15	4	10			10	
9:00 PM				13	9	11			11	
9:15 PM				9	1	5			5	
9:30 PM				6	7	7			7	
9:45 PM				2	6	4			4	
10:00 PM				6	6	6			6	
10:15 PM				2	4	3			3	
10:30 PM				7	6	7			7	
10:45 PM				2	4	3			3	
11:00 PM				2	3	3			3	
11:15 PM				1	4	3			3	
11:30 PM				2	1	2			2	
11:45 PM				1	2	2			2	
Day Total				1048	1030	1062			1062	
% Weekday Average				98.7%	97.0%					
% Week Average				98.7%	97.0%	100.0%				
AM Peak				8:00 AM	8:00 AM	8:00 AM			8:00 AM	
Volume				63	38	51			51	
PM Peak				5:15 PM	5:15 PM	5:15 PM			5:15 PM	
Volume				32	34	33			33	
Comments:										



Descriptive Statistics

Thursday		Friday	
Mean	10.9167	Mean	10.72917
Standard Error	1.09019	Standard Error	0.953005
Median	9	Median	9
Mode	0	Mode	0
Standard Deviation	10.6817	Standard Deviation	9.337507
Sample Variance	114.098	Sample Variance	87.18904
Kurtosis	5.21676	Kurtosis	-0.07462
Skewness	1.72428	Skewness	0.848977
Range	63	Range	38
Minimum	0	Minimum	0
Maximum	63	Maximum	38
Sum	1048	Sum	1030
Count	96	Count	96
Confidence Level(95.0%)	2.16431	Confidence Level(95.0%)	1.891955

Tube Counts - Glenwood Drive south of Scotts Valley High School

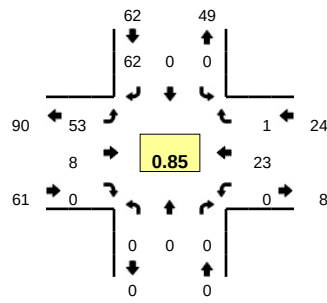


*Obtained from the *Glenwood Drive & Casa Way/Kerry Court Intersection Study* for the City of Scotts Valley conducted by Hexagon Consulting, Inc. (April, 2014)

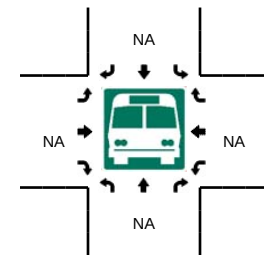
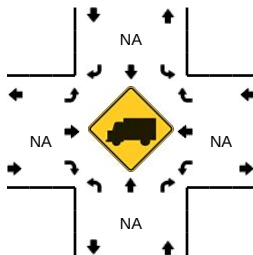
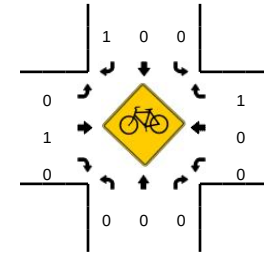
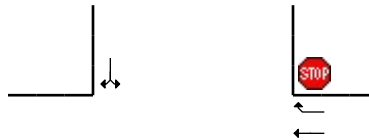
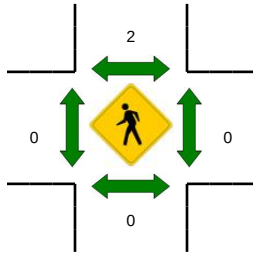
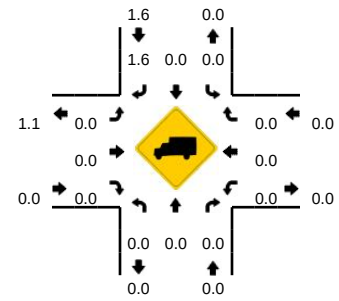
Existing AM Turning Movements

LOCATION: Bethany Dr -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473201
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

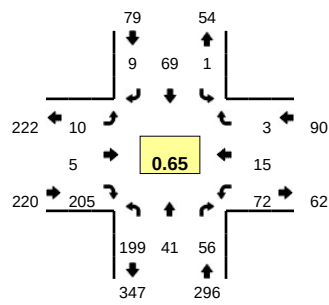


15-Min Count Period Beginning At	Bethany Dr (Northbound)				Bethany Dr (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	4	0	0	1	0	0	0	3	0	0	8	
7:15 AM	0	0	0	0	0	0	3	0	4	0	0	0	0	6	0	0	13	
7:30 AM	0	0	0	0	0	0	8	0	3	0	0	0	0	4	0	0	15	
7:45 AM	0	0	0	0	0	0	16	0	8	2	0	2	0	8	0	0	36	72
8:00 AM	0	0	0	0	0	0	16	0	15	3	0	3	0	6	0	0	43	107
8:15 AM	0	0	0	0	0	0	14	0	18	1	0	0	0	4	1	0	38	132
8:30 AM	0	0	0	0	0	0	16	0	7	2	0	0	0	5	0	0	30	147
8:45 AM	0	0	0	0	0	0	14	0	10	3	0	0	0	4	1	0	32	143
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	64	0	60	12	0	12	0	24	0	0	172	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

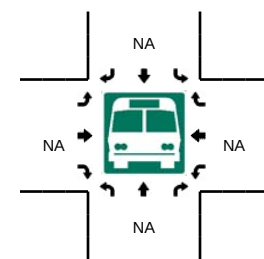
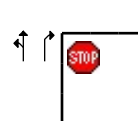
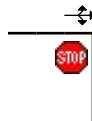
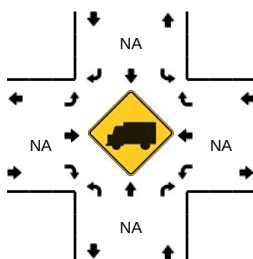
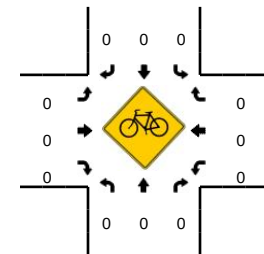
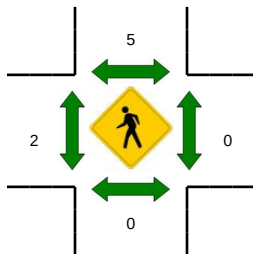
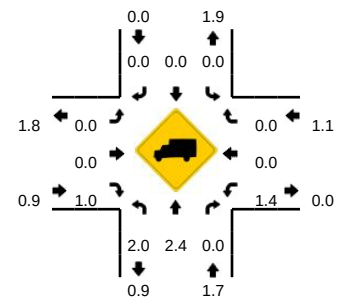
Comments:

LOCATION: Tabor Dr -- Vine Hill School Rd
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473203
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

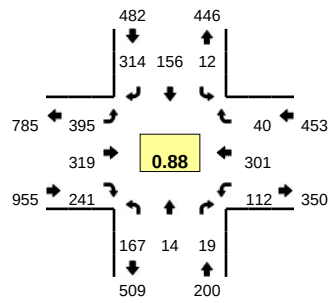


15-Min Count Period Beginning At	Tabor Dr (Northbound)				Tabor Dr (Southbound)				Vine Hill School Rd (Eastbound)				Vine Hill School Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	2	1	0	0	9	1	0	0	0	4	0	7	0	0	0	28	
7:15 AM	6	5	4	0	0	7	4	0	2	0	4	0	9	2	0	0	43	
7:30 AM	18	2	3	0	1	15	2	1	1	0	4	0	9	3	0	0	59	
7:45 AM	74	9	14	0	0	19	3	0	3	2	53	0	21	4	1	0	203	333
8:00 AM	84	18	16	0	0	18	4	0	4	0	96	0	17	6	2	0	265	570
8:15 AM	26	3	15	1	0	21	1	0	3	3	48	0	14	4	0	0	139	666
8:30 AM	14	11	11	0	1	11	1	0	0	0	8	0	20	1	0	0	78	685
8:45 AM	29	7	9	0	0	13	1	0	3	1	14	0	17	2	0	0	96	578
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	336	72	64	0	0	72	16	0	16	0	384	0	68	24	8	0	1060	
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4	
Pedestrians	0				4				0				0				4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

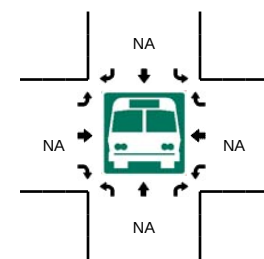
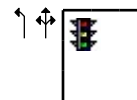
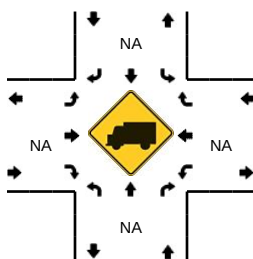
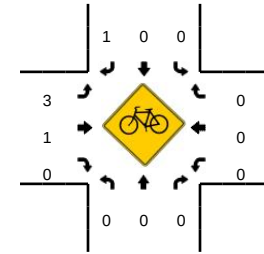
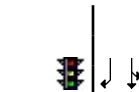
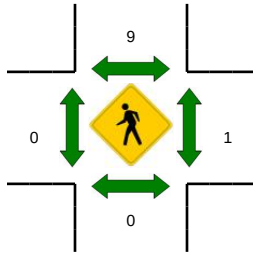
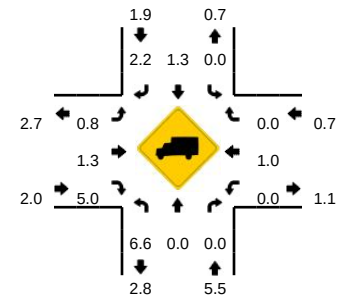
Comments:

LOCATION: Glenwood Dr -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473205
DATE: Wed, Apr 09 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

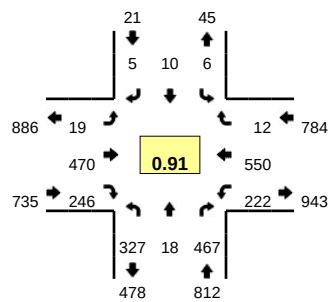


15-Min Count Period Beginning At	Glenwood Dr (Northbound)				Glenwood Dr (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	16	2	0	0	5	13	26	0	39	14	30	0	16	22	3	0	186	
7:15 AM	31	4	3	0	2	28	42	0	132	46	48	0	12	26	34	0	408	
7:30 AM	35	6	4	0	1	54	97	0	109	43	65	1	8	34	19	0	476	
7:45 AM	43	2	6	0	6	34	59	0	61	108	72	0	31	81	4	0	507	1577
8:00 AM	45	0	6	0	3	27	69	0	106	116	58	2	40	118	7	0	597	1988
8:15 AM	44	6	3	0	2	41	89	0	116	52	46	0	33	68	10	0	510	2090
8:30 AM	51	4	6	0	1	28	58	0	48	42	73	0	27	30	4	0	372	1986
8:45 AM	36	5	2	0	2	34	31	0	33	52	61	0	27	47	2	0	332	1811
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	180	0	24	0	12	108	276	0	424	464	232	8	160	472	28	0	2388	
Heavy Trucks	12	0	0		0	0	8		4	4	0		0	0	0		28	
Pedestrians		0				0				0				0			0	
Bicycles	0	0	0		0	0	0		1	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

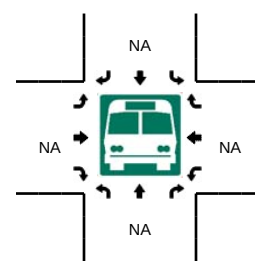
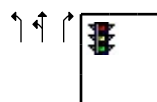
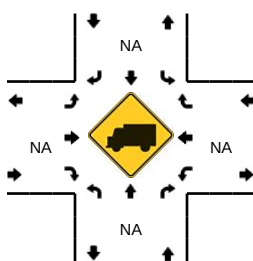
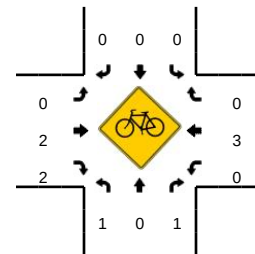
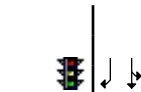
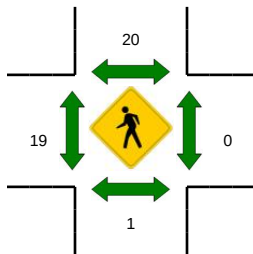
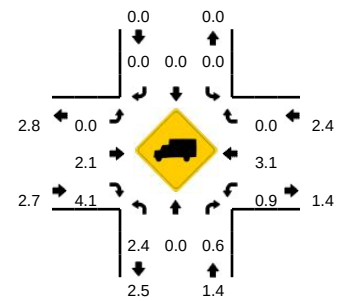
Comments:

LOCATION: Granite Creek Rd -- Scotts Valley Dr
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473207
DATE: Wed, Apr 09 2014



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 8:00 AM -- 8:15 AM

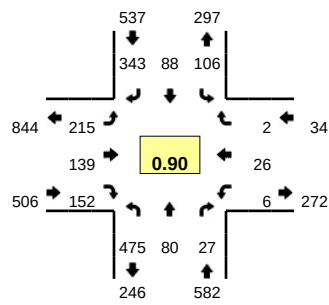


15-Min Count Period Beginning At	Granite Creek Rd (Northbound)				Granite Creek Rd (Southbound)				Scotts Valley Dr (Eastbound)				Scotts Valley Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	43	6	48	0	1	0	0	0	2	25	43	0	24	39	0	0	231	
7:15 AM	39	4	96	0	0	0	2	0	1	114	39	0	35	60	3	0	393	
7:30 AM	45	4	114	0	1	1	0	0	3	115	48	0	43	121	3	0	498	
7:45 AM	136	8	123	0	0	5	0	0	3	111	60	1	46	130	3	0	626	1748
8:00 AM	79	3	128	0	3	2	2	0	5	148	60	0	65	151	2	0	648	2165
8:15 AM	67	3	102	0	2	2	3	0	4	96	78	3	68	148	4	0	580	2352
8:30 AM	98	3	93	0	1	0	1	0	2	78	73	1	38	108	2	0	498	2352
8:45 AM	70	7	75	0	0	1	1	0	2	64	61	0	27	84	1	0	393	2119
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	316	12	512	0	12	8	8	0	20	592	240	0	260	604	8	0	2592	
Heavy Trucks	4	0	4		0	0	0		0	4	20		4	16	0		52	
Pedestrians	0				36				40				0				76	
Bicycles	0	0	1		0	0	0		0	0	1		0	0	0		2	
Railroad																		
Stopped Buses																		

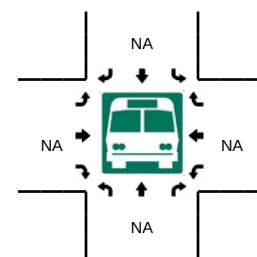
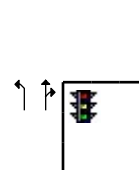
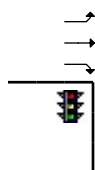
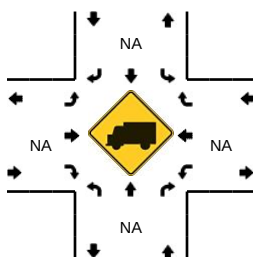
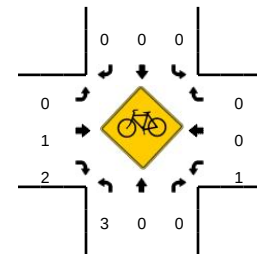
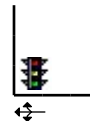
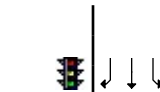
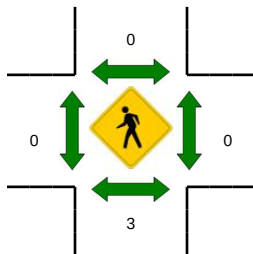
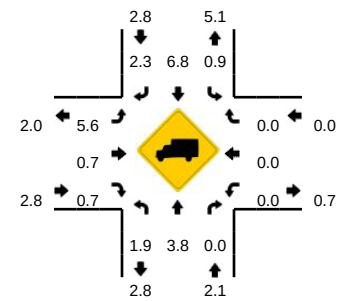
Comments:

LOCATION: Granite Creek Rd -- Santas Village Rd
CITY/STATE: Scotts Valley, CA

QC JOB #: 12473209
DATE: Wed, Apr 09 2014



Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM



15-Min Count Period Beginning At	Granite Creek Rd (Northbound)				Granite Creek Rd (Southbound)				Santas Village Rd (Eastbound)				Santas Village Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	41	23	0	0	6	4	37	0	58	5	7	0	3	17	0	0	201	
7:15 AM	64	14	2	0	6	12	72	0	52	5	11	0	1	8	0	0	247	
7:30 AM	92	14	3	0	6	14	69	0	47	13	18	0	1	7	0	0	284	
7:45 AM	153	14	8	0	25	23	110	0	47	41	28	0	1	9	0	0	459	1191
8:00 AM	114	24	6	0	25	18	82	0	67	20	48	0	2	4	1	0	411	1401
8:15 AM	91	20	3	0	28	25	75	0	55	48	35	0	2	6	1	0	389	1543
8:30 AM	117	22	10	0	28	22	76	0	46	30	41	0	1	7	0	0	400	1659
8:45 AM	85	17	6	0	12	18	56	0	38	29	26	0	2	6	0	0	295	1495
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	612	56	32	0	100	92	440	0	188	164	112	0	4	36	0	0	1836	
Heavy Trucks	8	0	0		0	4	4		8	4	0		0	0	0		28	
Pedestrians	4				0				0				0				4	
Bicycles	1	0	0		0	0	0		0	1	1		0	0	0		3	
Railroad																		
Stopped Buses																		

Comments:

August 23, 2023

City of Scotts Valley
c/o Susie Pineda
Contract Planner
spineda@m-group.us

RE: 125 BETHANY DRIVE

Dear Ms. Pineda and City Council Members,

Pursuant to the Public Review and Comment Period for the above-mentioned proposed project, the concerned group of Bethany Drive Neighborhood Residents (referred to as BDNR for the remainder of this document) hereby submits to the City of Scotts Valley (the City) and the development group, Heritage Real Estate Ventures, LLC (the Developer) our collective concern for the proposed development and disagreement with the Negative Declaration determination as outlined in the report dated July 24, 2023 by the Lead Agency (attached as an exhibit).

BDNR first wants to acknowledge that the existing property and site improvements at 125 Bethany Drive are outdated, likely underutilized, and generally not perceived as providing a significant benefit to the immediate neighborhood or broader community. For these reasons BDNR is generally amenable to redevelopment at this location, however; BDNR opposes the Negative Declaration without prejudice and has two primary concerns at this time, as outlined within this letter.

CONCERN 1

Negative Declaration Report Statement, (Page 3):

Project-Related Approvals and Permits: In addition to environmental certification, the project would require the following City approvals:

- *General Plan amendment from Commercial Professional to Light Industrial*
- *Zone Change from C-P Professional Commercial to Light Industrial (I-L).*
- *Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.*
- *Use permit.*
- *Design Review to evaluate the site design and architecture.*
- *Cultural Resources Alteration Application.*

BDNR Observation

BDNR submits that changing the existing zoning type for the proposed redevelopment project at 125 Bethany Drive from Professional Commercial (C-P) to Light Industrial (I-L) would be highly irregular and significantly inconsistent with typical land use adjacencies within the City of Scotts Valley. BDNR performed a cursory review of all existing parcels with zoning types I-L bordering any Residential type with a total of four locations identified (refer to Zoning Map without Buffer Zones between Light Industrial and Residential attached as an exhibit). Each of these four locations could not reasonably be considered as comparable to the proposed 125 Bethany Drive site, or as favorable examples of I-L adjacent to Residential for reasons uniquely outlined below:

Site A

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site B

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site C

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The elevation of the I-L site and all improvements are significantly below the adjacent residential area with limited or no line-of-sight nuisance.

Site D

Access to and around the adjacent residential area does not require passing through or by the I-L site. Any and all traffic produced by the I-L building/site occupants appears to not be accessible to the adjacent residential areas. The I-L site and all improvements provide limited or no line-of-sight nuisance.

125 Bethany Drive (proposed)

Access to and around the adjacent residential area require passing through or by the proposed I-L site. Any and all traffic produced by the proposed I-L building/site occupants must utilize primary residential access roadways. The location of the proposed I-L site and all improvements are fully exposed to residents with unavoidable line-of-site nuisance.

Additionally, BDNR submits that when reviewing the City's published zoning map for where I-L zoned parcels are generally designated, the overwhelming majority of parcels that border I-L consist of Commercial Service (C-S) type land use, not Residential (refer to Zoning Map Light Industrial with Buffer Zones attached as an exhibit). This strong majority placement of I-L and C-S together suggests an intentional land use adjacency strategy likely to promote complimentary land use activities while also providing an extremely important buffer between more sensitive zoning types, like Residential.

BDNR interprets the City's adopted Code and current placement of I-L zoned parcels as support for maintaining appropriate buffer zones between otherwise incompatible Industrial and Residential areas, and so not to cause harm from one land use activity to another. Chapter 17.26 of the City's Code provides the description and purpose of Light Industrial as follows:

The I-L district is intended to apply to all lands designated in the General Plan as "light industrial." This land use classification is designed to accommodate industrial and industrially related land uses and provide a location for businesses that are inappropriate in commercial or residential zones because of their operations or sizes and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions.

