



AGENDA

Meeting of the Scotts Valley City Council

REMOTE ACCESS ONLY

Date: March 17, 2021

Time: 6:00 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference https://us02web.zoom.us/j/889999122100 <i>See information below for how to participate.</i>	The agenda was posted 03-12-21 at City Hall and on the Internet at www.scottsvally.org .

PUBLIC ADVISORY REGARDING COVID-19 AND PUBLIC PARTICIPATION

Consistent with Executive Order No. N-29-20 issued by Governor Newsom on March 17, 2020, and the County of Santa Cruz Health Services Agency Shelter In Place Public Health Order dated March 31, 2020, this regular meeting of the City Council will be conducted through videoconference. Elected Officials and City Staff Members will be participating remotely via videoconference.

Public Participation:

The meeting will be available on Zoom and broadcast through Community Television of Santa Cruz on Channel 25 and via their website at the following link: <https://communitytv.org/watch/> (be sure to click on Channel 25). For those wishing to participate via Zoom you can join the following ways:

- Join from a PC, Mac, iPad, iPhone or Android device:
Please click this URL to join. <https://us02web.zoom.us/j/889999122100>
- Or iPhone one-tap:
+16699009128,,889999122100# US (San Jose)
+12532158782,,889999122100# US (Tacoma)
- Or join by phone:
Dial(for higher quality, dial a number based on your current location):
US: +1 669 900 9128 or +1 253 215 8782 or +1 346 248 7799 or +1 646 558 8656
or +1 301 715 8592 or +1 312 626 6799

Webinar ID: 889 9912 2100

You will be given opportunities to provide public comment at the appropriate times throughout the meeting via Zoom. If you are participating via dial-up only, use *9 to raise your hand at the requested time.

Date: March 17, 2021

How to comment via Zoom:

1. 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. Our usual time limits of 3 minutes per individual, or 5 minutes for an individual who is representing a group of three or more, will apply. Please note that per our standard practice, this is not a question and answer time, but simply a time for you to provide your comments to the Council.
2. There is an option on Zoom to raise your hand. Please click on this option when the Mayor announces that public comment will be taken. Zoom places people in line automatically. If you are participating via dial-up, you can raise your hand at the appropriate time by pressing *9. When it is your turn, the City Clerk will unmute you, and you will be able to make your comments based on the above time frames. Once your time is up, you will once again be muted and the next person in line will be given their opportunity to speak.

How to comment via email:

1. Members of the public may provide public comment by sending comments to the City Clerk via email at cityhall@scottsvaley.org.
2. Additional materials and emails must be received by 5:30 pm the day of the meeting and will be distributed to agenda recipients prior to the meeting.
3. Emails received after 5:30 pm the day of the meeting will not be included in the record.

ELECTED OFFICIALS	CITY STAFF MEMBERS
Derek Timm, Mayor Jim Reed, Vice Mayor Jack Dilles, Council Member Randy Johnson, Council Member Donna Lind, Council Member	Tina Friend, City Manager Kirsten Powell, City Attorney Steve Walpole, Chief of Police Taylor Bateman, Community Development Director Daryl Jordan, Public Works Director Steve Toler, Financial Consultant Tracy Ferrara, 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.

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: <http://scottsvaley.org/AgendaCenter>. Due to COVID-19, City Hall is closed to the public therefore, the agenda is only available for viewing online.

Televised Meetings:

City Council meetings are cablecast "Live" on Community Television of Santa Cruz County on Comcast Channel 25 and are also available livestream on the Community TV website at the following link: <https://communitytv.org/watch/>

Zoom Meetings/Webinars:

For those wishing to participate via Zoom you can join from a PC, Mac, iPad, iPhone or Android device by entering or clicking on the following URL:

<https://us02web.zoom.us/j/88999122100>

Date: March 17, 2021

CALL TO ORDER 6:00 PM**MOMENT OF SILENCE****ROLL CALL****SPECIAL SET MATTER**

- (1) Presentation of Mayor's Proclamation proclaiming March as Red Cross Month
- (2) Presentation from Maggie Ivy, CEO of Visit Santa Cruz County, on the state of the hospitality and tourism industry

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 to make and/or submit written or 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.

ALTERATIONS TO CONSENT AGENDA

Council can remove or add items to the Consent Agenda.

CONSENT AGENDA

The Consent Agenda is comprised of items which appear to be non-controversial. Persons wishing to speak on any items may do so raising their hand to be recognized by the Mayor.