BDNR Requests

1. The City reject the proposed redevelopment project until and unless, the Developer provides a revised design resulting in site improvements that do not require a change in zoning and address requests in "CONCERN 2" outlined further below.
2. Directly notify BDNR in advance of any official public proceeding that may directly or indirectly relate to BDNR's Concern 1 so adequate representation can be mobilized.
3. Provide BDNR reasonable opportunities to engage with meaningful feedback regarding proposed design changes in good faith.

CONCERN 2

Negative Declaration Report Statement, (Page 5):

Scenic Resources and Visual Character: [A]lthough the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

BDNR Observation

BDNR submits that the project as proposed in the Negative Declaration report is not consistent with the type of development that currently exists in the relevant vicinity. BDNR supports this statement based on various proposed design elements including building height of 34'-9" at three stories, total square footage of 52,822, and building coverage near

or at 50%. BDNR was unable to locate a single structure of similar size or proportion within a relevant vicinity. The average size of structures within a relevant vicinity appears to be ~2,200 square feet excluding the single-story elementary school buildings to the west of the proposed redevelopment site.

Additionally, based on the information provided, 80.2% of the 52,822 square feet is to be designated as storage for up to “227 user spaces”. Based on this limited information it appears that this project is generally considered to be an industrial storage type facility, which BDNR contends is not consistent, or a compatible building use for the relevant vicinity.

BDNR Requests

1. The City reject the proposed redevelopment project until and unless, the Developer provides a revised design that results in site improvements and building use more congruent with the existing surrounding residential area and address the requests presented in “CONCERN 1” outlined above.
2. Directly notify BDNR in advance of any official public proceeding that may directly or indirectly relate to BDNR’s Concern 2 so adequate representation can be mobilized.
3. Provide BDNR reasonable opportunities to engage with meaningful feedback regarding proposed design changes in good faith.

About BDNR

Bethany Drive Neighborhood Residents (BDNR) is a group comprised of 25 concerned residents and/or homeowners to be directly impacted by the proposed redevelopment project and are located only on Tabor Drive, Tabor Way, Bethany Drive, Scotts Valley Drive (north extension), Sawyer Circle, and Sawyer Court. Refer to BDNR Resident Location Map (attached as an exhibit) for additional location context.

Members (at time of submission):

Matt Hoey, AIA, NCARB (Lead Representative)

██████ Tabor Drive
Scotts Valley, CA 95066
████████████████████

Mahina Hoey

██████ Tabor Drive
Scotts Valley, CA 95066
████████████████████

BDNR Members (Cont'd)

Jamie DeWitt

■ Bethany Dr
Scotts Valley, CA 95066
■

William DeWitt

■ Bethany Dr
Scotts Valley, CA 95066
■

Cheryl and Robert Ruyle

■ Sawyer Circle
Scotts Valley, CA 95066
■

Amelia Phinn

■ Scotts Valley Dr
Scotts Valley, Ca 95066
■

Sharri Umphrey

■ Scotts Valley Dr
Scotts Valley, CA 95066
■

Pete Schmidt

■ Sawyer Circle
Scotts Valley, CA 95066
■

Sandra L Goode

■ Tabor Drive
Scotts Valley, CA 95066
■

Laura Padilla

■ Tabor Drive
Scotts Valley, CA 95066
■

BDNR Members (Cont'd)

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████████████████████

Nelleke Demmer

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Shannon Galloway

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Mike Galloway

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Ariel Jose Dagdag

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████████████████████

Mary Demblewski

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Scotts Valley, CA 95066

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BDNR Members (Cont'd)

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Scotts Valley, CA 95066
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[REDACTED]

Jim Stewart
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Jenna Reamer
[REDACTED] Bethany Drive
Scotts Valley, CA 95066
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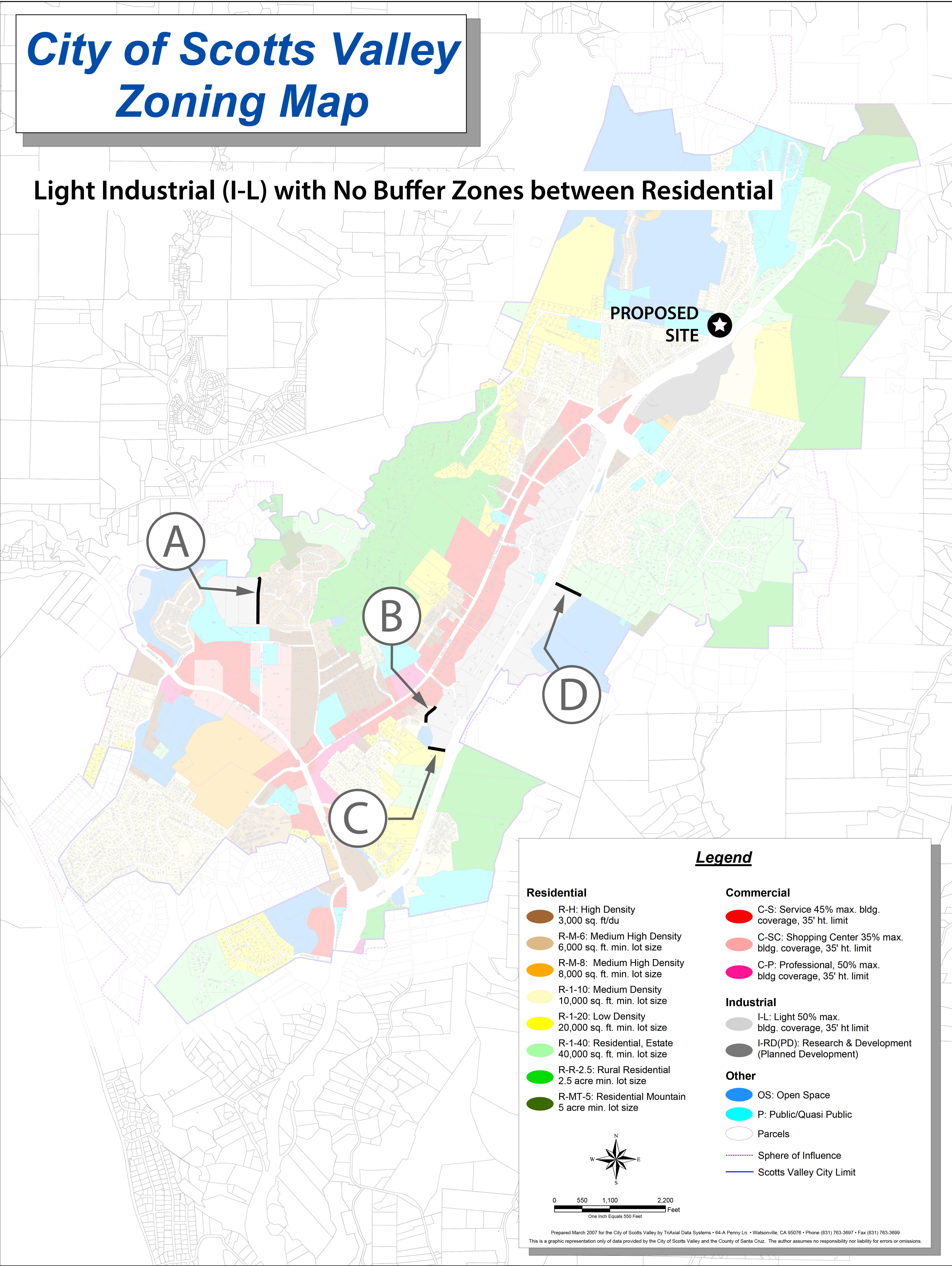
Michael Zeller
[REDACTED] Bethany Drive
Scotts Valley, CA 95066
[REDACTED]

EXHIBITS

1. Scotts Valley Zoning Map Locations without Buffer Zones between Light Industrial and Residential
2. Scotts Valley Zoning Map with Buffer Zones between Light Industrial and Residential
3. BDNR Resident Location Map
4. Negative Declaration Report Date July 24, 2023 (without appendices)

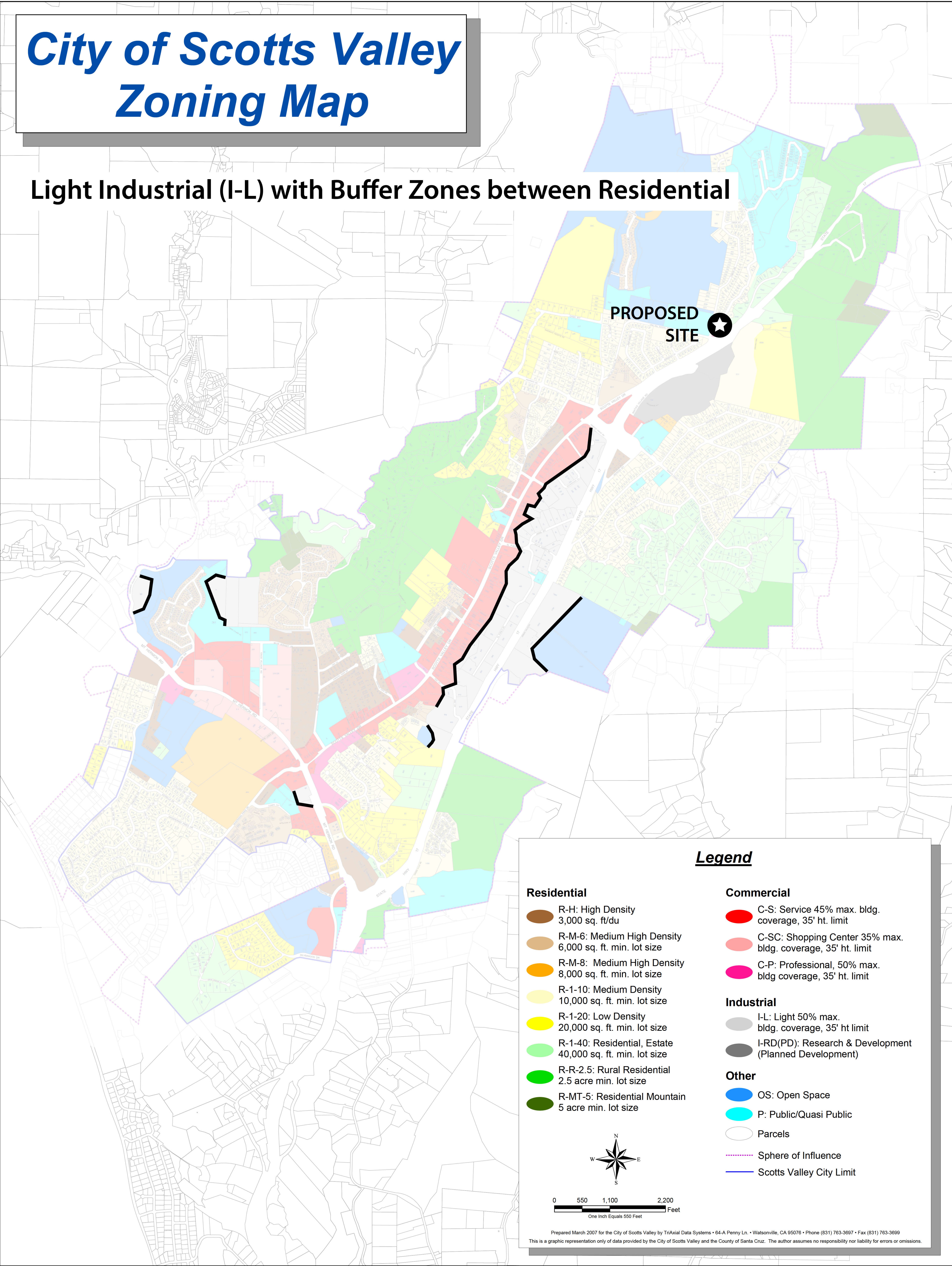
City of Scotts Valley Zoning Map

Light Industrial (I-L) with No Buffer Zones between Residential



City of Scotts Valley Zoning Map

Light Industrial (I-L) with Buffer Zones between Residential



BDNR Resident Locations Map

■ Indicates BDNR Member Residence Locations



**PROPOSED
SITE**



Negative Declaration

Name of Project

125 Bethany Drive

Lead Agency

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

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

Project Location

The project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Description

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

The proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross square feet (sf) building. This building would include 10,465 net square feet of professional and administrative office space, and 42,357 net square feet of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

Public Review and Comment Period

July 24, 2023 to August 24, 2023

Any individual, group, or agency disagreeing with this determination or wishing to comment on the project may submit written comments to the City of Scotts Valley at the address listed above. All comments received by 5:00 PM on August 24, 2023 will be considered by the City of Scotts Valley.

Findings and Reasons

With the implementation of identified standard conditions of approval, the Initial Study did not identify any potentially significant impacts on the environment. The project would not have the potential to significantly degrade the environment; would have no significant impact on long-term environmental goals; would have no significant cumulative effect upon the environment; and would not cause substantial adverse effects on human beings, either directly or indirectly.

The following reasons support these findings:

1. The project is consistent with the adopted goals and policies of the City of Scotts Valley General Plan, and the City of Scotts Valley Municipal Code.
2. City staff independently reviewed the Initial Study, and this Negative Declaration reflects the independent judgment of the City of Scotts Valley.



City of Scotts Valley
125 Bethany Drive Initial Study



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Figure 2: Project Vicinity
Figure 3: Site Plan
Figure 4: Building Elevations
Figure 5: Landscape Plan
Figure 6: Lighting Plan
Figure 7: Grading Plan
Figure 8: Drainage Plan

Note: All figures are inserted at the end of the document.

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Appendix A: Arborist Report
Appendix B: Cultural Resources Evaluation
Appendix C: Preliminary Geotechnical Investigation
Appendix D: Stormwater Control Plan
Appendix E: Noise Assessment Study
Appendix F: Traffic Report

Initial Study

Background & Project Description

Project Title

125 Bethany Drive

Lead Agency Name and Address

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

Contact

Susie Pineda
Contract Planner
spineda@m-group.us

Project Location

As shown in **Figure 1: Regional Location**, and **Figure 2: Project Vicinity**, the project site is on a one 1.35-acre parcel (APN 023-102-15) located on the north side of Scotts Valley Drive between Tabor Drive and Bethany Drive.

Project Applicant

Owner/Developer: Heritage Real Estate Ventures, LLC

General Plan Designation

Commercial Professional

Zoning

Commercial Professional (C-P)

Project Description

Note: Subsequent to the preparation of this Initial Study, the project plans were modified to accommodate additional parking and increase the setback on the north side of the project, adjacent to two single-family residential units. This change reduced the total square footage from 66,204 gross square feet(sf.) to 52,822 sf. The project description reflects this change, but the environmental analysis assumed the previous larger project. Because the project as now proposed would be the same uses but smaller, it was assumed that all impacts would be the same or less.

The project would demolish the two existing one- and two-story commercial buildings (totaling 12,200 sf). The site, known as Bethany Park, was previously the support offices for Bethany University. The property was sold to Heritage Real Estate Ventures, LLC when Bethany University was redeveloped as the 1440 Multiversity Campus.

As shown in **Figure 3: Site Plan**, the proposed 125 Bethany project (the project) is a mixed-use three-story commercial redevelopment which consists of one 52,822 gross sf. building. This building would include 10,465 net sf. of professional and administrative office space, and 42,357 net sf. of storage for up to 227 user spaces. The first and second floors of the building will be bifurcated by a drive aisle that allows vehicles to park for loading and unloading. The third floor will be continuous over the drive aisle. There will be three office spaces on the first floor, six office spaces on the second floor and six office spaces on the third floor. The project would provide 54 parking spaces located on the north and south extents of the project site, and along a central corridor which would also include loading spaces.

As shown in **Figure 4: Building Elevations**, the exterior building materials would include vertical “board and batten” metal siding, low clear glass windows in white vinyl frames, veneer stone, single composite siding, wood soffit details, roll-up steel doors, and standing seam metal roofs.

The project would include sustainable features including energy-efficient lighting and HVAC systems, energy efficient windows, and water-conserving fixtures such as low-flow toilets and drought-resistant landscaping.

As shown in **Figure 3: Site Plan**, access to the project site would be from three driveways on Tabor Drive and two driveways on Bethany Drive.

As shown in **Figure 5: Landscaping Plan**, a majority of the existing landscaping would be removed and replaced with a variety of trees, shrubs and perennials, and groundcovers and grasses. Trees along the perimeter of Bethany Drive and Tabor Drive would include Chinese pistache and Coast live oaks.

As shown in **Figure 6: Lighting Plan**, 19 pole-mounted light fixtures, 15 feet in height, would be installed on the project site. These LED fixtures would be directed downward to limit lighting entirely within the project site.

As shown in **Figure 7: Grading Plan**, grading for the project would require a cut of 770 cubic yards of soil, and fill of 1,980 cubic yards, for a net import of 1,210 cubic yards.

As shown in **Figure 8: Drainage Plan**, four drainage management areas (DMAs) would be created to treat 42,045 sf. of net impervious area. Storm drainage from constructed impervious surfaces (e.g., roofs, driveways) would be conveyed via curbs and gutter to channelized surface flow and direct runoff onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s).

Water and sewer services would connect to an existing sanitary sewer and water main located on Bethany Drive.

Project-Related Approvals and Permits

In addition to environmental certification, the project would require the following City approvals:

- General Plan amendment from Commercial Professional to Light Industrial
- Zone Change from C-P Professional Commercial to Light Industrial (I-L).
- Planned Development in conjunction with the Zone Change request to allow for the approval of a general development plan incorporating alternative development standards.
- Use permit.
- Design Review to evaluate the site design and architecture.
- Cultural Resources Alteration Application.

Other Public Agencies Whose Approval is Required

None.

Environmental Checklist

The discussion below analyzes the potential environmental impacts of the project per the criteria as described in Public Resources Code Section 21166 and CEQA Guidelines Section 15162. This analysis uses the Appendix G of the CEQA Guidelines as a framework to address each environmental resource.

Aesthetics

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?			X	
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			X	

Discussion

Scenic Vista

The project site contains an existing one- and two-story office building. Surrounding buildings include an elementary school to the west, residential to the south, and Highway 17 to the south

and east. The project site is relatively flat and would not block any scenic vista nor substantially change an important view from a scenic vantage point, and therefore there would be no impact.

Scenic Resources and Visual Character

The project site is not located along a state scenic highway or designated scenic corridor. Per the 1994 General Plan Figure OS-1 Viewsheds and Scenic Corridors, Highway 17 viewing south adjacent to the project site is considered an “Important Vista” as the views affords a long-distance view of the valley character of Scotts Valley. The project would not impede or otherwise cause a distraction to this view as it is set back away from the highway to the west.

Although the project would represent a visual change from the existing conditions, it would be consistent with the type of development that currently exists in the area and is consistent with the policies related to visual resources in the General Plan.

The project site is zoned C-P Professional Commercial. As described in Chapter 17.20 of the Scotts Valley Municipal Code, the maximum building height is 35 feet. Per the project plans, the maximum building height would be 34 feet nine inches, consistent with City regulations.

Because there are no scenic resources and the visual character would not be substantially altered and would not conflict with applicable zoning and other regulations governing scenic quality, impacts would be less than significant.

Light and Glare

Existing ambient sources of nighttime lighting include lighting of building exteriors and architectural accents, illumination through windows, landscape lighting, street lighting, parking lot lighting, and vehicle headlights. The project would include outdoor lighting typical of a residential development.

As shown in **Figure 6: Lighting Plan**, the project design incorporates 19 pole-mounted (15 feet high) low-level LED lighting fixtures that would minimize lighting spill effects on adjacent properties. Furthermore, as a condition of approval, the project applicant would be required to utilize downward-directed fixtures on building exteriors with concealed light sources. Consistent with City building regulations, lighting will need to be controlled for security, aesthetics, safety, and identification without interfering with adjacent land uses. Implementation of these Standard Conditions of Approval would reduce potential off-site light impacts to a less than significant level.

Findings

The project would not affect a scenic vista or scenic resource, would not change the visual character of the project area, and therefore there would be no impact. The project would not result in a substantial change to light and glare and therefore impacts would be less than significant. No mitigation is required.

Agriculture and Forestry Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

Discussion

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

Findings

As described above, there would be no impact on agricultural resources. Therefore, no mitigation is required.

Air Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?			X	
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?			X	
c) Expose sensitive receptors to substantial pollutant concentrations?			X	
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?				X

Discussion

Air Quality Plan and Air Quality Standards

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County, comprising an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air Resources District (MBARD) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB.

MBARD has developed the *2012 Air Quality Management Plan for the Monterey Bay Region* (2012 AQMP). The 2012 AQMP is a transitional plan shifting focus of MBARD's efforts from achieving the 1-hour component of the State ozone AAQS to achieving the 8-hour ozone requirement. The Plan includes an updated air quality trends analysis, which reflects both the 1- and 8-hour standards, as well as an updated emission inventory, which includes the latest information on stationary, area and mobile emission sources.

In March 2017, MBARD adopted the *2012-2015 Triennial Plan Revision*, which assesses and updates elements of the 2012 AQMP, including the air quality trends analysis, emission inventory, and mobile source programs. The 2017 AQMP Revision only addresses attainment of the State ozone standard. In 2012, EPA designated the NCCAB as in attainment of the current national 8-hour ozone standard of 0.075 ppm¹.

The following MBARD rules would limit emissions of air pollutants from construction and operation of residential development pursuant to the project:

- *Rule 400 (Visible Emissions)* – Discharge of visible air pollutant emissions into the atmosphere from any emission source for a period or periods aggregating more than three minutes in any one hour, as observed using an appropriate test method, is prohibited.
- *Rule 402 (Nuisances)* - No person shall discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public; or which endanger the comfort, repose, health, or safety of any such persons or the public; or which cause, or have a natural tendency to cause, injury or damage to business or property.
- *Rule 425 (Use of Cutback Asphalt)* – The use of cutback asphalt (asphalt cement that has been blended with petroleum solvents) is restricted.

¹ On October 1, 2015, U.S. EPA adopted a new 8-hour ozone standard of 0.070 ppm. However, U.S. EPA has not yet reviewed recent NCCAB emissions to determine attainment with the current 0.070 ppm standard. Therefore, this attainment status is based upon U.S. EPA's prior 0.075 ppm standard.

- *Rule 426 (Architectural Coatings)* – This rule limits the emissions of ROGs from the use of architectural coatings.

The MBARD's 2008 CEQA Air Quality Guidelines provides criteria for determining cumulative impacts and consistency. The CEQA Air Quality Guidelines note that a project which is inconsistent with an Air Quality Plan would have a significant cumulative impact on regional air quality. Any emissions sources that would be generated as part of the project would be subject to the MBARD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit significant air pollutants. The proposed use would not conflict with the AQMP for the Monterey Bay Region and would not make a considerable contribution to this existing, cumulatively significant ozone impact. Impacts would be less than significant.

Construction

MBARD CEQA Guidelines state that construction activities (e.g., excavation, grading, on-site vehicles) that emit 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors. Based on this emissions threshold, construction activity occurring on more than 2.2 acres per day may result in significant PM₁₀ emissions (MBARD, 2015). Because development of the project would not result construction activity occurring on more than 2.2 acres per day, impacts would be less than significant.

Furthermore, Standard Conditions of Approval require that development projects reduce dust generation from project grading and construction to minimal levels, the project proponent shall require the grading contractor to implement best management practices (BMPs) for dust control, including watering down exposed earth surfaces each non-rainfall day at intervals that attenuate dust problems. Any dirt tracked on to adjacent roadways shall be removed daily in a manner that does not create substantial airborne dust. Standard conditions of project approval would require the project applicant to implement the following BMPs for the project during site grading:

- Limit grading to 8.1 acres per day, and grading and excavation to 2.2 acres per day.
- Water graded/excavated areas and active unpaved roadways, unpaved staging areas, and unpaved parking areas at least twice daily or apply non-toxic chemical soil stabilization materials per manufacturer's recommendations. Frequency should be based on the type of operations, soil and wind exposure.
- Prohibit all grading activities during periods of high wind (more than 15 mph).
- Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days).
- All disturbed soil areas not subject to revegetation shall be stabilized using approved chemical soil binders, jute netting, or gravel for temporary roads and any other methods approved in advance by MBARD.

- Exposed ground areas that are planned to be reworked for durations longer than 1 month after initial grading shall be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
- Plant vegetative ground cover in disturbed areas as soon as possible.
- Use street sweepers, water trucks, or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the project site. Reclaimed (non-potable) water should be used whenever possible;
- Spray dirt stockpile areas daily as needed.
- Place gravel on all roadways and driveways as soon as possible after grading. In addition, construct building pads as soon as possible after grading unless seeding, soil binders, or frequent water application are used.
- Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
- All trucks hauling dirt, sand, soil, or other loose materials shall be covered or shall maintain at least 2 feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with California Vehicle Code Section 23114.
- Unpaved road travel shall be limited to the extent possible, for example, by limiting the travel to and from unpaved areas, by coordinating movement between work areas rather than to central staging areas, and by busing workers where feasible.
- Install wheel washers where vehicles enter and exit unpaved roads onto streets or wash off trucks and equipment leaving the project site and inspect vehicle tires to ensure they are free of soil prior to carry-out to paved roadways.
- Sweep streets at the end of each day, or as needed, if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water shall be used where feasible.

Operational

The project would result in new long-term operational emissions from mobile sources (burning of fossil fuels in cars); energy sources (cooling, heating, and cooking); and area sources (landscape equipment and household products). Mobile source emissions constitute most operational emissions from this type of development project. However, emissions associated with operation of the project are not expected to exceed any applicable MBARD thresholds. Therefore, the project would not generate a significant level of operational emissions and impacts would be less than significant.

Sensitive Receptors

Sensitive receptors in the vicinity include single-family residential located to the north and an elementary school to the west.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust which is a known toxic air contaminant (TAC). The California Air Resources Board (CARB) has identified diesel exhaust particulate matter as a toxic air contaminant, and assessment of toxic air contaminant cancer risks is typically based upon a 70-year exposure period. Project grading and construction activities that would utilize diesel-powered equipment would expose receptors to possible diesel exhaust for a very limited number of days (approximately 10 days). Because exposure to diesel exhaust would be well below the 70-year exposure period and given the limited and short-term duration of activities that would use diesel equipment, construction-related diesel emissions are not considered significant.

Furthermore, the State is implementing emission standards for different classes of on- and off-road diesel vehicles and equipment that applies to off-road diesel fleets and includes measures such as retrofits. Additionally, Title 13 of the California Code of Regulations (section 2485(c)(1)) prohibits idling of a diesel engine for more than five minutes in any location.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations. Potential exposure of sensitive receptors to diesel emissions and associated risks is considered a less-than-significant impact, and no mitigation measures are required.

Additionally, Standard Conditions of Approval require that prior to issuance of a grading permit, the Director of Public Works and the Building Official shall confirm that the grading permit and specifications stipulate that all off-road construction vehicles/equipment comply with the California Air Resources Board's In-Use Off-Road Diesel Vehicle Regulation.

Odors

During construction activities, temporary odors from vehicles exhaust and construction equipment engine would occur. However, construction-related odors would be short-term and would cease upon completion. Therefore, no objectionable odors are anticipated from construction activities associated with the project and there would be no impact.

Land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The project does not include any uses that would be associated with objectionable odors. Odor emissions from the project would be limited to odors associated with vehicle and engine exhaust and idling cars. The project does not include any known sources of objectionable odors associated with the long-term operational use and therefore there would be no impact.

Findings

A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. As discussed above, the MBARD thresholds of significance have not been exceeded. Therefore, there would be no significant air

quality impacts and no mitigation is required in addition to the City's Standard Conditions of Approval for construction dust control at the time of development.

Biological Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local 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 US Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildlife corridors, or impede the use of native wildlife nursery sites?				
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

Discussion

The project site is developed and contains buildings, parking lots, areas with tuff, and a variety of trees, shrubs and ground covers.

Sensitive Natural Communities, Special Status Species, and Wildlife Corridors and Nursery Sites

The project site is a developed site that is urban in character and does not contain any sensitive natural communities, or Special Status plant or animal species. As an urban infill site, the project would not impede the movement of native wildlife nursery sites or migratory wildlife corridors. As such, the project would have no impact and no mitigation is required.

State and Federal Regulated Waterways and Federal Wetlands

Section 404 of the federal Clean Water Act protects wetland habitats that are classified as federal "jurisdictional wetlands". Section 1600 et seq. of the California Fish and Game Code also protects wetland habitats and requires a Streambed Alteration Agreement to be obtained from the California Department of Fish and Game (CDFG) for the alteration of most wetlands. Because there are no jurisdictional waters, or other types of wetlands on the project site, the project would have no impact and no mitigation is required.

Conflict with Local Policies, HCP or NCCP, or Other Conservation Plan

Per SVMC Section 17.44.080(E)(4), tree removal request shall be included as part of the development application, including an arborist's report, and shall be approved by the Planning Commission or City Council. The development review process shall seek to preserve healthy

trees, trees that contribute to the overall aesthetic quality of an area, and to preserve significantly sized trees that are important to the overall landscape of an area.

As described in the Arborist Report (see [Appendix A](#)), a total of 45 trees were surveyed on the project site. Of these 18 are protected and 27 are not protected. The dominant species and most of the “protected” trees were liquidambar, (*Liquidambar styraciflua*). Other frequently planted species include olive (*Olea europaea*) and purple-leaf plum, (*Prunus cerasifera*). Two London plane trees, (*Platanus x hispanica*), are the largest specimens on the property. Two trees on an adjacent property, one Japanese maple, (*Acer palmatum*), and one purple-leaf plum were also surveyed.

Most of the trees were identified as being in good or fair condition. Only one tree was found in poor condition, a severely drought stressed European white birch (*Betula pendula*). Management of trees on the property was good except for the purple-leaf plums and a group of evergreen pear (*Pyrus kawakamii*) trees. These trees had been topped at 10 feet above grade and the resulting re-growth was identified as being poorly attached.

The project would remove 13 protected trees (10 liquidambar and three olive). As shown in [Figure 7: Landscape Plan](#), new trees will be installed at a recommended tree replacement to compensate for their removal at a minimum 2:1 tree replacement using 15-gallon or 24-inch box size trees. This recommendation is consistent with City regulations, as described above.

Standard conditions of project approval require the project applicant to implement all measures contained within the Arborist Report for the protection of existing trees to remain, including but not limited to the required procedures and sequence, required tree replacement, tree preservation and protection, and appraised value of preserved trees in the report.

Furthermore, no known habitat conservation plans are in effect for this project site. Therefore, the project would not conflict with any local policies or applicable HCP's and there would be no impact.

Findings

The project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to in § 15064.5?			X	
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?			X	
c) Disturb any human remains, including those interred outside of dedicated cemeteries?			X	

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Cultural Resources

On July 14, 2023, the City sent notifications to the Amah Mutsun Tribal Band, the Amah Mutsun Tribal Band of Mission San Juan Bautista, the Costanoan Ohlone Rumsen-Mutsun Tribe, the Indian Canyon Mutsun Band of Costanoan, the Muwekma Ohlone Indian Tribe of the SF Bay Area, and the Wuksache Indian Tribe/Eshom Valley Band. Any comments received will be considered and, if necessary, this Initial Study amended accordingly prior to CEQA certification by the City of Scotts Valley

The project site and immediate area are mapped within a High And Moderate Sensitivity Zone based on information available in the early 1990s and as shown in the City's 1994 General Plan Figure OS Archaeological Sensitivity Zones. Research over the past 30 years suggests a low or low-moderate sensitivity for the project site and vicinity based on completed and ongoing development and the lack of significant reported discoveries.

The archival research by ARM revealed that one informally recorded archaeological resource, P-2, is located within or adjacent to the project area. This consisted of three chert flakes noted as

part of a broad archaeological survey which included the proposed project area within its scope, S-3913. Three additional previously recorded resources are located within a one-quarter mile radius of the proposed project area: CA-SCR-238, CA-SCR-239, and P-44-402.

No significant cultural materials, prehistoric or historic, were noted during surface reconnaissance; however, surface visibility was limited due to existing structures, hardtop surfaces, and landscaping materials. In addition, the proposed project area is located in close proximity to Carbonera Creek, a watercourse along which prehistoric sites have been encountered in the past. Therefore, ARM recommended that archaeological monitoring be carried out during earth moving activities.

Human Remains

No known human remains are located on the project site. Pursuant to section 7050.5 of the Health and Safety Code, if human remains are discovered, there shall be no further excavation or disturbance of the discovery site, or any nearby area reasonably suspected to overlie adjacent human remains until the project applicant has complied with the provisions of State CEQA Guidelines Section 15064.5(e).

Findings

As discussed above, the project site is located within areas of moderate and high archaeological sensitivity. Implementation of the following City Standard Conditions of Approval would reduce this impact to less than significant.

1. The project applicant shall ensure that notes on any plans that require ground disturbing excavation that there is a potential for exposing buried cultural resources including prehistoric Native American burials.
2. The project applicant shall retain a Professional Archaeologist on an “on-call” basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction. The archaeologist shall review and evaluate any discoveries to determine if they are historical resource(s) and/or unique archaeological resources under the California Environmental Quality Act (CEQA).
3. If the Professional Archaeologist determines that any cultural resources exposed during construction constitute a historical resource and/or unique archaeological resource or tribal cultural resource under CEQA, he/she shall notify the City of Scotts Valley and other appropriate parties of the evaluation and recommend mitigation measures to mitigate to a less-than significant impact in accordance with California Public Resources Code Section 15064.5. Mitigation measures may include avoidance, preservation in-place, recordation, additional archaeological testing and data recovery among other options.
4. The completion of a formal Archaeological Monitoring Plan (AMP) and/or Archaeological Treatment Plan (ATP) that may include data recovery may be recommended by the

Professional Archaeologist if significant archaeological deposits are exposed during ground disturbing construction. Development and implementation of the AMP and ATP and treatment of significant cultural resources will be developed in consultation with any regulatory agencies and culturally affiliated Native American tribes who have expressed interest with tribal cultural resources for Scotts Valley.

Energy

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?				X
e) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?				X

Discussion

Energy consumption associated with construction of the project would be temporary and short-term. Project design and operation would comply with State Building Energy Efficiency Standards, appliance efficiency regulations, and green building standards. Additionally, the project includes other design features including efficient low-energy lighting, and natural ventilation systems.

The project would also be required to be built according to City and State energy efficiency standards. The project would be required to comply with existing regulations, including applicable measures from the City's General Plan. Vehicle trips and energy consumption would be less carbon intensive as compared to historic levels due to statewide compliance with future low carbon fuel standard amendments and increasingly stringent Renewable Portfolio Standards.

Findings

The project would comply with existing State energy standards and would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. There would be no impact to energy.

Geology and Soils

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause 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? Refer to Division of Mines and Geology Special Publication 42.			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, or that would become unstable as a result of the project, and			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect 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
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			X	

Discussion

A geotechnical investigation was prepared for the project site by Rock Solid Engineering (RSE), dated February 9, 2021 (see [Appendix D](#)). The analysis below is based on a peer review and findings as described in this report.

Based on their review of the Geologic Map of Santa Cruz County, California (Reference 3), the site is mapped as Santa Cruz Mudstone (Tsc) and Purisima Formation (Tp). Purisima Formation deposits are described as very thick bedded yellowish-gray tuffaceous and diatomaceous siltstone containing thick interbeds of bluish-gray, semi-friable, fine-grained andesitic sandstone. The results of field exploration by RSE indicate that the subsurface soils present are consistent with the Purisima Formation. Perched groundwater was only encountered in Boring B-8 at 17 feet below existing grade.

The site is located within a seismically active area but is outside an Alquist-Priolo Earthquake Fault Rupture Zone as delineated by the State of California. The site is not located within a liquefaction hazard zone as delineated by Santa Cruz County GIS.

The entire Central Coast Area is considered to be an active seismic region due to the presence of several active faults. Three northwest-trending major earthquake faults that are responsible

for the majority of the movement on the San Andreas fault system extend through the San Francisco Bay Area. They include the San Andreas fault, the Calaveras fault and the Hayward fault, which are respectively located approximately 5.9 miles, 23.6 miles, and 28.3 miles to the northeast. Other faults closer to the site are the Zayante-Vergeles fault, Butano, and Sargent fault which are respectively located approximately 2.5 miles, 5.3 miles, and 6.0 miles to the northeast.

In general, RSE concluded that the project site is geotechnically suitable for the proposed project provided the recommendations contained in their Preliminary Geotechnical Investigation are incorporated in the design and implemented during site grading and foundation construction.

Earthquake Faults, Landslides, and Seismic Ground Shaking

Project construction would subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area. As part of the building permit application submitted to the City of Scotts Valley, the project applicant would be required to submit plans that comply with the latest California Building Code (CBC) standards consistent with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code.

Prior to approval of any entitlements, City staff will review project plans and verify that the CBC Seismic requirements are printed on the plans. Building Division staff shall verify that CBC standards are met prior to issuance of Building Permits. Building inspectors shall conduct site inspections to assure that construction occurs consistent with approved plans.

The Scotts Valley 1994 General Plan, Figure S3 ("Liquefaction Potential") indicates that the project site is located in an area with a Moderate Potential for Liquefaction. However, based on RSE's and our review of Geology and Liquefaction Potential of Quaternary Deposits in Santa Cruz County, California (Reference 8), the site is not mapped in an area of potential liquefaction. Their observations confirmed that the potential for liquefaction, lateral spreading, and differential compaction to occur is considered low due to the presence of relatively dense soils and the lack of a continuous shallow groundwater table.

Figure S-4 ("Landslide Deposits") indicates that the site is not in an area containing landslide deposits. Figure S-5 ("Slopes") indicates that the project site is not located within any mapped geological hazard areas. In addition, the subject site slopes only gently, therefore, the potential for landsliding to occur across the site and cause damage to structures is considered low.

Per the earthquake hazard zones defined by the Alquist Priolo map, the risk of earthquake induced ground rupture occurring across the project site is moderately low.

Because compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code is required for all future projects, potential impacts associated with earthquake-related ground rupture would be less than significant and no mitigation is required.

Soil Erosion

The project would involve grading activities associated with the construction of buildings, infrastructure, and roads. Grading would largely be limited to the project site, which would limit the amount of exposed soil area that would be subject to erosion. Measures to control erosion would be incorporated into the construction specifications pursuant to the National Pollution Discharge Elimination System (NPDES) requirements for construction. In addition, to comply with the NPDES requirements for construction, projects involving construction on sites that are one acre or more are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) that specifies how the discharger would protect water quality during construction activities. Compliance with the erosion control ordinances and acquisition of the NPDES General Permit for construction activities would ensure that soil erosion impacts associated with development pursuant to the project would be less than significant.

Sewage Disposal

The project would involve disposal of wastewater through the City's existing sanitary sewer system, and there would be no septic systems constructed as part of the project. Therefore, no impacts would occur.

Unique Geological Features and Paleontological Resources

There are no known paleontological resources on the project site. However, development of the project could result in the discovery and disturbance of previously unknown or undiscovered paleontological resources. Should evidence of paleontological resources be encountered during grading and construction, adherence to City, State, and Federal historic preservation laws, regulations, and codes related to archaeological and paleontological resources would ensure the adequate protection of historic and pre-historic resources. This includes City Standard Conditions of Approval requiring compliance with these laws should paleontological resources be encountered. With implementation of existing regulations, the impact would be less than significant.

Findings

Compliance with Title 15 – Buildings and Construction of the Scotts Valley Municipal Code and NPDES requirements would reduce any potential impacts associated with geological and soil resources to a less than significant impact. Therefore, no mitigation is required.

Greenhouse Gas Emissions

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	

Discussion

Construction

Construction of the project would result in direct emissions of CO₂, N₂O, and CH₄ from the operation of construction equipment and the transport of materials. MBARD does not have a threshold for construction GHG emissions, which would be one-time, short-term emissions and therefore would not significantly contribute to long-term cumulative GHG emissions impacts of the project.

In the absence of quantitative significance thresholds in CEQA guidance, this analysis turns to other programs. For example, the CARB Mandatory Reporting program requirements are triggered for sources of GHG emissions exceeding 2,500 MTCO₂e) per year. AB 32 requires California agencies to take actions that would reduce GHG emissions by 2020 to the levels of 1990, and then substantially further reduce emissions by 2050. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore, this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). Once construction is complete, the generation of construction related GHG emissions would cease. The project is not expected to exceed the CARB Mandatory Reporting applicability level of 2,500 MTCO₂e per year. As a result, the short-term emission of GHG during construction would be less than significant.

Operational

Operational or long-term emissions would occur over the project's life. GHG emissions would result from direct emissions such as project generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power over the life of the project, the energy required to convey water to, and wastewater from the project site, the emissions associated with solid waste generated from the project site, and any fugitive refrigerants from air conditioning or refrigerators. The project would meet CalGreen and CBC standards for energy efficiency standards including passive solar design and natural ventilation and natural lighting.

Additionally, the project would be required to install water-efficient landscape, water-reducing features, and low-impact development practices to reduce water use consistent with City and State regulations. Building construction is also required to comply with the energy efficiency standards of the California Building Code. All these factors result in a project that would not significantly contribute to a cumulative GHG impact. Thus, impacts would be less than significant.

Findings

While some GHGs would be generated as a result of development of the project, its contribution to GHGs would not be cumulatively considerable and there would not be any significant impacts associated with GHGs. Therefore, the project would result in a less than significant impact, and no mitigation is required.

Hazards and Hazardous Materials

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
hazardous materials into the environment?				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			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 or excessive noise for people residing or working in the project area?				X
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				X
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

Discussion

Hazardous Substances

Regarding on-site hazards, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No records of the project site were found pertaining to open cases of LUSTs, toxic releases, or site cleanup requirements.