- A. Approve regular and special City Council meeting minutes of 2-17-21 and 3-3-2021
- B. Approve check registers dated 3-5-21, 3-11-21
- C. Approve Agreement for Professional Services with Kimley-Horn and Associates, Inc. for planning related services for the Valley Gardens Mixed-Use Commercial and Residential Project and authorize the City Manager to execute the agreement

ALTERATIONS TO REGULAR AGENDA

Council can remove or add items to the Regular Agenda.

Date: March 17, 2021

REGULAR AGENDA

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

1. Consider acceptance of the City of Scotts Valley Active Transportation Plan
(City Manager Tina Friend)
2. Study Session: Implementation of Senate Bill 1383 “Reducing Short Lived Climate Pollutants in California” (Organics Recycling and Waste Management Mandates)
(City Manager Friend; City Attorney Powell)
3. Future Council agenda items
(This portion of the Regular Agenda allows the Council to determine items to be placed on a future agenda and to choose a date, if so desired.)

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) 440-5602 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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City of Scotts Valley

Mayor's Proclamation

WHEREAS, March is American Red Cross Month, a special time to honor the kindness of our neighbors who aid families in need every day in Santa Cruz County, across the United States and around the world. Their dedication touches millions of lives each year as they carry out the organization's 140-year mission of preventing and alleviating suffering; and

WHEREAS, During the trying times of the coronavirus pandemic, people have stepped up to help others in need, whether it was responding to this year's record-breaking disasters across the country or rolling up their sleeves to give blood when our country faced a severe blood shortage; and

WHEREAS, Here in Santa Cruz County, local families have relied on Central Coast Chapter volunteers for comfort and hope while coping with wildfires and floods. As a recent example, in response to the evacuation of some 15,000 people in the Central Coast area due to dangerously wet and windy storms, the Red Cross mobilized 100 disaster responders to support those in need. In the days following the evacuation orders, the Red Cross and our partners provided more than 1,200 total overnight stays in hotel accommodations for those that were displaced, provided 2,655 meals and snacks to those forced to evacuate their homes, and made more than 167 individual care contacts to support the health and mental health needs of those affected. Volunteers also helped 18 households affected by home fires in Santa Cruz County by addressing their urgent needs such as food, lodging, and recovery support; and

WHEREAS, Central Coast Chapter volunteers (253 from Santa Cruz) have supported local families in other ways too. Last year in Santa Cruz County, the Red Cross installed 20 smoke alarms, making 10 homes safer. Over 1,350 county residents enrolled in health and safety training classes, and over 3,500 blood donations were made. In addition, services were provided to 88 members of the armed forces; and

WHEREAS, This lifesaving work is vital to strengthening our community's resilience. Nearly 200 years since the birth of American Red Cross founder Clara Barton, we dedicate this month of March to all those who continue to advance her noble legacy, and we ask others to join in their commitment to care for people in need.

NOW, THEREFORE, I, Derek Timm, Mayor of Scotts Valley, by virtue of the authority vested in me by the laws of Scotts Valley and California, do hereby proclaim March 2021 as Red Cross Month. I encourage all Americans to reach out and support its humanitarian mission.



Derek Timm, Mayor

Signed and sealed this 17th day of March 2021



MINUTES

Meeting of the Scotts Valley City Council

Date: February 17, 2021

Time: 6:00 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 2-12-21 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:03 pm.

MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT:

Derek Timm, Mayor
Jim Reed, Vice Mayor
Jack Dilles, Council Member
Donna Lind, Council Member
Randy Johnson, Council Member

CITY STAFF MEMBERS PRESENT:

Tina Friend, City Manager
Kirsten Powell, City Attorney
Steve Walpole, Chief of Police
Taylor Bateman, Community Development Director
Daryl Jordan, Public Works Director/City Engineer
Tracy Ferrara, City Clerk
Laurie Grundy, Finance Manager
Steve Toler, Financial Consultant

SPECIAL SET MATTER

Mayor Timm presented a Mayor's Proclamation to Police Captain Mike Dean, the 2020 City Employee of the Year.

COMMITTEE REPORTS

CM Lind reported that the Santa Cruz Metropolitan Transit District (SCMTD) Board met, and the Board learned that the sales tax numbers are consistent with projections and that CalPERS investments are higher than projected. She also reported that the SCMTD is helping transport seniors to their COVID vaccination appointments.