It is likely that oils, lubricants, and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Standard conditions of approval require the project applicant to have the construction contractor implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

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

The project's commercial use may involve use and storage of some materials that are considered hazardous, although these materials are typically limited to everyday use solvents, paints, chemicals used for cleaning and building maintenance, and landscaping supplies. These materials would not be substantially different from household chemicals and solvents already in use throughout the City. Therefore, impacts associated with hazardous substances would be less than significant, and no mitigation is required.

Release of Substances Near Schools

Vine Hill Elementary School is located on the west side of Tabor Drive, adjacent to the project site. However, project construction and operation would not involve the emission of hazardous materials, therefore impacts would be less than significant, and no mitigation is required.

Emergency Response

General Plan Safety Element Figure S-6 "Evacuation Routes" shows Scotts Valley Drive as a primary evacuation route in the City's Emergency Response Plan. Construction of the project would not change the function of Scotts Valley Drive as a primary evacuation route. Therefore, the project would have no impact on emergency response.

Public Airport or Private Airstrip

The project site is not located within two miles of a public airport or public use airport, or within the vicinity of a private airstrip. Therefore, there would be no impact.

Wildland Fire

Refer to the **Wildfire** Section below for further discussion.

Findings

The project site is not on a list of hazardous materials sites, nor would the residential use involve the use of hazardous materials that would require permitting by the Santa County Health Department and therefore impacts would be less than significant. The project would not impact the City's primary evacuation routes, nor is it located within two miles of an airport, and therefore there would be no impacts. No mitigation is required.

Hydrology and Water Quality

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				X
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				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 or through the addition of impervious surfaces, in a manner which would:			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i. Result in substantial erosion or siltation on- or off-site?			X	
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?			X	
iii. 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	
iv. Impede or redirect flood flows?			X	
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?				X
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?				X

Discussion

A Stormwater Control Plan was prepared for the project site by C2G/Civil Consultants Group, Inc. in October 2020 (see [Appendix D](#)). The analysis below is based on the findings of the prepared report.

Groundwater Demand

Due to the characteristics of the type of commercial storage use proposed, the project would use approximately the same amount of water as current commercial uses. Therefore, there would be no impact.

Groundwater Recharge

The project is not located in an area designated on the Scotts Valley General Plan Hydrological Resources Map, Figure OS-5, as a Potential Groundwater Recharge Area.

According to the Stormwater Control Plan, the project site contains impervious surface area associated with the buildings, sidewalks, and parking lots. Redevelopment would result in 42,045 sf. of new and replaced impervious area. To offset the potential loss of groundwater infiltration, the project would include the use of curb and gutter to channelize surface flow and direct runoff into area drains and catch basins. Area drains and catch basins would be used to collect runoff and convey it onto vegetated areas or via collector storm drainpipes to an underground stormwater storage and infiltration chamber(s) to allow retention and detention for Tier 3 and Tier 4 requirements.

This system would be designed to accommodate the relatively low infiltration rates found at this site. Therefore, there would be no impact and no mitigation is required.

Stormwater Runoff

The Stormwater Control Plan (SCP) addresses potential impacts from stormwater runoff. The SCP includes project site-specific best management practices (BMPs) to control erosion and sedimentation and maintain water quality in accordance with the current edition of the City of Scotts Valley Stormwater Technical Guide. The BMPs address the construction and maintenance of storm drain inlets, irrigation and use of pesticides, maintenance of hardscapes, and maintenance of underground stormwater facilities.

Furthermore, Standard Conditions of Approval require the project applicant and construction contractor to implement best management practices to prevent sedimentation and discharge of contaminants off-site during project construction, including hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

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

Implementation of recommendations as described in the SCP and preparation of a SWPPP for review and approval prior to construction activities would ensure that impacts from stormwater runoff would be less than significant.

Floodplains, Seiche, Tsunami and Mudflow Related Hazards

The property is not located within a floodplain. There is no possibility of a seiche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline. Therefore, the project would have no impacts.

Findings

Implementation of recommendations as described in the SCP and preparation of a SWPPP would reduce impacts on hydrology and water resources to a level of less than significant. Therefore, no mitigation is required.

Land Use and Planning

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?				X

Discussion

Surrounding land uses include an elementary school to the west, residential to the south, and Highway 17 to the south and east. No community or neighborhood would be physically divided by the project.

The proposed project includes a General Plan amendment from Commercial Professional to Light Industrial, and a Zone Change from C-P Professional Commercial to Light Industrial (I-L).

The Scotts Valley General Plan defines Light Industrial land uses as neither commercial/retail nor residential, but states that they may create noise, odor, dust, glare, traffic, or impacts on the aquifer and/or air quality. Planning review shall assure that activities conducted on the property do not unreasonably interfere with the character of adjoining land uses.

The I-L Light Industrial zoning district applies to all lands designated in the General Plan as “Light Industrial.” This land use classification accommodates industrial and industrially related land uses and provides a location for businesses that are inappropriate in commercial or residential zones because of their operations or size; and because they may create noise, odor, dust or glare and create impacts to traffic, the aquifer or air quality. Uses in this classification shall not encroach upon the character of adjoining land uses and will not expose adjoining uses to hazardous conditions. SVMC Section 17.26.030 allows ministorage as a conditional use, with approval of a Conditional Use permit.

The project will also include approval of a Planned Development (PD) in conjunction with the Zone Change. PD districts must be combined with base zoning districts and are individually designed to meet the needs of the property. Development of the property can only occur pursuant to a PD permit issued in strict conformity with the general development plan, or with the underlying base district. The general development plan must be adopted as part of the PD and includes detailed specifications such as permitted land uses and sizes, landscape areas and open space, dimensioned streets and driveways (both public and private), use standards, and other development standards.

Findings

Concurrent with City Council approval, the project would be consistent with the amended General Plan land use and zoning designations for the project site. Any potential conflicts with the development standards—such as maximum height, setback, or other requirements—would be resolved through the Planned Development (Zoning) Overlay and Permits (PD) general development plan approval process. The project would have no impact and therefore no mitigation is required.

Mineral Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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

Discussion

The Scotts Valley 1994 General Plan, Figure OS 4, indicates that there are no significant mineral deposits on the project site. The project is not located in an area known to contain regionally significant mineral resources and would not result in the loss of the availability of a known mineral resource of regional value. Additionally, the project site is not located in an area that has been identified by the City of Scotts Valley as a locally important mineral resource recovery site.

Findings

The project would have no impact and therefore no mitigation is required.

Noise

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) For a project located within the vicinity of a private airstrip or 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

Discussion

A Noise Assessment Study (NAS) was prepared by Edward L. Pack Associates Inc., dated June 25, 2021 (see [Appendix E](#)). The analysis below is based on a peer review and findings as described in this report.

The noise exposures and noise levels presented in the NAS were evaluated against the standards of the City of Scotts Valley General Plan Noise Element, the City of Scotts Valley Municipal Code, and the State of California CalGreen Non-Residential Mandatory Measures.

The analysis of the on-site sound level measurements indicates that the existing noise environment is due primarily to vehicular traffic sources on Highway 17. Traffic on Bethany Drive and Tabor Drive do not significantly affect the on-site noise environment.

Short Term Noise Levels

Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site. Project construction would occur adjacent to existing single-family residences; however, construction activities would occur throughout the project site and would not be concentrated at a single point near sensitive receptors.

Project construction would comply with the City's Municipal Code Section 17.46.160, which states that all construction activity shall be limited to the hours between 8 a.m. and 6 p.m., Monday through Friday, and 9 a.m. through 5 p.m. on Saturday. No construction activity is allowed on Sunday. These permitted hours of construction are included in the code in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Construction would

occur throughout the project site and would not be concentrated or confined in the area directly adjacent to sensory receptors. Therefore, construction noise would be acoustically dispersed throughout the project site and impacts would be less than significant.

The NAS also recommended additional measures to reduce construction noise impacts. These recommendations will be included as part of the City's standard Conditions of Approval for the project and included as notes on the civil plan set:

Operational and Situational Controls

- Schedule construction operations that comply with the limits of the City of Scotts Valley Municipal Code.
- Construction Hours = Per City Requirements, 8:00 AM – 6:00 PM Monday-Friday, and 9:00 AM – 5:00 PM Saturdays. No work is permitted on Sundays.
- Minimize material movement along the west and north sides of the site.
- Locate stockpiles adjacent to residential neighbors and along Tabor Drive as much as possible to help shield residences and Vine Hill Elementary School from on-site noise generation.
- Keep mobile equipment (haul trucks, concrete trucks, etc.) off of local streets near residences as much as possible.
- Utilize temporary power service from the utility company in lieu of generators wherever possible.
- Keep vehicle paths graded smooth as rough roads and paths can cause significant noise and vibration from trucks (particularly empty trucks) rolling over rough surfaces. Loud bangs and ground-borne vibration can occur.
- All work within 10 ft. of the property lines common with residential uses or noise sensitive uses should be performed by hand.

Interior Works

- For interior work, the windows of the interior spaces facing neighboring residences where work is being performed shall be kept closed while work is proceeding.
- Noise generating equipment indoors should be located within the building to utilize building elements as noise screens.

Equipment

- Use the lowest vibration inducing equipment when within the distance limits shown in Table V. Small grading and earth moving equipment, such as "Bobcat" size equipment should be used.
- Place long-term stationary equipment as far away from the residential and school areas as possible.

- Circular saws, miter or chop saws and radial arm saws shall be used no closer than 50 ft. from any residential property line unless the saw is screened from view by any and all residences using an air-tight screen material of at least 2.0 lbs./sq. ft. surface weight, such as $\frac{3}{4}$ " plywood.
- Music shall not be audible off site.
- Earth Removal: Use scrapers as much as possible for earth removal, rather than the noisier loaders and hauling trucks.
- Building Construction: Power saws should be shielded or enclosed where practical to decrease noise emissions. Nail guns should be used where possible as they are less noisy than manual hammering.
- Generators and Compressors: Use generators and compressor that are housed in acoustical enclosures rather than weather enclosures or none at all.
- Backfilling: Use a backhoe for backfilling, as it is less costly and quieter than either dozers or loaders.
- Ground Preparation: Use a motor grader rather than a bulldozer for final grading. Wheeled heavy equipment is less noisy than track equipment. Utilize wheeled equipment rather than steel track equipment whenever possible, with the exception of work within the vibration distances shown in Table V. The soil conditions at the site indicate that wheeled equipment may generate higher levels of ground vibration than tracked equipment. Small, rubber tracked equipment, such as skid steers, would produce the lowest levels of noise and vibration.
- Use electrically powered tools rather than pneumatic tools whenever possible.
- The greatest potential for noise abatement of current equipment should be the quieting of exhaust noises by use of improved mufflers.
- It is recommended that all internal combustion engines used at the project site be equipped with a type of muffler recommended by the vehicle manufacturer.
- All equipment should be in good mechanical condition so as to minimize noise created by faulty or poorly maintained engines, drive-trains and other components. Worn, loose or unbalanced parts or components shall be maintained or replaced to minimize noise and vibration.

Noise Compliant Management

- Designate a noise complaint officer. The officer shall be available at all times during construction hours via both telephone and email. Signs shall be posted at site entries.
- Notify, in writing, all residents and Vine Hill Elementary School within 300 ft. of the project perimeter of construction. The notification shall contain the name, phone number and email address of the noise complaint officer. A flyer may be placed at the doors of the residences.
- A log of all complaints shall be maintained. The logs shall contain the name and address of the complainant, the date and time of the complaint, the nature/description of the

noise source, a description of the remediation attempt or the reason remediation could not be attempted.

Long Term Noise Levels

To determine existing noise levels, measurements were recorded at two locations. Location 1 was near the existing front lawn/parking lot border, 150 ft. from the centerline of Highway 17. Location 2 was along the north property line of the site, 36 ft. from the centerline of Bethany Drive. Recorded noise at Location 1 ranged from 60.7 to 68.4 dBA during the daytime and from 53.0 to 64.7 dBA at night. At measurement Location 2, the Leq's ranged from 48.6 to 57.8 dBA during the daytime and from 43.6 to 53.1 dBA at night.

The DNL's for the two measurement locations were calculated as a decibel average of the Leq's as they apply to the daily time periods of the DNL index. The DNL is a 24-hour noise descriptor that uses the measured Leq values to calculate a 24-hour time-weighted average noise exposure. The results of the calculations found that the noise exposure at measurement Location 1 was 67 dB DNL. The noise exposure at measurement Location 2 was 56 dB DNL.

Implementation of the project would create new sources of noise in the project vicinity from residential sources, mechanical equipment, and landscape maintenance. These noise sources would be similar to those generated throughout the City. Such noise would primarily occur during the "daytime" activity hours of 7:00 a.m. to 7:00 p.m. Furthermore, the project would be required to comply with the noise standards set forth in the City's General Plan (NA-458) and Municipal Code. Given the nature of the proposed use, traffic generated noise would be similar to existing conditions and would be less than the traffic noise generated from Highway 17.

Therefore, there would be no impact from long-term noise levels.

Exposure to Groundborne Vibrations

The contractors used for the demolition and construction have not yet been selected, nor has a construction schedule and list of equipment been developed. The NAS analyzed potential vibration impacts based on a list of typical construction equipment, their vibration levels at 25 ft. reference distances, and the vibration levels at the building setbacks of the adjacent residential buildings to the north. The NAS determined that some equipment (e.g., vibratory roller, compactor) would generate ground-borne vibration levels exceeding the FTA's 0.20 in/sec PPV significance threshold vibrations. Methods to reduce demolition and construction vibratory noise can be accomplished by the use of improved mufflers as recommended by the vehicle manufacturer. As such, exposure to groundborne vibrations would be less than significant.

Airport or Private Airstrip Noise

The project site is not located within any airport noise impact contours and not located within the vicinity of any private air strip, and therefore there would be no impact.

Findings

The project would not expose future residential uses to short-term construction nor long-term operational noise levels in excess of City standards. Noise generated during the construction phase is temporary and would be limited to Monday-Saturday daytime hours per compliance with the City's Municipal Code Section 17.46.160. Therefore, no mitigation is required.

Population and Housing

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned 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 people or housing, necessitating the construction of replacement housing elsewhere?				X

Discussion

The project is a commercial storage facility and would not induce a substantial increase in population, nor displace existing people or housing. Therefore, there would be no impact and no mitigation is required.

Findings

There is no potential for a significant impact due to substantial growth either directly or indirectly. Therefore, the project would have no impact and no mitigation is required.

Public Services

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
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:				
i) Fire protection?				X
ii) Police protection?				X
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X

Discussion

Fire Services

The project site contains existing commercial uses and is located in an existing urban area that is currently served by the Scotts Valley Fire Protection District. The closest fire station is located at 251 Glenwood Drive, less than a half mile of the project site. Therefore, there would be no impact.

Police Services

The project site contains existing commercial uses. Replacement of these uses by the project would not generate a demand beyond what the police department can accommodate. The Scotts Valley Police department is located less than two miles south of the project site. Therefore, there would be no impact.

Schools

The project is replacement of a commercial use and would not generate a significant demand on the City's school system and therefore there would be no impact.

Parks

The project is replacement of a commercial use and would not generate a significant demand on the City's park system and therefore there would be no impact.

Other Public Facilities

The project does not have the potential to affect other public facilities (e.g., library, city administrative services, etc.), in excess of that previously considered by the General Plan. Therefore, there would be no impact.

Findings

The project would have no impact on public services and therefore no mitigation is required.

Recreation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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

Discussion

The project is replacement of a commercial use and would not generate a significant demand on the City's park system. The project would not require the construction of new or expanded recreational facilities and therefore there would be no impact and no mitigation is required.

Finding

No significant impacts to recreation and open space resources would occur.

Transportation

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?				X
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?				X
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
d) Result in inadequate emergency access?				X

Discussion

A Focused Transportation Study was prepared for the project site by Keith Higgins Traffic Engineer, dated December 12, 2021 (see [Appendix E](#)). The analysis below is based on the findings of prepared report.

Conflict with City Policies or Programs, Increase Hazards, Impair Emergency Access

As shown in [Figure 3: Site Plan](#), access to the project site would be from three driveways on Tabor Drive. Additionally, one exit-only driveway would be located on Bethany Drive, close to the intersection of Scotts Valley Drive. No changes to the City's circulation network are proposed.

The design of the roadway would be consistent with City standards to ensure there is adequate emergency vehicle access. Therefore, there would be no impact.

Increase Vehicle Miles Travelled

Vehicle Miles Traveled (VMT) is a measure of total vehicular travel that accounts for the number of vehicle trips and the length of those trips. Because the City of Scotts Valley has not formally adopted VMT significance criteria, this CEQA analysis uses guidance per the City of Scotts Valley's Draft VMT Implementation Guidelines (Kimley-Horn and Associates, July 2020).

The VMT Implementation includes screening criteria to avoid unnecessary analysis and findings for non-significant transportation impacts. Small projects that generate less than 110 trips per day are exempt from VMT analysis. However, upon issuance of the building permit, the project would be required to pay a City traffic impact fee.

Based on the Transportation Study (see [Appendix E](#)), the project would generate an estimated 82 daily trips. Because this is less than the 110-trip threshold for small projects, the project would qualify for the screening criteria and as such is exempt from further VMT analysis.

Findings

The project would not conflict with City policies or programs regarding the circulation system, including transit, roadway, bicycle and pedestrian facilities. The project would not cause a hazard nor impair emergency access. The project is considered a "small project" per the City VMT Implementation Guidelines and is exempt from further analysis. Therefore, there would be no impacts to transportation and no mitigation is required.

Tribal Cultural Resources

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				X
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?				X
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?				X
b) Cause a substantial adverse change in the significance of a tribal cultural				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California				

Discussion

Cultural Resources Evaluation was prepared for the project site by Archaeological Resource Management (ARM) in June 2021 (see [Appendix B](#)). The analysis below is based on a peer review and findings as described in this report.

Section 21080.3.1(b) of the California Public Resources Code (AB 52) requires a lead agency formally notify a California Native American tribe that is traditionally and culturally affiliated within the geographic area of the discretionary project when formally requested.

As described in the Cultural Resources section, no formal consultation requests have been received to date.

Findings

No California Native American tribes traditionally and culturally affiliated with the Santa Cruz County region have formally requested a consultation with the City of Scotts Valley. Therefore, no impact to the significance of a Tribal Cultural Resource is anticipated and no mitigation is required.

Utilities and Service Systems

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?				X
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?				X
c) 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
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?				X
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?				X

Discussion

Water and Wastewater Treatment Facilities

The proposed project would use less water and therefore generate less wastewater than the current existing commercial use which be replaced. Therefore, there would be no impact.

Electric Power, Natural Gas, or Telecommunications

The project would require new upgraded connections to PG&E for electricity and natural gas. In addition, the project would require new telecommunication connections with the respective service providers. The project site is already served by various dry utility providers. Therefore, there would be no impact.

Solid Waste

The proposed project would generate less solid waste than the current existing commercial use which be replaced. Therefore, there would be no impact

Findings

Existing utilities and service systems are available to serve the project and no new facilities would be required to be constructed. Therefore, the project would have no impacts associated with utilities and service systems, and no mitigation is required.

Wildfire

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a				X

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
wildfire or the uncontrolled spread of a wildfire?				
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X

Discussion

The California Department of Forestry and Fire Protection (CAL FIRE) has mapped the relative wildfire risk in areas of large population by intersecting residential housing density with proximate fire threat according to three risk levels, namely Moderate, High, and Very High. Wildfires are large-scale brush and grass fires in undeveloped areas. The project is within an urbanized area and not within a Very-High Fire Hazard Severity Zone as mapped by CALFIRE. Additionally, the project would incorporate all applicable fire safety code requirements, including fire protection devices and appropriate fire-resistant landscaping on the project site, as required by the Scotts Valley Fire District, and therefore there would be no impact.

Findings

The project would not affect emergency response/evacuation plans, would not expose residents or structures to a wildfire risk, and would not exacerbate fire risk. Therefore, the project would have no impact to wildfires, and no mitigation is required.

Mandatory Findings of Significance

ENVIRONMENTAL IMPACTS Issues	Potentially Significant Issues	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially 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, the effects of other current 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	

Discussion

As discussed in the individual sections, the project would not degrade the quality of the environment, including effects on animals or plants.

As described in the Biological Resources section, the project would comply with the City's Standard Conditions of Approval wherein protected tree removals are compensated at a minimum of 2:1 ratio consistent with the City's Tree Protection Regulations (17.44.080).

The project site is located within areas of moderate and high archaeological sensitivity. As described in the Cultural Resources section, the project would comply with the City's Standard Conditions of Approval. Implementation of the City's Standard Conditions of Approval would reduce this impact to less than significant. This includes retaining a Professional Archaeologist on an "on-call" basis during ground disturbing construction to review, identify and evaluate any potential cultural resources that may be inadvertently exposed during construction.

As described in the environmental resource sections of this Initial Study, the project would not have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly.

The project would result in temporary air quality and noise impacts during construction. With the implementation of the identified Standard Conditions of Approval, and consistency with adopted City policies, construction impacts would be mitigated to a less than significant level. As described above, these impacts would be temporary, and the project would not have cumulatively considerable impacts on air quality and noise impacts in the project area.

The project would have a less than significant impact or no impact on the remaining environmental resources and would not contribute to cumulative impacts to these resources. Therefore, the project would not cause a cumulatively considerable impact and no mitigation is required.

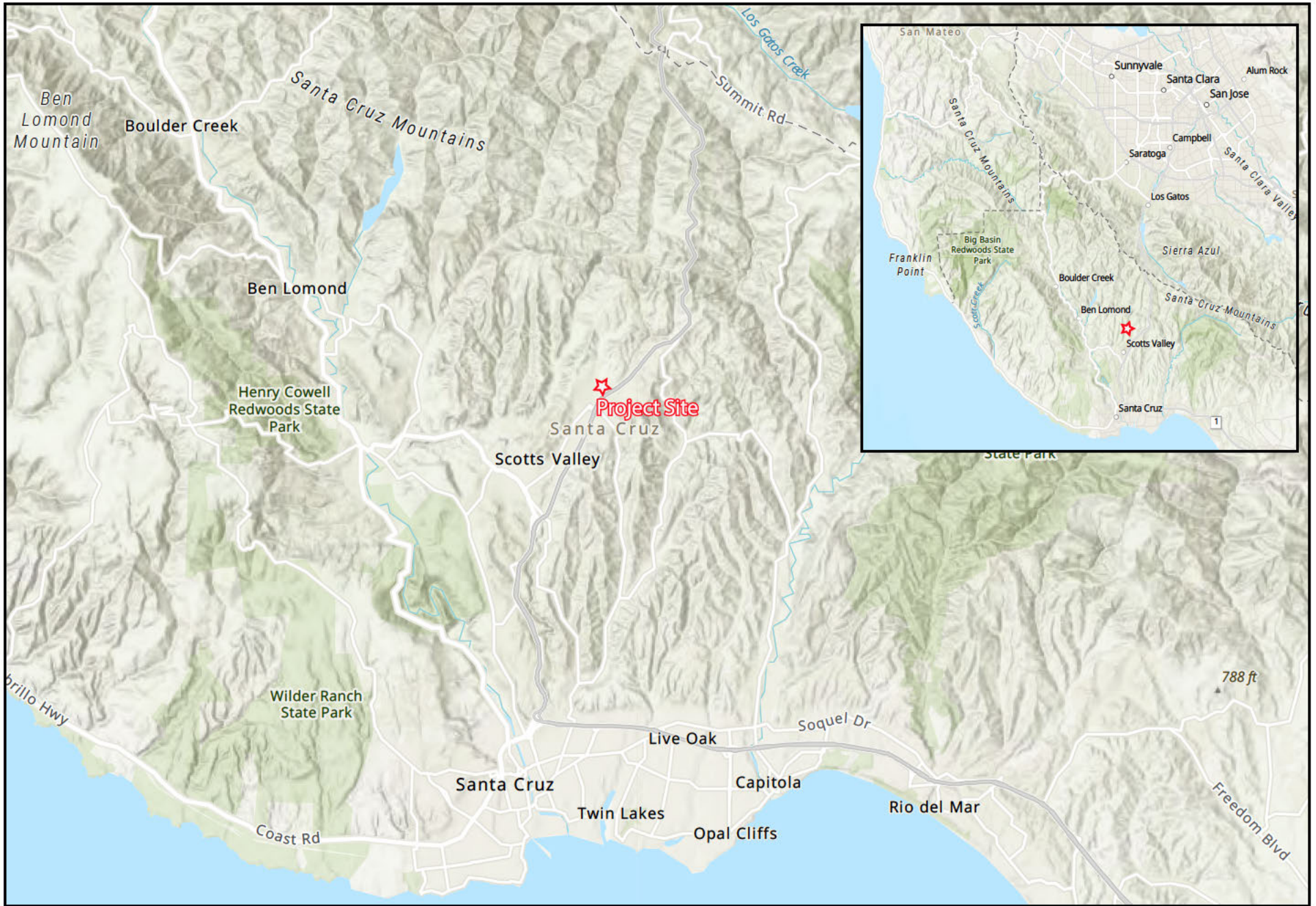
Determination

On the basis of this initial evaluation:

I find that the project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	X
I find that although the project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	
I find that the project MAY have a potentially significant or a potentially significant unless mitigated impact 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. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required.	

Susie Pineda
Contract Planner

Date



Source: USGS, 2023

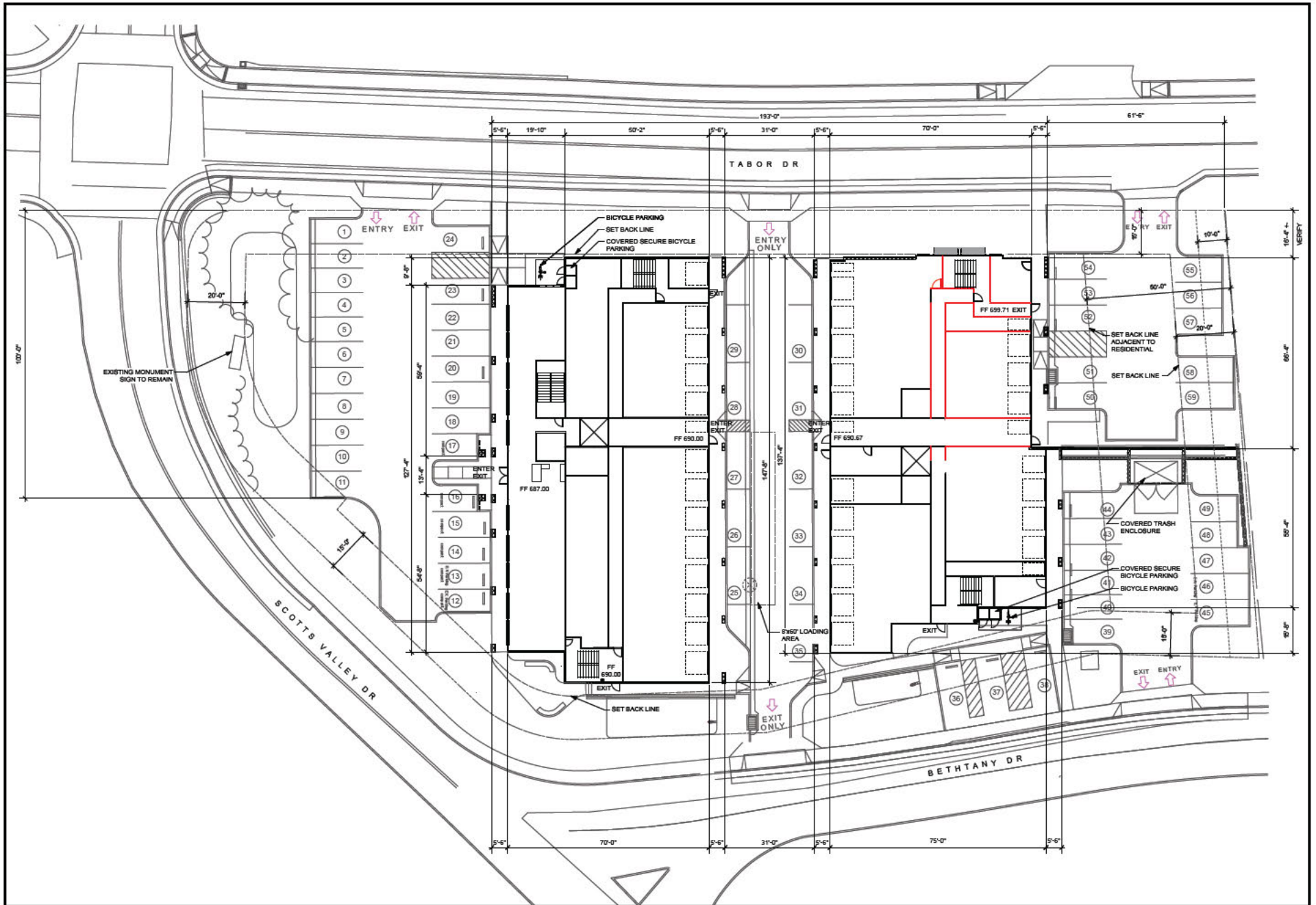
Figure 1: Regional Location

125 Bethany Drive

Draft Initial Study



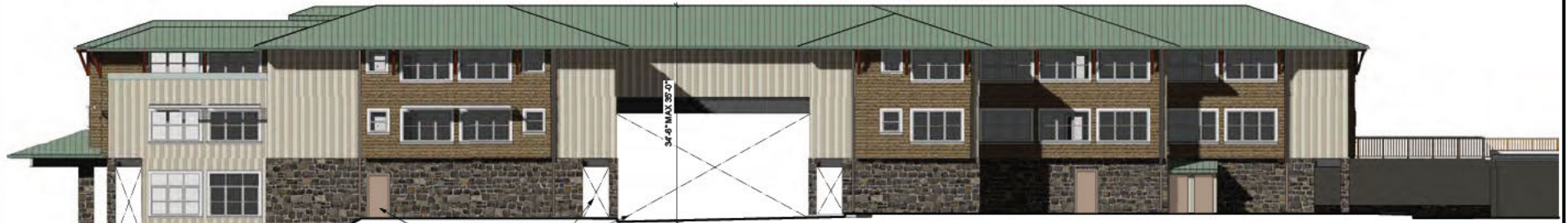
Source: Nearmaps, 2023



Source: C2G, 2023.



2 NORTH ELEVATION
Scale: 1/8" = 1'-0"

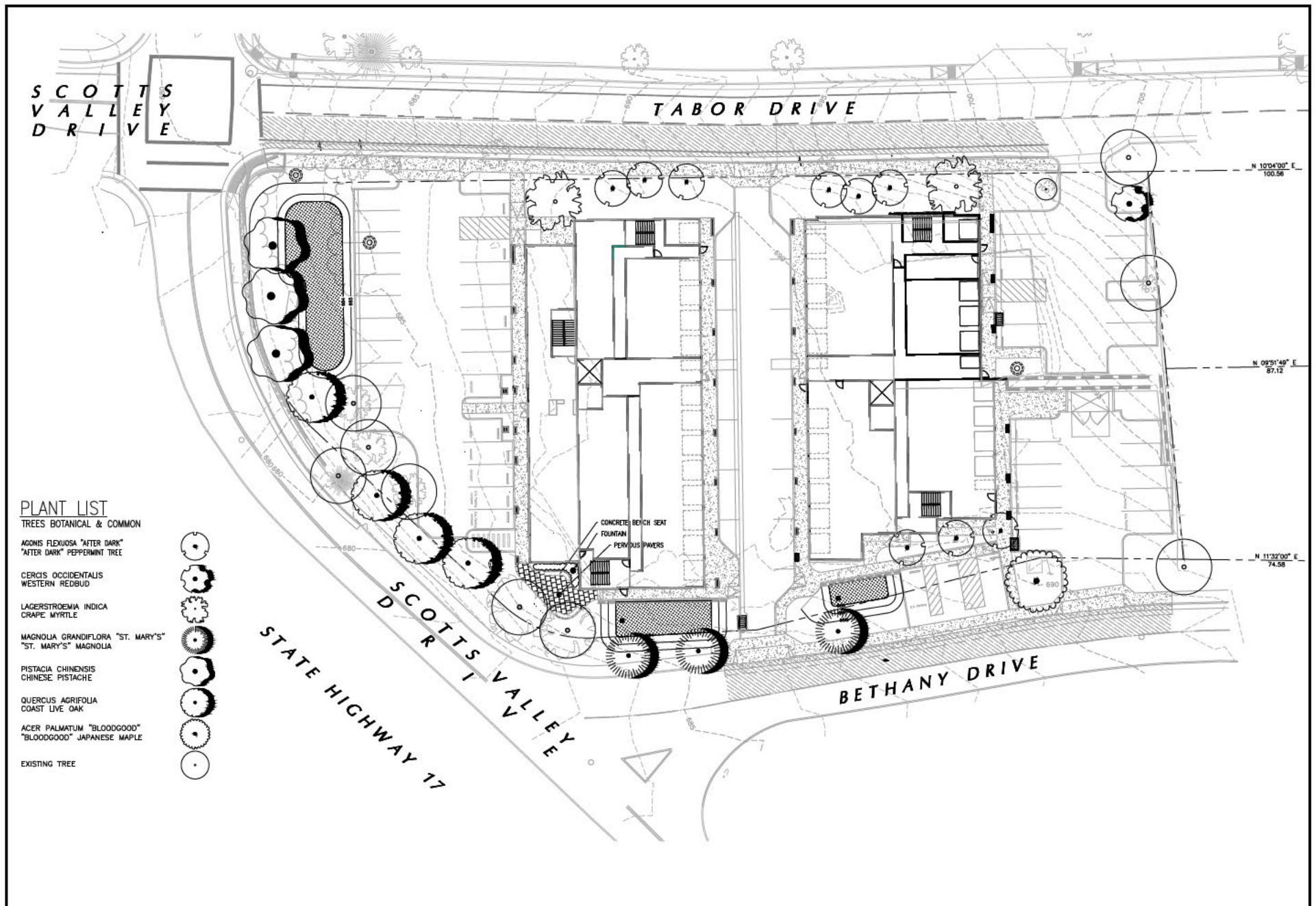


1 EAST ELEVATION
Scale: 1/8" = 1'-0"

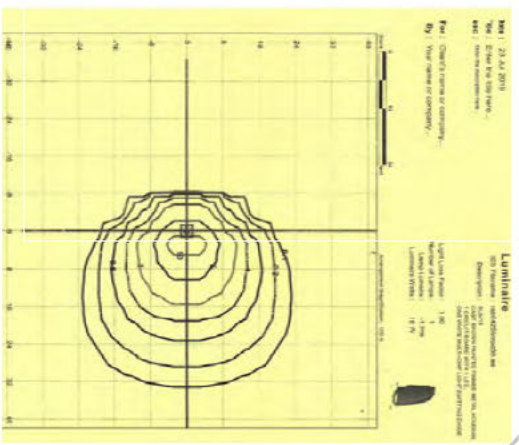
Source: C2G, 2023.



Source: C2G, 2023.

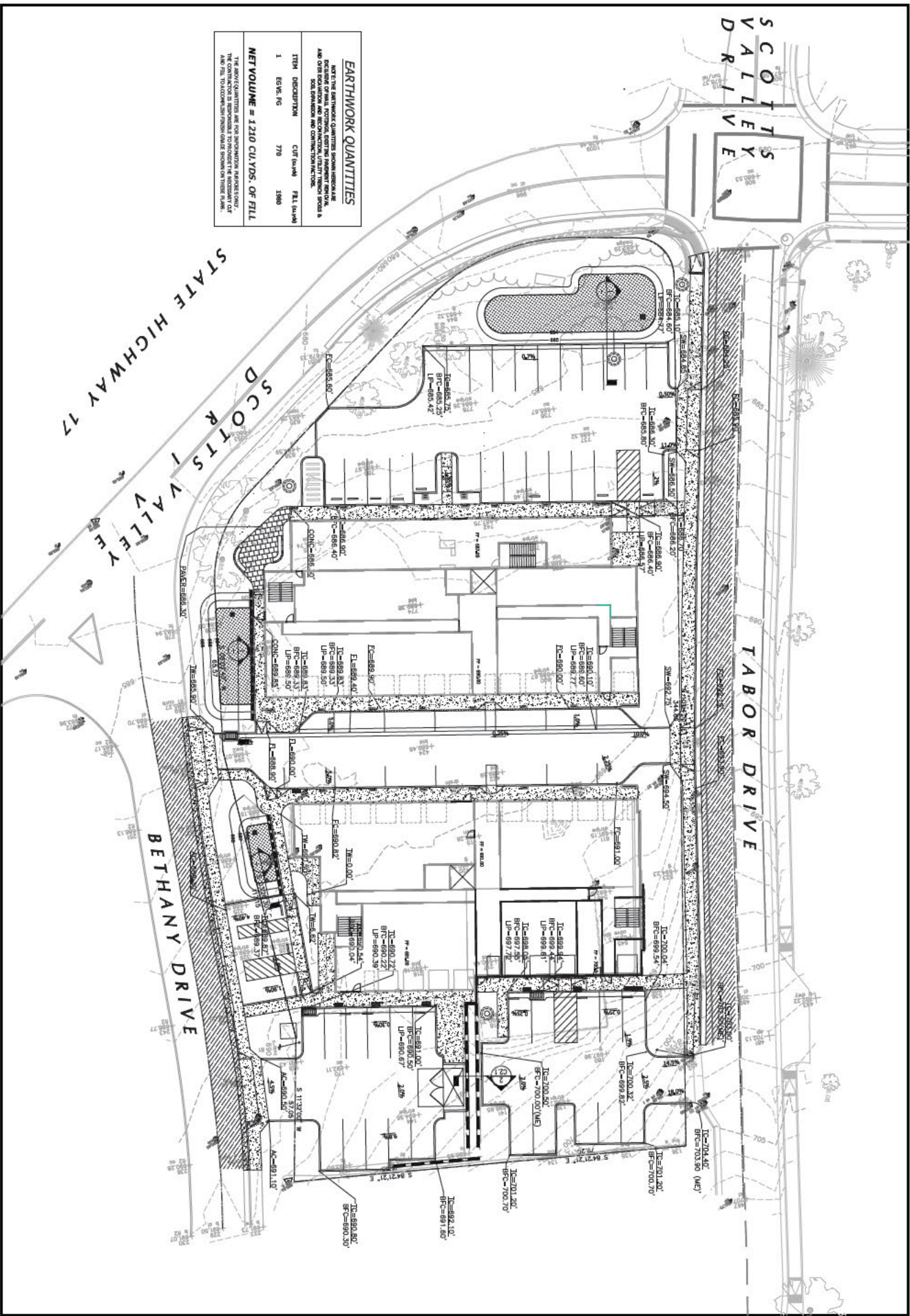


Source: C2G, 2023

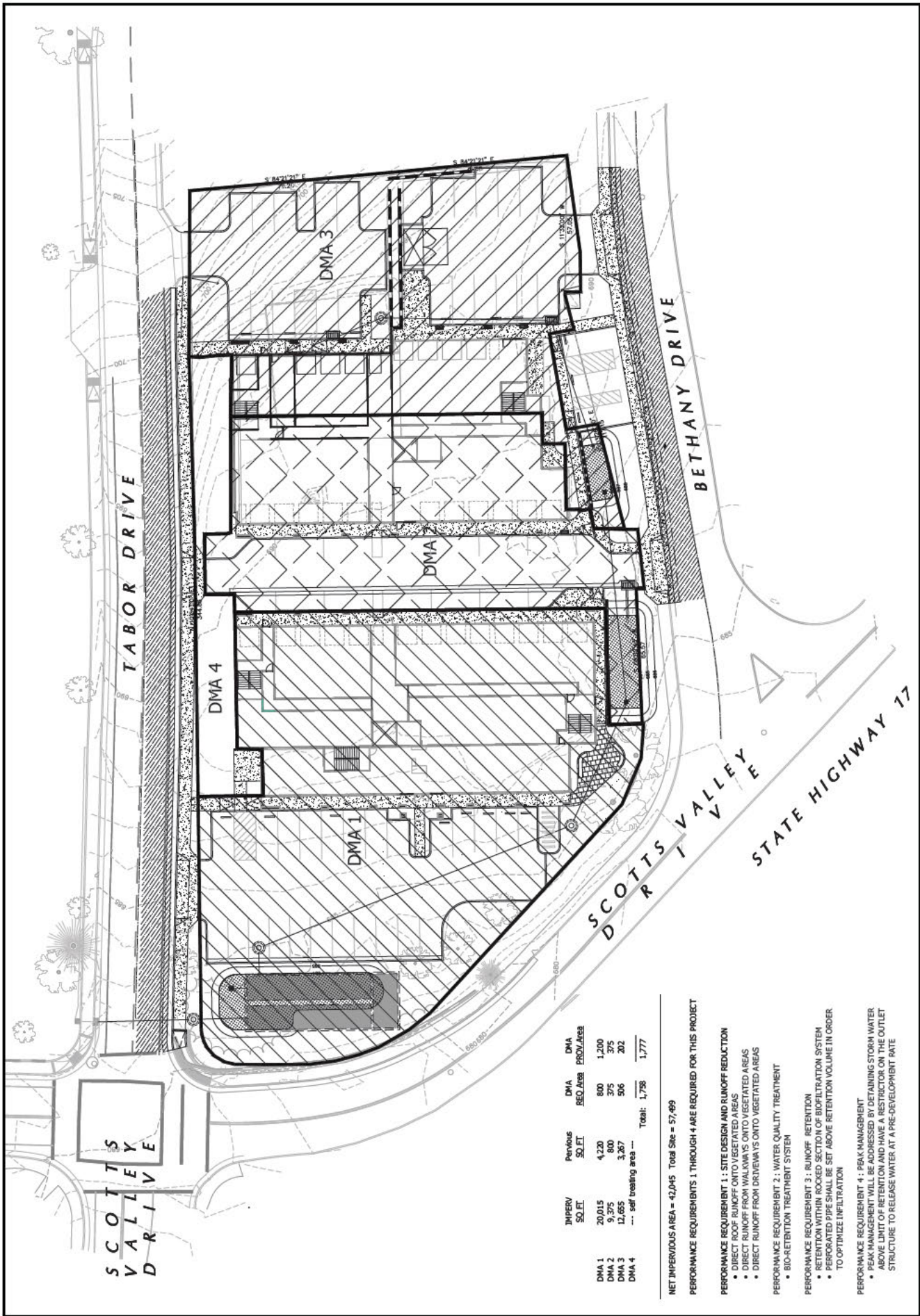


Source: C2G, 2023

Figure 6: Lighting Plan
125 Bethany Drive
Draft Initial Study



Source: C26, 2023.



Source: C2G, 2023.



Jared Blumenfeld
Secretary for
Environmental Protection



Department of Toxic Substances Control

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200



Gavin Newsom
Governor

August 23, 2023

Sarah Wikle
Senior Planner – City of Scotts Valley
1 Civic Center Drive
Scotts Valley, Ca 95066
swikle@scottsvally.gov

DEPARTMENT OF TOXIC SUBSTANCES CONTROL (DTSC) COMMENTS ON THE
NEGATIVE DECLARATION FOR 125 BETHANY DRIVE DATED JULY 25, 2023 – STATE
CLEARINGHOUSE NUMBER: [2023070503](#)

Dear Sarah Wikle:

The Department of Toxic Substances Control (DTSC) received a Negative Declaration (Neg Dec) for the 125 Bethany Drive Project. The Initial Study does not mention encountering or the handling of any potential hazardous materials when demolition activities are executed, therefore, DTSC recommends that the following be considered for this project:

1. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition, and disposal of any of the above-mentioned chemicals should be conducted in

compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 [Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers.](#)

2. If any projects initiated as part of the proposed Project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to [DTSC's 2001 Information Advisory Clean Imported Fill Material](#) webpage.

DTSC appreciates the opportunity to comment on the project. Should you have any questions or comments, simply reply to this letter or via [email](#), thanks!

Sincerely,



Dave Kereazis
Associate Environmental Planner
Hazardous Waste Management Program
Permitting Division – CEQA Unit
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mrs. Tamara Purvis
Associate Environmental Planner
Hazardous Waste Management Program
Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

August 24, 2023

Susie Pineda, Contract Planner
City of Scotts Valley
One Civic Center Drive
Scotts Valley, CA 95066

via email: spineda@m-group.us

Subject: Public Comment on the Initial Study / Negative Declaration for 125 Bethany Drive

Dear Ms. Pineda:

As a resident of Bethany Drive and from my experience as a transportation programming and project delivery manager for a regional agency, I've reviewed the Initial Study / Mitigation Negative Declaration for the development proposal at 125 Bethany Drive. The project is proposing to demolish the two existing one- and two-story commercial buildings, which total 12,200 square feet, and construct a mixed-use three-story commercial redevelopment consisting of one 52,822 square foot building comprised of 10,465 square feet of office space, and 42,357 square feet of storage. Along with several of my neighbors on and near Bethany Drive as co-signatories, we're pleased to offer the following comments on the project for your consideration:

Vehicle Miles Traveled Analysis & Mitigations

The Traffic Impact Analysis prepared by Keith Higgins, dated December 2021, estimates that the proposed development will generate 275 daily trips based on the original 66,204 square foot site plan. Considering the planned reduction in the development to account for residential setbacks, and applying the same trip generation rates, the currently proposed 52,822 square foot development would generate an estimated 223 daily trips (small office – 151 trips; mini warehouse – 72 trips).

With the passage of Senate Bill 743, the new California Environmental Quality Act guidelines replaces congestion-based metrics, such as auto delay and level of service, with Vehicle Miles Traveled (VMT) as the basis for determining significant impacts, unless the guidelines provide specific exceptions. The report acknowledges that the City is currently following the State's Office of Planning and Research's (OPR) guidelines for the evaluation of project-related vehicle miles traveled impacts, and offers this determination:

According to "Section 1 - Screening Thresholds for Land Use Projects," OPR Guidelines page 12, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact." According to Section 3.2 of this report, the Project will result in an

increase of about 82 trips per day. Thus, the Project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

The report incorrectly states the exemption from VMT analysis contained in the OPR guidelines and then misapplies it to this project.

First, the full language of the OPR guidelines states:

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

In applying the exemption for VMT analysis, the report does not explain if this project is consistent with the 2045 Sustainable Communities Strategy for the AMBAG region. But further, the project is not consistent with the City's General Plan as it requires a General Plan amendment to change the zoning. In addition, the City's draft General Plan update (Public Review Draft – August 2023) includes Policy M-3.1 pledging the City to work with regional partners to reduce vehicle miles travelled. Without further explanation, it does not appear that the project is eligible for the exemption from the OPR guidelines, nor in this case would it comply with City policy.

Second, for the purpose of determining the project's daily trips, the report artificially reduces the project's daily trips by subtracting out the trips attributed to the existing use and concludes that only an increase of 82 daily trips will result. This makes the broad assumption that all trips are equal and existing trips cancel out proposed trips, when this is contrary to the intention of Senate Bill 743 and VMT analysis. An existing trip that originates locally in Scotts Valley is not the same as a new trip that originates in the Bay Area or Watsonville in terms of VMT and the trip's impacts to roadways and greenhouse gas emissions. Absent an origin-destination study that this Traffic Impact Analysis is lacking, there is no way to determine if the existing and proposed trip generations are equivalent. This is the reason the guidance from OPR clearly speaks to a project's specific daily trip generation rather than net increases over existing uses when setting the 110 daily trips exemption threshold. In this case, the aforementioned 223 daily trips is the project's trip generation, which places the project above the threshold for exemptions.

Based on this lack of consistency with the OPR guidelines and draft policy presented to the public as supported by the City, the project should be required to complete a VMT analysis and implement appropriate mitigation measures to reduce the project's VMT below the City's allowed threshold.

Insufficient Analysis of Intersection Impacts

The Traffic Impact Analysis contains the following four study intersections:

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

The report's Existing Conditions analysis is generally accurate in describing the roadway conditions as they were in November 2021, when the report was being prepared. In particular, the report describes that during the AM and PM peak periods, Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive experiences queuing in the drop-off/pick-up lane in the school parking lot that overflows onto Vine Hill School Road and that vehicles stack along the shoulder in the bike lane from the school driveway onto Scotts Valley Drive. This highly congested intersection during peak periods is the only access point for traffic to the proposed development to reach its driveways on Tabor Drive and Bethany Drive. Further, the report identifies deficient traffic operations at the Scotts Valley Drive / Glenwood Drive and Scotts Valley Drive / Granite Creek Road ramps to State Route 17. These operations will only further deteriorate when adding the traffic coming from the Bay Area and Santa Cruz along State Route 17 to arrive at the development.

After correctly acknowledging these existing deficiencies, the Traffic Impact Analysis summarily concludes that the addition of the development warrants no improvements or analysis of potential impacts. This entirely qualitative determination was made from a single site visit in November 2021 and tube counts from 2014 (it should also be noted that these old tube counts were taken on Thursday/Friday when generally accepted practice is Tuesday/Wednesday or Wednesday/Thursday to capture average mid-week travel patterns).

This qualitative level of analysis for a development of this size in a residential area that neighbors a public school is not consistent with the policies included in the City's Draft General Plan update:

- Policy M-3.6 Arterial Streets: Actively discourage diversion of traffic to local streets by maintaining adequate capacity on arterial streets and locating high traffic-generating uses on arterial streets.
- Policy M-3.9 Level of Service Standard: To help ensure a safe and efficient roadway network, maintain the established level of service C or better at intersections throughout Scotts Valley; except for Scotts Valley Drive at Mt. Hermon Road and Granite Creek Road at Scotts Valley Drive, which shall be required to maintain a level of service D or better.

Utilize these standards as the basis for maintaining a nexus between the City's transportation impact fees and proposed development projects.

Without a quantitative analysis of the development's potential impacts, these policies cannot be achieved as it is not possible to determine if the addition of traffic related to this development is diverting (or attracting) traffic onto local streets and otherwise degrading the level of service below acceptable levels.

As it stands, the analysis of potential impacts to the four study intersections from the development is insufficient and the Traffic Impact Analysis should be updated with a quantitative approach using Synchro or other appropriate modeling software. In addition, the development's payment of the City's traffic impact fees should be used to fund transportation improvements directly in the project area.

Improvements to Pedestrian Facilities

The Traffic Impact Analysis describes the existing pedestrian facilities in the project area as:

Adequate off-site pedestrian facilities are provided in the immediate Project vicinity. However, no sidewalk is provided along the project's Tabor Drive frontage, which requires pedestrians to walk in the existing bike lane along the project frontage. The alternative is to cross Tabor Drive at the existing project driveways, which is a mid-block crossing. This is not a desirable condition.

The report then arrives at this conclusion for the development's responsibility to address the mid-block crossing at the driveways that are deemed not desirable:

No qualitative change is expected in pedestrian traffic generation at the Project site. No additional pedestrian facilities are warranted.

Again, this conclusion is not consistent with the City's Draft General Plan Update:

- Policy M-7.1 Pathways: Maintain and improve pedestrian pathways, particularly pathways providing pedestrian access to natural areas and commercial areas.
- Policy M-7.3 Accessibility for All: As part of new development and City capital improvement projects, ensure that sidewalks and other pathways are accessible including accommodation for disabled persons and designed for use by people of all abilities. Construct crosswalks and sidewalks that are universally accessible.

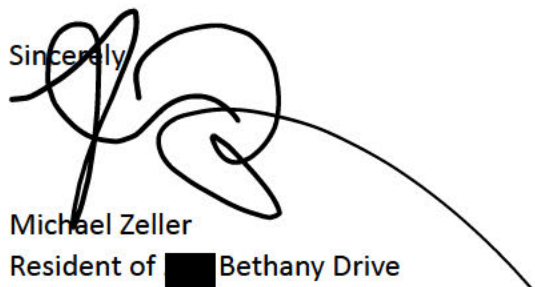
- Policy M-7.5 Development Projects: Require all new development to provide pedestrian pathways and associated pedestrian amenities (e.g., benches, signage, etc), particularly along arterial roadways and within one quarter mile of the Cavallaro Transit Center.

From the single site visit in November 2021, the report does not describe the characteristics and general traffic use on Tabor Drive. This roadway has a significant slope that leads to the top of the Glenwood Preserve, and the proposed development is situated directly at the bottom of this slope. Traffic speeds from vehicles coming down Tabor Drive from the top of the slope towards the Scotts Valley Drive / Vine Hill School Road are routinely well in excess of the posted speed limit.

Rather than describing mid-block crossings on this road as “not desirable”, a more accurate description would be “not safe for pedestrians, particularly members of the community with mobility challenges.” Despite the Traffic Impact Analysis stating that the development will not add pedestrian traffic, which seems highly unlikely, the development will be increasing vehicle traffic on Tabor Drive that will impact existing pedestrians and should be required to conform to the City’s policies on pedestrian safety and complete streets by addressing this issue.

The project should be required to construct: a sidewalk along its Tabor Drive frontage; safe crossings with rectangular rapid flashing beacons at any location a mid-block crossing is proposed; and provide associated pedestrian amenities.

Thank you for the opportunity to review and comment on this Initial Study / Negative Declaration. If you have any questions about the comments contained in this letter, please feel free to contact me at mike.zeller@gmail.com.

Sincerely,

Michael Zeller
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Co-Signatories:

Jenna Zeller
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Allison Kelly
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Ted Garbeff
Resident of [REDACTED] Bethany Drive
Scotts Valley, CA 95066

Cheryl and Robert Ruyle
Resident of [REDACTED] Sawyer Circle
Scotts Valley, CA 95066

Kimberly Brosseau
Resident
Scotts Valley, CA 95066

DRAFT MEMORANDUM

To: Susie Pineda, Contract Planner
Taylor Bateman, Community Development Director
City of Scotts Valley

From: Bill Wiseman
Frederik Venter, P. E.
Kimley-Horn and Associates

Date: December 6, 2023

Subject: **125 Bethany Drive**
Response to Letter from Michael Zeller et. al. dated 8/24/23

This memo is in response to the letter from Michael Zeller and co-signatories, dated August 24, 2023, regarding Initial Study / Negative Declaration for the proposed 125 Bethany Drive project.

Vehicle Miles Traveled Analysis & Mitigations

The letter states that the 125 Bethany Drive Redevelopment Transportation Impact Analysis (the TIA), dated December 12, 2021, does not adequately address vehicle miles travelled.

The TIA was reviewed by Frederik Venter, P.E, a senior traffic engineer with Kimley-Horn & Associates.¹ Frederik is very familiar with the project having prepared a number of significant project-level TIAs in Scotts Valley, as well as the TIA for the update to the Scotts

¹ Frederik Venter has 33 years of experience as a transportation planner, civil engineer, and traffic engineer. He is currently registered as a Professional Civil Engineer in California and has been involved in numerous major transportation and traffic engineering studies throughout the United States. Frederik also has extensive experience in the development of transportation infrastructure needs for the long-term based on future development of the cities and counties, as well as development impact studies. Frederik has managed transportation planning survey studies, including comprehensive origin/destination surveys and parking survey demand, mitigation proposal, pedestrian and bike facility planning, and concept designs. He has performed strategic planning of roads-related infrastructure, while remaining cognizant of applicable Caltrans standards, fiscal and socioeconomic constraints, and community needs.

Valley General Plan which is currently in the public hearings review process and will be adopted by the Scotts Valley City Council by the end of 2023.

As specified under SB 743 and implemented under Section 15064.3 of the State CEQA Guidelines (effective December 28, 2018), VMT is the required metric to be used for identifying CEQA impacts and mitigation. In December 2018, the CA Governor's Office of Planning and Research (OPR) published a Technical Advisory on Evaluating Transportation Impacts, including guidance for VMT analysis. The Office of Administrative Law approved the updated CEQA Guidelines and lead agencies were given until July 1, 2020, to implement the updated guidelines for VMT analysis.

The City has prepared a *Draft Analyzing Vehicle Miles Traveled for CEQA Compliance* (November 2023) which is expected to be adopted by the City Council by the end of the year. In the meantime, the City is using the OPR Guidelines for evaluating project VMT impacts as a part of its CEQA review.

According to "Section 1 - Screening Thresholds for Land Use Projects," OPR Guidelines page 12, "projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact." According to Section 3.2 of the TIA report, the project will result in a net increase of about 82 trips per day. Thus, the project would not have a significant VMT impact. No additional VMT analysis or mitigation is required.

Furthermore, the letter from Mr. Zeller quotes the OPR guidelines which states

Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than-significant transportation impact.

The Association of Monterey Bay Area Governments (AMBAG) is the MPO (Metropolitan Planning Organization) for the Monterey Bay Area. Representatives from the Scotts Valley City Council serve on the AMBAG Board and thereby work collaboratively in association with other Monterey Bay Area communities to reduce VMT impacts. As such, the City is consistent with draft General Plan Policy M-3.1 (Public Review Draft, August 2023) pledging to work with regional partners to reduce VMT impacts. Furthermore, it is noted that this is a "regional" policy and does not apply directly to specific development projects.

On June 15, 2022, the AMBAG Board of Directors certified the Final Environmental Impact Report (EIR) prepared for the 2045 Metropolitan Transportation/Sustainable Communities Strategy (MTP/SCS); adopted CEQA Findings of Fact, Statement of Overriding

Considerations, and Mitigation Monitoring and Reporting Program; made a finding that the SCS achieves the greenhouse gas reduction targets established by the California Air Resources Board; adopted the Final 2022 Regional Growth Forecast; and adopted the Final 2045 MTP/SCS.

Given the fact that the project would not generate or attract more than 110 trips per day, there is no substantial evidence indicating that the project would generate a potentially significant level of VMT and is therefore consistent with the Final 2045 MTP/SCS.

Mr. Zeller’s letter also contends that the project should not receive a credit for existing trips and states, “An existing trip that originates locally in Scotts Valley is not the same as a new trip that originates in the Bay Area or Watsonville in terms of VMT and the trip’s impacts to roadways and greenhouse gas emissions.” (page 2).

The existing uses on the project site consists of small locally serving offices and professional services. The type of use proposed is largely comprised of self-storage space, of which there are at least six other similar self-storage facilities in Scotts Valley. Based on a review using Google Maps, there are more than ten self-storage facilities in the greater Santa Cruz/Capitola area. Therefore, the project would largely be locally serving, filling a need in the City of Scotts Valley. The likelihood of trips to/from the Bay Area and or Watsonville would be negligible, if at all. Therefore, the application of trip credits is considered warranted and consistent with standard professional transportation engineering practices.

Level of Service Analysis

Mr. Zeller’s letter continues with a review of the Level of Service analysis in the TIA, particularly in context to four study intersections, namely:

1. Bethany Drive / Scotts Valley Drive
2. Scotts Valley Drive – Tabor Drive / Vine Hill School Road – Scotts Valley Drive
3. Scotts Valley Drive / Glenwood Drive – State Route 17 Southbound Ramps; and
4. Scotts Valley Drive / Granite Creek Road.

Based on a review of the TIA, Kimley-Horn believes that the methods used to analyze these intersections (which is no longer a CEQA threshold) were done in a manner that is wholly consistent with standard professional transportation engineering practices. This includes a review of previous traffic volumes, conducting a site visit, preparing a trip generation estimate, and review project plans. Furthermore, the TIA was prepared consistent with the City’s “Guidelines for preparing Traffic Impact Studies” (February 2009). These Guidelines require a level of service (LOS) analysis of existing and cumulative conditions both with and

without the project. Additionally, the project will be required to pay all applicable traffic impact fees which may be used to fund transportation improvements in the project area.

Improvements to Pedestrian Facilities

Mr. Zeller's letter references the TIA stating that no sidewalk is provided along the project's Tabor Drive front.

As shown on the project plans Sheet C2.1 Site Improvements (dated 11/13/20), a new sidewalk will be constructed on the east side of Tabor Drive fronting the project site. Based on project review by Public Works staff, a mid-block crossing was determined not to be desirable nor warranted. Kimley-Horn agrees with this assessment.



125 Bethany Dr. Bldg. B Scotts Valley, CA 95066 * 831.427.0700 * 408.354.4050
sim.events

5/18/2022

To whom it may concern:

My name is Raffi Nalvarian, and, along with my business partner Adrian Cavlan, we own Sound In Motion Entertainment Group. In business since 1999 and based in Scotts Valley for almost a decade now, SIM is a one-stop, full-service entertainment company for weddings, corporate events, school dances, family celebrations, sporting events and more. We offer award-winning DJs and MCs, along with Photography, Videography, Photo Booths and Lighting to the San Francisco Bay Area, the South Bay, Santa Cruz, and the Monterey- Carmel Peninsula.

The way our business operates, depending on economic conditions, is by having 3-5 full-time employees that work in our office, and a network of part-time employees and independent contractors who deliver services for us at over 400 events annually.

Our physical needs are two-fold: we need office space where our employees can work and we can meet with current and prospective clients, but we also need between 1,000 - 3,000 sq ft of storage for our AV and presentation equipment, which we supply for our employees and subcontractors as needed. We are constantly buying new equipment and selling old equipment, so the amount of space we need at any given time is usually in flux. It's highly beneficial if these two uses are in the same physical space since our staff are constantly checking, prepping, loading and unloading the equipment for events.

In 2019 we grew out of our first location in Scotts Valley and found a larger location at 125 Bethany Dr.. Before signing our lease, we met with Eli May and had a very positive conversation about our goals and growth as a business. We took over a huge portion of one of the buildings (>4000 sq ft) and were poised to have a record year in 2020. Unfortunately, Covid hit and our business came to a complete STOP! The business was sidelined for almost 2 years.

We had to sell a lot of our equipment that wasn't absolutely necessary to our business in order to downsize. But that still left us with just enough office, and way too much storage. Thanks to Eli and the ownership group, they were extremely helpful to everyone in the building that needed assistance. They let us out of our lease (very few people would do this) and found a solution that allowed us to downsize our storage needs by moving our operation to one of the other spaces on the property. Without Eli and team going above and beyond I truly do not know if our business would have been able to survive.

Being able to scale down our storage space while keeping some office space was one of the keys to us being able to get through COVID as a business. Now that we are back up and running we now have a need for more storage space! Unfortunately, that isn't possible at this time.

The concept Eli and team proposed for their new project would solve this. It would allow our business and many others the ability to keep hold their office space while being able to expand and contract their storage needs without affecting the customer perception. This specific issue has been a major pain point for us and many others. We are an elastic business and we need elastic physical space that meets our needs.

We FULLY SUPPORT the new building project that the owners are proposing. It's an innovative and forward-thinking way of mixed-use for small businesses to thrive in the area. We ask the City of Scotts Valley to support them the way they have supported us and other local businesses.

Sincerely,

Raffi Nalvarian & Adrian Cavlan - Partners

Oak Alarm Company

P.O. Box 1213

Los Gatos, CA 95031-1213

Telephone: 408-395-2324

Email: mtaylor@OakAlarm.com

May 24, 2022

City of Scotts Valley
Planning Commission
1 Civic Center Drive
Scotts Valley, CA 95066

RE: Heritage Real Estate Ventures - 125 Bethany Dr

My name is Matt Taylor and I own Taylor Protection Services, Inc. We are an intrusion and fire systems installation company soon to acquire Oak Alarm Company.

The proposed redevelopment plan for this location is ideal for our needs and I strongly encourage Scotts Valley to take a deeper look into the plan. We have had multiple locations since 1993 in Los Gatos, Campbell, and San Jose. Each leased location was a smaller private owner with more flexibility than the typical lease with larger spaces. Security was a major issue for the last move to this location. We simply could not afford risking having our vehicles and equipment jeopardized. This is a quiet town and we enjoy living here.

We've been operating out of 125 Bethany Dr for about 10 years and we occupy one contiguous warehouse space of around 1000 sq ft. A part of that warehouse space is for "office" purposes, and the rest is used for staging projects and systems, tools, equipment, stock and static storage.

This building location is ideal for our needs, but we'd enjoy having the office in a separate climate-controlled space. This space is simply a warehouse and offers no division between the warehouse and the office. It is just a partitioned desk in the warehouse. It is also rather costly to run the warehouse HVAC system, so we often use space heaters instead. Needless to say, we limit visitors here because it is less than professional to say the least.

Heritage offered us a look at the plan and also made it clear that we would be welcomed to enjoy working from this location after the redevelopment and I'm clearly looking forward to that! This town has very few locations that would offer the enjoyment of the ideal working environment. Separate office from warehouse in a modern updated building. Many buildings in town are older and run down, drafty and in need of improvement.

We need and want a separate front office space with room for personnel, customer and vendor visits, with a separate accessible flexible storage location. THIS PLAN WORKS.
The City Council should approve this redevelopment.

Matt Taylor




A CALIFORNIA LOCAL MEDIA GROUP

107 DAKOTA AVENUE
SANTA CRUZ, CA 95060
TEL 831.458.1100

PUBLISHED WEEKLY
& LOCALLY OWNED

5/3/2022

I'm the general manager and VP for Nuz, Inc, publishers of Good Times, the Pajaronian and your local weekly newspaper, the Press Banner.

Nuz, Inc currently has offices in Santa Cruz and Watsonville. Until recently, we had an office in Scotts Valley. The thought that we could have storage on-site, adjacent to our office has rekindled the idea of moving operations back to Scotts Valley. Heritage Real Estate Ventures has shared their development ideas with me and an office with storage idea makes total sense.

We use storage for pallets of newspapers and magazines, news racks, office supplies and numerous other items. Our current storage facility is miles from either of our offices. Having storage on-site would make inventory management much easier and way more efficient, saving us time and money.

Just on-site storage is a winning idea, but the fact that the we could increase or decrease our storage space to fit our needs is incredible.

This is such a great idea. It's amazing that it does not exist anywhere else in the county.

Our current lease is up in a few years. We would like to see the city approve this project in time for us to take advantage of the possibilities.

Sincerely,

Lee May
Vice President

GoodTimes *The* PAJARONIAN **PRESS BANNER**



4444 Scotts Valley Drive, Suite 7 □ Scotts Valley, Ca 95066 □ (831) 438-4453
PO Box 1146 □ Morgan Hill, CA □ (831) 438-4453 □ jp@alpha-surveyors.com

May 5th, 2022

Caroline Marani
Heritage Real Estate Ventures
125 Bethany Drive

Subject: Future Office/Storage Space

Caroline-

As discussed, Alpha Land Surveys, Inc. is a professional land surveying company currently located within the City of Scotts Valley. Our business is growing and so has our need for storage associated with our day-to-day business operations. As previously explained, we have professional land surveyors and support office staff that work daily within our office space using software and large format printers to produce daily products for clients (topographic mapping of property, boundary surveys of property and ALTA mapping for commercial and industrial properties).

In addition to our office staff, we have field surveyors and support staff that are in the field 80-percent of the day. They are in the field with surveying equipment that is used to take measurements, aerial photography, or LIDAR scanning. All this equipment (surveying tri-pod, surveying instrument rod, surveying instrument, GPS equipment, flight drones, and LIDAR scanning equipment) is kept within the office each evening for security and insurance reasons.

Also, we have field surveyors and support staff providing construction surveying and monitoring services. These activities require different surveying equipment and require a large amount of wood lathe, wood hubs, iron tubing, spray paint and nails. The construction staking hardware has the biggest square footage impact to our current office space.

Lastly, surveying profession tends to collect paperwork and field notes of previously deceased surveyor's documents showing previous property boundaries calculations. These documents are stored in file cabinets. Some of these documents go back to the early 1900's and are useful in determining property locations within the Santa Cruz Mountains and the surrounding areas.

Considering all these requirements, the new proposed building at the former Bethany office site would make wonderful sense for Alpha Land Survey's to relocate to and allow for further expansion of our staff and services with all our storage requirements in one location.

Please keep me informed on the projects progress and approval with the City of Scotts Valley.

By: Curt Dunbar, PLS 5615
Alpha Land Surveys, Inc.
President



5/18/2020

I'm the owner of Nomad Audio. We do audio for video production, and have been in business for 15 years based in Santa Cruz and Scotts Valley.

I was a tenant at 125 Bethany Dr for almost 10 years where I occupied three small office suites totalling around 500 sq ft. One unit was used as my sound studio/ office, while the other two adjacent units of around 300sq ft were used for storage of all my various sound production equipment.

In that time, there was probably a dozen occasions I spoke to management about obtaining more space. There were also a few times I needed less space. My business requires me to stay up to date on new technology and equipment, so that means I am usually adding more to my collection.

Unfortunately, the professional leasing business does not work like this. I couldn't scale up or down on a whim or tie myself to longer lease contracts. I needed more flexibility, and ended up renting some storage units. But it was a major pain not having the things I needed and used everyday immediately accessible. I am still trying to find the right space for my needs, but it's been very difficult.

I think the idea the 125 Bethany Dr owners have for a new building design is great. I personally know a bunch of guys who would jump on that. I'm definitely planning on taking advantage of that space as well. It would be huge for my business, and I'd recommend that Scotts Valley allow them to build this project.



Andy Snyder - Owner, Nomad Audio LLC

mobile: 831-240-7575

email: andy@nomadaudio.com

website: www.nomadaudio.com

From: [Cheryl Hackworth](#)
To: planningdepartment@scottsvalley.org; spineda@m-group.us
Subject: Proposal for 125 Bethany, Scotts Valley
Date: Wednesday, August 23, 2023 8:33:50 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you know the content is safe. Be aware that the sending address can be faked or manipulated.

I have heard the proposed project for 125 Bethany in Scotts Valley is to have a combination of office space and storage facility. Given the amount of open office space and the dire need for residential space in our area, and the fact that this is directly across the street from our middle school, I find this a completely erroneous decision on the part of the planning commission of this city. We do not need storage space in the middle of our town, but we do desperately need more residential space. Please reconsider this decision and consider rezoning this location. It is currently a residential space, it is adjacent to residential spaces, and it would be best served to be zoned as a residential space.

Thank you for your consideration.

Cheryl Hackworth

From: Elana Titus [REDACTED]
Sent: Wednesday, August 23, 2023 9:32 AM
To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>
Subject: 125 Bethany drive project

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Hello,

My name is Elana Titus and I am a parent at Vine Hill Elementary School. There will absolutely be impacts on traffic if this project continues without attention to this detail. Children walk and ride their bikes and there's lots of traffic in the area between 730-9. Please take this into consideration going forward.

Sincerely,
Elana Titus

--

Kindest Regards,
Elana Titus
Jewish Educator and 'Mom'

[REDACTED]

From: Karen Smith [REDACTED]
Sent: Wednesday, August 23, 2023 11:14 AM
To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>
Subject: Proposed 125 Bethany development

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Dear SV planning department,

I live on Tabor drive and just noticed the proposal sign on the property of 125 Bethany Drive. I am wondering if I'm reading the sign correctly...will a mini storage facility be added to this large commercial space? If so, I do not think this is a wise location. It is adjacent to the school and will most likely cause worse traffic congestion. Living on Tabor drive, there really is only one way out of my neighborhood. There are two roads but they both lead to the same four way stop. I believe fixing up the property is great but I am concerned about the size of the new building and I'm against the idea of mini storage. We have two of those in town already.

I'd love to know more about this proposed change. Will there be an open meeting for the public?

Thank you,
Karen Smith

[REDACTED]

From: Joe Budka [REDACTED]

Sent: Thursday, November 2, 2023 4:20 PM

To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>

Cc: Gabriela Cortez <gcortez@scottsvalley.gov>

Subject: Comments on Proposed Development at 125 BETHANY DR SCOTTS VALLEY, CA 95066

Hello,

I am a local resident who lives a few houses away from the proposed development at 125 BETHANY DR SCOTTS VALLEY, CA 95066. I am reaching out to express my disapproval of this use for this parcel. Office and self storage would be a terrible use for this parcel for many reasons:

- 1) We are in a housing crisis, not a self-storage or office supply crisis, and so residential development should be addressed and prioritized instead.
- 2) This is a largely residential area. A large self storage and office development would be a big nuisance to the residents of the area.
- 3) There would be significant traffic as a result. There is already a HUGE amount of traffic on that corner anyway, with the school at across the street and baseballs fields a block away.
- 4) There would be lots of random characters coming in and out of the self storage facility, something we do not want in our neighborhood.

Please consider my concerns.

Thank you.

Daniel J Budka

From: [David Alreck](#)
To: [Scotts Valley Planning Department](#)
Subject: 125 bethany
Date: Saturday, January 20, 2024 1:18:00 PM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I do not know how many of our citizens are aware of the proposed massive 53000 sq. ft. 3 story storage and office facility proposed for the corner of Tabor, Vine Hill and Bethany drive directly across from Vine Hill School .There have been no architectural rendering posted, no posted dates for public hearings or story poling constructed which demonstrate the size and visual impacts to all, just a leaning sign that tells you to call the city. But you can envision a building that will loom 45 foot higher than the street intersection and though the rendering on file at the city may look appealing they are very deceptive.

They are requesting changing the zoning to light industrial completely contrary to Scotts Valley general plan and visions included in that plan.

In an area of parks, schools and residential neighborhoods is this really appropriate?

It would change the character and feel of the entire north end of our city. Change the city identity to all other county residents and Hwy 17 travelers demonstrating our lack of planning to allow an industrial sprawl into the mountains.

It seems nonsensical to even consider a project of this magnitude on this property in this area of town. An apparent complete disregard by the developer for what citizens and neighbors envision as proper usage of this property.

We already have huge amounts of storage facilities space and if more were built the industrial area of town seems appropriate .It appears it has virtually no financial gain for the city

Construction traffic and impacts will be substantial, they will claim they can mitigated, yes some measures can be taken, but for example the noise cannot.

Although we believe common sense and responsibility to the community will prevail we urge you to take a sensible look at a project that will impact the city forever

These are all my own personal feelings and thoughts for you to consider for you to make your own decision on what is proper use of the property.For me this is not why I live in Scotts Valley and certainly not what I desire for the

future of our special town.

Thank you for your time and consideration

David Alreck

Date: January 22, 2024

To: Planning Commission, Scotts Valley

From: Cindy Gustafson, 230 San Augustine Way, Scotts Valley
Resident of Scotts Valley for 31 years

RE: Proposed zoning change and development at 125 Bethany

It is my opinion that the proposed zoning change to light industrial and the proposed three-story commercial/office/storage development for 227 users at this location is wrong on many levels as outlined below, and I would advise NOT proceeding with the zoning changes and development as proposed.

1. This piece of property is across the street from an elementary school and is in the middle of a residential neighborhood. "Light industrial" zoning is frankly not appropriate for the character of this neighborhood at all and is contrary to the city's general plan.
2. We currently have tens of thousands of square feet of vacant office space in Scotts Valley, some on Scotts Valley Drive that have been built and never, ever occupied. Why on God's green earth would anyone on this Commission think that we need to build MORE office space?
3. We also already have quite a few storage facilities in Scotts Valley that I do not think are anywhere near capacity, and I would like to see data supporting the need for building this ridiculous volume of storage space, particularly in the middle of a residential neighborhood.
4. The narrow two-lane roads in this area simply cannot handle the extra traffic that such a monstrous building could potentially draw, and I cannot imagine how the developer could mitigate this. Are they going to widen and update these roads? Somehow make it safer for the school children who also use this intersection? I predict traffic patterns will be even more of a nightmare during school hours with this sort of development in that location.
5. I also do not see how sufficient parking for such a large capacity building could additionally be carved out on this 1.35-acre lot.
6. I was under the impression that building housing was a priority, so I do not see why this poorly thought-out idea is even being considered.
7. However, if the Commission is determined to see such a building be constructed in Scotts Valley, might I suggest that this imposing three-story "industrial" building be more appropriately sited in a more "industrial" and not residential part of town. Just a suggestion.

Regards,
Cindy Gustafson

From: [Kendra Kannegaard](#)
To: [Scotts Valley Planning Department](#)
Subject: Proposed Project at 125 Bethany Drive
Date: Thursday, January 25, 2024 12:09:58 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Scotts Valley Planning Commission:

I'm writing on behalf of the development that is proposed for 125 Bethany Drive. I live up the street at 213 Bethany Drive and am in a wheelchair. I have a specially modified car with an ADA ramp installed that allows me to have some independence and freedom to get myself wherever I need to go, all on my own. The driveway of my house is incredibly steep and there isn't a way for me to park my car on that hill and drop my ramp while keeping the doors open on my own. This means that I have to rely on someone else to help me, essentially taking away a large part of my independence.

Five years ago, I approached the current owners of the 125 property and asked if they would be willing to let me park my car down in their lot in one of the flat handicap spots. They graciously agreed and I have been parking my car there ever since. This might not seem like a big deal, but to me, it's been the difference between a life of reliance on others and the freedom to experience the world on my own.

I am forever grateful for the kindness and compassion that Caroline and the other owners of 125 Bethany Drive have shown me.

They have taken the time over the years to reach out and share potential plans for the property and have been open about their intentions to renovate the space. Throughout the entire process, they have made an effort to keep my needs in mind and have assured me that, although they are planning a lot of new upgrades to elevate and improve the space, the one thing that will stay the same is my ability to have a safe and flat space to park my car. Caroline took the time to personally call me and update me on the project, which I deeply appreciated.

The peace of mind I have knowing that I'll be able to maintain a level of independence for myself by having a parking spot is priceless and knowing that Caroline is only a phone call away is incredibly reassuring.

I'm so grateful for their kindness and support and that they have made an effort to get

to know some of their neighbors on Bethany/Tabor and listen to our concerns.

Thank you for taking the time to read this letter. If you have any further questions, please don't hesitate to contact me.

Thank you so much,

Kendra Kannegaard
213 Bethany Drive,
Scotts Valley, CA

CITY OF SCOTTS VALLEY

DATE: January 24, 2024

TO: Planning Commission

FROM: Bill Wiseman, Kimley-Horn & Associates

APPROVED: Taylor Bateman, Community Development Director

SUBJECT: **125 Bethany Drive – January 25, 2024, PC Agenda Item No.1
Scotts Valley Unified School District Letter dated August 21, 2023**

This memo is in response to the letter received from the Scotts Valley Unified School District (SVUSD) dated August 21, 2023 (see Attachment 1), regarding the 125 Bethany Drive Negative Declaration and associated Initial Study, both prepared as required by the California Environmental Quality Act (CEQA).

The SVUSD raised three topics related to: 1) Dust and Air Quality, 2) Noise, and 3) Pedestrian Safety. Staff have been in discussions with the SVUSD and a response to each topic is discussed below.

Dust and Air Quality

The SVUSD raised concerns regarding project construction (i.e., dust, diesel emissions, etc.) and their potential impacts adjacent to the Vine Hill Elementary School, particularly to children using the outdoor play areas.

As described in the Air Quality section of the Initial Study, any emission sources that would be generated as part of the project would be subject to the Monterey Bay Air Resources District (MBARD) rules and regulations. In particular, MBARD's *2008 CEQA Air Quality Guidelines* state that construction activities (e.g., excavation, grading, on-site vehicles) that emit 82 pounds per day or more of PM₁₀ would have a significant impact on local air quality when they are located nearby and upwind of sensitive receptors.

Based on the type of development proposed (the point source), the project does not include any processes or activities that would emit significant air pollutants; nor would it conflict with the MBARD's *2012 Air Quality Management Plan for the Monterey Bay Region* (2012 AQMP). Therefore, the Initial Study concluded that the project would not make a considerable contribution to existing air quality conditions and impacts would be less than significant.

The Initial Study also concluded that exposure to diesel exhaust would be well below the California Air Resources Board (CARB) toxic air contaminant criteria. Furthermore, as part of project conditions of approval, the project will be required to comply with CARBs In-Use Off Road Vehicle regulations and Title 13 of the California Code of Regulations (section 2485(c)(1)) which requires (among others) the use of Tier 4 diesel equipment and prohibits idling of a diesel engine for more than five minutes in any location.

Furthermore, the project will also be required to comply with City of Scotts Valley standard conditions of approval that require development projects to reduce dust generation during construction by implementing best management practices (BMPs) for dust control. These BMPs are listed in the Initial Study and include such provisions as watering graded/excavated areas, use of street sweepers and water trucks, placing gravel on roadways and driveways, and covering loads.

Noise

As described in the Noise section of the Initial Study, construction noise would occur intermittently and varies depending on the nature or phase of construction. Project construction would be required to comply with the City's Municipal Code Section 17.46.160, which states that all construction activity shall be limited to the hours between 8 a.m. and 6 p.m., Monday through Friday.

Furthermore, the recommendations described in the *Noise Assessment Study* prepared by Edward L. Pack Associates (June 25, 2021), would be included as part of the City's standard conditions of approval. These construction-related conditions are listed in the Initial Study and address issues associated with 1) Operational and Situational Controls, 2) Interior Works, 3) Equipment, and 4) Noise Compliant Management.

The SVUSD suggested that construction, especially noisier tasks, be performed outside of school hours, either after 3:00 PM on weekdays, during the summer or winter school break, or on Saturdays. Based on this suggestion, the City will work with the project applicant to create a condition of approval for future review by the Planning Commission.

Pedestrian Safety

SVUSD suggests that construction vehicle accessing or departing the project site be prohibited during the 30-minute window before and after school when children are arriving or leaving, and that all construction vehicles be required to access the project site only from Bethany Drive (and not from Tabor Drive) whenever school is in session. The City concurs with this suggestion and will work with the project applicant to create a condition of approval for future review by the Planning Commission.

Communications Between the Project Applicant and the SVUSD

City staff and the project applicant are committed to ensuring that all project conditions of approval are fully complied with, and that there is a direct and responsive avenue for effective communication. As such, the City will work with the project applicant and SVUSD to create an additional condition of approval requiring that prior to any project construction, the project applicant formally reach out to the SVUSD to identify the proper point-of-contact(s) and establish a communications protocol to address potential construction-related issues and concerns. The City will work with the project applicant to create a condition of approval for future review by the Planning Commission.

ATTACHMENTS

Attachment 1 – Letter from Scotts Valley Unified School District, dated August 21, 2023



108 Whispering Pines Drive, Suite 115

Scotts Valley, CA 95066

(831) 438-1820 • FAX: (831) 438-2314 • www.scottsvalleysd.org

SUPERINTENDENT	EDUCATIONAL SERVICES	SPECIAL EDUCATION	BUSINESS SERVICES	STUDENT SERVICES	PERSONNEL SERVICES
Tanya Krause x105	Alexandra Friel x114	Amy Churchill x123	Mary Navas x107	Nadia Oskolkoff x103	Michael Hanson x108

August 21, 2023

Susie Pineda
Contract Planner
City of Scotts Valley Planning Department
One Civic Center Drive
Scotts Valley, CA 95066

RE: 125 Bethany Drive Negative Declaration

Dear Ms. Pineda,

Thank you for the opportunity to provide input on the commercial building development project located at 125 Bethany Drive. Please accept and consider the following on behalf of the Scotts Valley Unified School District.

The project proposed by Heritage Real Estate Ventures, LLC is directly across the street from Vine Hill Elementary School. We acknowledge the rights of the property owner to pursue a development project in pursuit of some commercial ends. We have no comments at this time as to the suitability of the proposed storage units and office space in this location.

While the District and Board of Trustees support economic development within the City of Scotts Valley, we have serious concerns with the project as currently proposed. We are disappointed that the negative declaration provides only standardized generic mitigation measures for the potential impacts during construction. Mitigations regarding dust and air quality fail to address the young children who may be outside for recess and lunch periods during the ongoing construction. Additionally, high noise levels may also impact student learning inside the classroom and during outside activities.

We have outlined some of those additional mitigations below. We look forward to further dialogue with the City and the construction team to reach agreement as to best practices to follow in these circumstances. District and Board of Trustee representatives are available to meet as it works with the City of Scotts Valley and/or Heritage Real Estate Ventures, LLC.

Dust and Air Quality

The air quality discussion (pages 8 – 11) says nothing about impacts during the teardown of the existing structure, and it is reasonable to expect considerable dust to be released during this

activity. The discussion under ‘sensitive receptors’ (on the bottom of page 10) addresses only diesel truck exhaust. Please identify how the potential impact of destruction/construction dust into the air adjacent to an elementary school with outdoor play areas is to be mitigated. We have young students with respiratory challenges who may be highly sensitive to airborne dust particles; CEQA does not appear to address this and is instead focused on larger scale, longer term air quality impacts.

Noise

Page 32 acknowledges that “During construction, exterior noise levels could affect the residential neighborhoods surrounding the construction site.” However, there is no mention of the school or the impact on student learning or outside activities. The only mitigation plan offered is to designate a noise complaint officer rather than to prevent or limit the noise; essentially, placing the burden on the school (or residents) to voice their complaints rather than on the noise generator to avoid them. It is not sufficient for the project to require a teacher to interrupt their class, make a phone call, and hope that it doesn’t go to voicemail. Further, there is no enforcement mechanism to ensure immediate cessation of the noise, or a defined threshold noise level. Therefore, the District suggests that construction, especially noisier tasks, be performed outside of school hours – either after 3:00 PM on weekdays, during the summer or winter school break, or on Saturdays.

Pedestrian Safety

There is no discussion of pedestrian safety during construction, which seems a very serious oversight. At a minimum, any and all large construction vehicles accessing or departing the site should be required to avoid doing so during the 30 minute window before and after school when children are arriving or leaving. Additionally, all such vehicles should be required to access the site only from Bethany Dr (and not from Tabor) whenever school is in session.

Finally, a formal communication channel should be established between the construction supervisory team and the Vine Hill Principal to ensure there is advance notice of any activities that may adversely impact school operations or student safety, with a commitment to work cooperatively to mitigate all such impacts. The City should also clarify who the Vine Hill Principal should contact for enforcement purposes if violations of any agreed terms are noted during construction, with a commitment to respond immediately in support of our City’s children. Choosing to undertake a major construction project directly adjacent to an elementary school requires extraordinary measures to avoid accidents with serious and irreversible consequences. We look forward to your response and further dialogue on these topics.

Sincerely,

Tanya Krause, Superintendent

Michael Shulman, Board President

Tracey Neilsen, Vine Hill Principal

From: [Sheri Morano](#)
To: [Scotts Valley Planning Department](#)
Subject: Proposed Project 125 Bethany Drive
Date: Monday, January 22, 2024 9:18:41 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I am writing to voice concerns regarding the proposed project at 125 Bethany Drive - a 53,000 square foot, three story storage and office facility. There have been no architectural renderings posted, no posted dates for public hearings or story poling constructed which demonstrate the size and visual impacts to all, just a sign that tells you to call the city. The developers are requesting changing the zoning to light industrial, completely contrary to Scotts Valley's general plan and visions included in that plan.

This project is directly across the street from Vinehill Elementary School. This is an area of parks, schools and residential neighborhoods - is this really appropriate? It would change the character and feel of the area. There are already numerous storage facilities in the community. I do not feel this is an appropriate development for the area.

I strongly voice my concerns regarding this project and do not feel the planning department should support this project.

Sheri Morano

From: [Marianne Woosley](#)
To: [Scotts Valley Planning Department](#)
Subject: 125 Bethany
Date: Monday, January 22, 2024 8:57:00 AM

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

I just heard about this proposed development on the corner of Bethany and Tabor Drive.

We have lived on Tabor Drive for over 40 years and in Scotts Valley for 45.

The developer is asking for a zoning change for light industrial. In a quiet residential neighborhood next to an elementary school???

Please do not grant this. 3 stories? 52,822 sq ft?

We will be at the meeting this Thursday.

Rich and Marianne Woosley



MINUTES

Meeting of the
Scotts Valley Planning Commission
Date: January 25, 2024
Time: 6:00 PM

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066 OR Zoom Video Conference: https://us02web.zoom.us/j/88671741298	The agenda was posted on 1-19-2024 at City Hall, SV Senior Center, SV Public Works Building, and on the Internet at www.scottsvally.gov .

CALL TO ORDER 6:00 PM

The Planning Commission meeting was called to order at 6:05 PM.

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMISSIONERS PRESENT:

Lori Gentile, Chair
Chuck Maffia, Vice Chair
David Hodgin, Commissioner
Shawn Mosley, Commissioner
Steve Simonovich, Commissioner

CITY STAFF MEMBERS PRESENT:

Taylor Bateman, Community Development
Director
Gabriela Cortez, Associate Planner
Susie Pineda, Consulting Planner
Cathie Simonovich, City Clerk

PUBLIC COMMENT TIME

None.

ALTERATIONS TO CONSENT AGENDA

M/S: Maffia/Hodgin

To approve the Consent Agenda with no alterations.

Carried 5/0 (AYES: Johnson, Timm, Dilles, Lind, Timms)

CONSENT AGENDA

1. Approve Planning Commission Regular Meeting Minutes of 11-16-2023 and Planning Commission Special Meeting Minutes of 12-07-2023

ALTERATIONS TO PUBLIC HEARING AGENDA

None.

PUBLIC HEARING AGENDA

1. Consideration of a Negative Declaration, General Plan Amendment, Zone Change, Planned Development Zoning application, Design Review application, Use Permit application and Cultural Resources Alteration application to allow for the construction of a 52,822 sf three story commercial development on a 1.35 acre site located at 125 Bethany Drive (APN 023-102-15). Proposed land uses would include 10,465 sf of professional and administrative office space, and 42,357 sf of storage for up to 227 users.

Contract Planner Susie Pineda presented this item virtually. Ms. Pineda and Community Development Director Bateman responded to questions and comments from the Commissioners.

Commissioner Simonovich recused himself due to the proximity of his residence to the proposed project.

Chair Gentile opened the public hearing at 6:22 PM.

Eli May, co-owner/partner of the property, gave a presentation.

Andy Snyder, owner of Nomad Audio and previous tenant of 125 Bethany Drive, spoke in favor of the project.

Todd Creamer, a resident of Scotts Valley and business owner in Scotts Valley, spoke in favor of the project.

Adrian Cavlan, co-owner of Sound in Motion, spoke in favor of the project.

Raffi Nalvarian, co-owner of Sound in Motion, spoke in favor of the project.

Nathan Grossman, a resident of Scotts Valley, spoke in opposition to the project; specifically, that it does not align with the current neighborhood.

Rhonda Reyna, a resident of Scotts Valley, asked what the impact on the aquifer will be.

David Alreck, a resident of Scotts Valley, spoke in opposition to the project; specifically, that this is not the correct location for this type of project.

Lee May, General Manager for the Press Banner, spoke in favor of the project

Caroline Poteete, co-owner/partner of the property, spoke to address some of the public's concerns. Ms. Poteete also highlighted a letter from Ms. Kannegaard who wrote in favor of the project.

Marianne Woosley, a resident of Scotts Valley, spoke in opposition to the project; specifically, the size and the storage.

Several email comments were received after publication of the agenda packet and are attached below.

Chair Gentile closed the public hearing at 7:00 PM.

M/S: Mosley/Maffia

To direct staff to prepare a resolution recommending approval for consideration at a future Planning Commission meeting, with the conditions of agreeing on set business hours and controlled access to the storage units.

Motion failed (2/2/1):

AYES: Mosley, Maffia

NOES: Hodgins, Gentile

RECUSE: Simonovich

2. Consideration of a Use Permit (U23-003) to allow a 1,168 square foot fitness studio in an existing commercial tenant space located in the Commercial - Service (C-S) Zoning District at 6006 La Madrona Drive, Suite B (APN 021-141-25).

Associate Planner Gabby Cortez presented this item. Ms. Cortez and Community Development Director Bateman responded to questions and comments from the Commissioners.

Chair Gentile opened the public hearing at 7:42 PM.

Tom Tupper, the applicant and owner of Golden Grapplers, spoke to address the concerns about the washer/dryer installation and the parking.

Chair Gentile closed the public hearing at 7:46 PM.

M/S: Hodgin/Simonovich

To approve Use Permit U23-003 by adopting a resolution, subject to the conditions listed in Exhibit A of the resolution.

Carried 5/0 (AYES: Gentile, Maffia, Hodgin, Mosley, Simonovich)

3. Consideration of an amendment to a previously approved Planned Development Permit and Design Review Permit to modify the Planned Sign Program (PD22-001.1, DR22-006.1) for the Hangar at Skypark located at 262 Mount Hermon Road (APNs 022-231-27, and -28).

Associate Planner Gabby Cortez presented this item. Ms. Cortez and Community Development Director Bateman responded to questions and comments from the Commissioners.

Chair Gentile opened the public hearing at 8:10 PM.

Rhonda Reyna, a resident of Scotts Valley, expressed that the rendering of the new Laughing Monk sign is a bit thick and overpowers the Hangar sign.

Sam Ghadiri, the owner of the Laughing Monk restaurant, gave a presentation to highlight the need for the larger sign.

Corbett Wright, the property owner, spoke in favor of the larger sign.

Chair Gentile closed the public hearing at 8:25 PM.

M/S: Mosley/Simonovich

To approve the amendment to the Planned Sign Program (PSP), with two conditions: 1) if the tenancy changes, it will revert to the original PSP, and 2) when the Town Center is built, the signage will be re-evaluated by the Planning Commission.

Carried 5/0 (AYES: Gentile, Maffia, Hodgin, Mosley, Simonovich)

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS

None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY DIRECTOR UPDATES

Community Director Bateman noted that the February 8, 2024 Planning Commission meeting may be cancelled.

ADJOURNMENT

The meeting adjourned at 8:43 PM.

From: Lisa Kirk <lisagkirk@yahoo.com>

Sent: Saturday, September 21, 2024 5:40 AM

To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>; City Council <citycouncil@scottsvalley.gov>

Cc: Eli May <elinathanielmay@gmail.com>

Subject: Vote to approve the 125 Bethany Drive redevelopment

CyAs Tech

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[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear City Council and Staff,

Living near and having worked in Scotts Valley for over a decade, we've always admired our city's small business community. The 125 Bethany Drive redevelopment is exactly what our local businesses need—a space that adapts to their changing demands. This project will keep our businesses local and help them flourish, which benefits all of us.

Please vote to approve this important project.

Thank you,
Lisa and Jeff Kirk

47 Pasatiempo Drive

From: James Bresnahan <jdbresnahan1952@gmail.com>

Sent: Monday, September 23, 2024 11:52 AM

To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>; City Council <citycouncil@scottsvalley.gov>

Subject: Please Approve 125 Bethany Drive Project

CyAs Tech

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[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear City Council and Staff,

I have lived in Scotts for over ten years now and as a small business owner, I can confidently say that I have always felt very comfortable living in the Scotts Valley business friendly environment.

I am aware of the proposed project at 125 Bethany Drive and I 100% support the concept. A business can move into a brand-new facility and have an office and a place to keep your business necessities right there with you.

Please support this project and give it your positive vote.

Sincerely,
James Bresnahan

--

James Bresnahan
17 Tramell Way # 3
Scotts Valley CA 95066

Support for 125 Bethany Drive

From Paige Lawson <paige.e.lawson@gmail.com>

Date Tue 9/24/2024 2:39 PM

To Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>; City Council
<citycouncil@scottsvalley.gov>

Cc elinathanielmay@gmail.com <elinathanielmay@gmail.com>

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear City Council Members,

I'm proud to say that I was born and raised in Scotts Valley and am a part of the 3rd graduating class from SVHS. While I am actively looking to move back and raise my family in Scotts Valley, I am highly motivated because of the continued focus on community which includes support of new and established businesses.

I'm excited to see projects like 125 Bethany Drive that support local businesses, especially following state mandates around new housing. I've seen firsthand how local businesses struggle with finding the right space for their needs and end up going to neighboring cities vs. staying local to Scotts Valley. This project offers a smart solution with flexible office and storage options. The redevelopment is a well-designed and thought out project that will benefit our community.

Please vote yes on this project.

Lastly, congratulations and thank you Mr. Johnson and Mr. Dilles for your tenure and service to Scotts Valley. Having grown up with your kids, I know how much you did for us then and how much that continued contribution carries for the future of Scotts Valley.

Sincerely,
Paige Lawson

125 Bethany Drive Redevelopment Project

From Pamela Lawson <pamplawson@gmail.com>

Date Wed 9/25/2024 1:07 PM

To City Council <citycouncil@scottsvalley.gov>; Scotts Valley Planning Department
<planningdepartment@scottsvalley.gov>; elinathanielmay@gmail.com <elinathanielmay@gmail.com>

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Dear Scotts Valley City Council Members, Planning Department and Staff,

As a proud resident of Scotts Valley for 40 years, it's been my pleasure and honor to be an actively involved and supportive member of our community at numerous levels—from our K-8 classrooms and schools to PTAs and Parent Clubs to the SV Educational Foundation to the passing of a bond and building of our SV High School (25 years ago!) and becoming a K-12 district to honoring the legacy and memory of a former SV Middle School teacher with annual college scholarships to our SVHS senior students. I've also been honored to call many of you my friends, neighbors and colleagues in many of our collective efforts to support our SV schools, police and fire departments, businesses, service clubs, athletics, parks and entire SV community. Thank you sincerely for the pleasure; we can (and do!) stand most proud of the work we've done, and continue to do, for the betterment of our entire SV community.

I'm writing to you today to express my support for the 125 Bethany Drive redevelopment project. I believe the City's approval of the redevelopment of an existing 70-year-old building will prove most beneficial in expressing the City's support of both our existing and future SV business community, in both the short- and long-term. Given the rezoning that will (need to) be done in SV to meet the State's mandate for new housing units, this project will greatly assist in helping to meet the needs of space for our current—and hopefully growing—local SV business community. Collectively, we all must continue to support our local businesses as they in turn so readily support our entire SV community.

While I certainly understand the concerns that some people have voiced—as with all projects that come before you and the City—I personally know the developer and believe he has done a good job of addressing these concerns with a well-designed and thoughtful project that will certainly benefit our Scotts Valley businesses and community.

I urge you to please vote “yes” in favor of the 125 Bethany Drive redevelopment project. Thank you.

Sincerely yours,

Pam Lawson

pamplawson@gmail.com

20 Taryn Court

Scotts Valley, Ca 95066

From: Lisa Kirk <lisagkirk@yahoo.com>
Sent: Saturday, September 21, 2024 5:40 AM
To: Scotts Valley Planning Department <planningdepartment@scottsvalley.gov>; City Council <citycouncil@scottsvalley.gov>
Cc: Eli May <elinathanielmay@gmail.com>
Subject: Vote to approve the 125 Bethany Drive redevelopment

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Dear City Council and Staff,

Living near and having worked in Scotts Valley for over a decade, we've always admired our city's small business community. The 125 Bethany Drive redevelopment is exactly what our local businesses need—a space that adapts to their changing demands. This project will keep our businesses local and help them flourish, which benefits all of us.

Please vote to approve this important project.

Thank you,
Lisa and Jeff Kirk

47 Pasatiempo Drive

Oak Alarm Company

P.O. Box 1213

Los Gatos, CA 95031-1213

Telephone: 408-395-2324

Email: mtaylor@OakAlarm.com

September 19, 2024

City of Scotts Valley
Planning Commission
1 Civic Center Drive
Scotts Valley, CA 95066

RE: Heritage Real Estate Ventures - 125 Bethany Dr

My name is Matt Taylor and I own Taylor Protection Services, Inc. We are an intrusion and fire systems installation company soon to acquire Oak Alarm Company.

The proposed redevelopment plan for this location is ideal for our needs and I strongly encourage Scotts Valley to take a deeper look into the plan. We have had multiple locations since 1993 in Los Gatos, Campbell, and San Jose. Each leased location was a smaller private owner with more flexibility than the typical lease with larger spaces. Security was a major issue for the last move to this location. We simply could not afford risking having our vehicles and equipment jeopardized. This is a quiet town and my family and I enjoy living just up the street.

We've been operating out of 125 Bethany Dr for about 10 years and we occupy one contiguous warehouse space of around 1000 sq ft. Part of that warehouse space is for "office" purposes, and the rest is used for staging projects and systems, tools, equipment, stock and static storage.

This building location is ideal for our needs, but we'd enjoy having the office in a separate climate-controlled space. This space is simply a warehouse and offers no division between the warehouse and the office. It is just a partitioned desk in the warehouse. It is also rather costly to run the warehouse HVAC system, so we often use space heaters instead. Needless to say, we limit visitors here because it is less than professional.

Heritage offered us a look at the plan and also made it clear that we would be welcomed to enjoy working from this location after the redevelopment and I'm clearly looking forward to that! This town has very few locations that would offer the enjoyment of the ideal working environment. Separate office from warehouse in a modern updated building. Many buildings in town are older and run down, like this one, and in need of improvement.

We need and want a separate front office space with clean room for personnel, customer and vendor visits, with a separate accessible flexible storage location. **THIS PLAN WORKS.** The City Council should approve this redevelopment.

Thank you ,

Matt Taylor 408-691-6996 C.



9/20/2024

I'm the owner of Nomad Audio. We do audio for video production, and have been in business for 15 years based in Santa Cruz and Scotts Valley. I was a tenant at 125 Bethany Dr for almost 10 years where I occupied three small office suites totalling around 500 sq ft. One unit was used as my sound studio/ office, while the other two adjacent units of around 300sq ft were used for storage of all my various sound production equipment.

In that time, there was probably a dozen occasions I spoke to management about obtaining more space. There were also a few times I needed less space. My business requires me to stay up to date on new technology and equipment, so that means I am usually adding more to my collection.

Unfortunately, the professional leasing business does not work like this. I couldn't scale up or down on a whim or tie myself to longer lease contracts. I needed more flexibility, and ended up renting some storage units. But it was a major pain not having the things I needed and used everyday immediately accessible. I am still trying to find the right space for my needs, but it's been very difficult.

I think the idea the 125 Bethany Dr owners have for a new building design is great. I personally know a bunch of guys who would jump on that. I'm definitely planning on taking advantage of that space as well. It would be huge for my business, and I'd recommend that Scotts Valley allow them to build this project.

Sincerely,

Andy Snyder - Owner of Nomad Audio



125 Bethany Dr. Bldg. B Scotts Valley, CA 95066 * 831.427.0700 * 408.354.4050
sim.events

9/17/24

To whom it may concern:

My name is Raffi Nalvarian, and, along with my business partner Adrian Cavlan, we own Sound In Motion Entertainment Group. In business since 1999 and based in Scotts Valley for almost a decade now, SIM is a one-stop, full-service entertainment company for weddings, corporate events, school dances, family celebrations, sporting events and more. We offer award-winning DJs and MCs, along with Photography, Videography, Photo Booths and Lighting to the San Francisco Bay Area, the South Bay, Santa Cruz, and the Monterey- Carmel Peninsula.

The way our business operates, depending on economic conditions, is by having 3-5 full-time employees that work in our office, and a network of part-time employees and independent contractors who deliver services for us at over 400 events annually.

Our physical needs are two-fold: we need office space where our employees can work and we can meet with current and prospective clients, but we also need between 1,000 - 3,000 sq ft of storage for our AV and presentation equipment, which we supply for our employees and subcontractors as needed. We are constantly buying new equipment and selling old equipment, so the amount of space we need at any given time is usually in flux. It's highly beneficial if these two uses are in the same physical space since our staff are constantly checking, prepping, loading and unloading the equipment for events.

In 2019 we grew out of our first location in Scotts Valley and found a larger location at 125 Bethany Dr.. Before signing our lease, we met with Eli May and had a very positive conversation about our goals and growth as a business. We took over a huge portion of one of the buildings (>4000 sq ft) and were poised to have a record year in 2020. Unfortunately, Covid hit and our business came to a complete STOP! The business was sidelined for almost 2 years.

We had to sell a lot of our equipment that wasn't absolutely necessary to our business in order to downsize. But that still left us with just enough office, and way too much storage. Thanks to Eli and the ownership group, they were extremely helpful to everyone in the building that needed assistance. They let us out of our lease (very few people would do this) and found a solution that allowed us to downsize our storage needs by moving our operation to one of the other spaces on the property. Without Eli and team going above and beyond I truly do not know if our business would have been able to survive.

Being able to scale down our storage space while keeping some office space was one of the keys to us being able to get through COVID as a business. Now that we are back up and running we now have a need for more storage space! Unfortunately, that isn't possible at this time.

The concept Eli and team proposed for their new project would solve this. It would allow our business and many others the ability to keep hold their office space while being able to expand and contract their storage needs without affecting the customer perception. This specific issue has been a major pain point for us and many others. We are an elastic business and we need elastic physical space that meets our needs.

We FULLY SUPPORT the new building project that the owners are proposing. It's an innovative and forward-thinking way of mixed-use for small businesses to thrive in the area. We ask the City of Scotts Valley to support them the way they have supported us and other local businesses.

Sincerely,

Raffi Nalvarian & Adrian Cavlan - Partners