CM Lind reported that the Criminal Justice Council met and they are continue to work on their enhanced focus of the criminal justice system to include systemic criminal justice reform efforts, gang violence, and youth violence prevention.

CM Dilles reported that the Seniors Advisory Council is hoping for additional funding from the federal government for existing seniors programs and they are hearing more about the newly adopted State Master Plan for Aging. Their next meeting on March 17th will include panel discussions about five main questions to be addressed in the State Master Plan for Aging.

CM Dilles reported that the Monterey Bay Air Resources District (MBARD) met and heard about challenging odor problems in the District and air quality monitoring in 2020.

CM Johnson reported that the Santa Cruz County Regional Transportation Commission (SCCRTC) met and voted on the Transit Corridor Alternative Analysis (TCAA).

Mayor Timm reported that the Town Center Opportunity Subcommittee received an update from a City consultant, who was hired to study the retail and economic needs for Scotts Valley. This report will be coming to the City Council for review in the future.

Mayor Timm reported that the Measure S Renovations Subcommittee met and they are continuing to work on plans for improvements to the Scotts Valley Library exterior and interior.

Mayor Timm reported that the COVID-19 Local Business Recovery Committee is continuing to work with the Scotts Valley Chamber of Commerce and local businesses to provide support throughout these difficult economic times. He reported on the success of the Scotts Valley Love Campaign that was held on February 13th to promote and encourage everyone to shop local. He also reported that Congressman Panetta and Congresswoman Eshoo will be sending staff representatives to attend the next Committee meeting to assist in providing information regarding the new federal programs that will be available.

CITY MANAGER REPORT

COVID-19 Update: Case counts and positivity rates are declining, however, there are concerns about a March surge due to new variants of the virus potentially moving into Santa Cruz County. Vaccines have been distributed throughout the County to Tier 1a recipients and we are now moving into Tier 1b which deals with occupations. At the City, Law Enforcement and Emergency Service Workers are included in Tier 1b, and the cities throughout the County are working to better define who will be included in Tier 1b.

Target Update: Target remains a high priority for the City and our Community Development Director, Taylor Bateman, is personally coordinating the project. Opening is still anticipated for 2022.

SV Library: The Measure S Renovations Subcommittee is continuing to work on improvements to the Library and a virtual community open house is being planned for March to show the proposed improvement plans.

Budget: Budget season is beginning, starting tonight. Budget will be a part of many Council meetings between now and June to work through the steps that are required to process and produce a budget.

PUBLIC COMMENT TIME

Eric Nilsson, Bluebonnet resident, expressed concerns regarding noise due to the potential placement of reflectors on Bluebonnet Lane to assist in traffic management.

Elizabeth Johansen, Bluebonnet resident, expressed concerns regarding noise due to the potential placement of reflectors on Bluebonnet Lane to assist in traffic management.

Ilo Nilsson, Bluebonnet resident, expressed concerns regarding noise due to the potential placement of reflectors on Bluebonnet Lane to assist in traffic management.

David Jones, Bluebonnet resident, expressed concerns regarding noise due to the potential placement of reflectors on Bluebonnet Lane to assist in traffic management.

ALTERATIONS TO CONSENT AGENDA

M/S: Lind/Dilles

To approve the Consent Agenda.

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

CONSENT AGENDA

- A. Approve check registers dated 2-5-21, 2-11-21
- B. Approve Memoranda of Understanding (MOU):
 - (1) MOU between the City of Scotts Valley and the Scotts Valley Bargaining Unit for the period July 1, 2020 to June 30, 2021
 - (2) MOU between the City of Scotts Valley and the Scotts Valley Police Supervisors Association for the period July 1, 2020 to June 30, 2021
- C. Approve Resolution No. 1993 modifying the Police Recruitment and Retention Program to provide a new referral incentive for City employees and enhance the recruitment incentives for sworn entry-level and lateral applicants
- D. Approve the First Amendment to "Covenants, Restrictions and Option to Purchase" between City of Scotts Valley and Ryder Scotts Valley, LLC, the Developer for The Cove

- E. Approve second reading and adoption of Ordinance No. 197, amending Title 9 of the Scotts Valley Municipal Code to add Chapter 9.06 regarding Targeted Residential Picketing

ALTERATIONS TO REGULAR AGENDA

M/S: Lind/Reed

To approve the Regular Agenda.

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

REGULAR AGENDA

1. **Receive reports and information regarding the FY 2021/22 Mid-Year Financial Report through December 31, 2020; approve amendments to the FY 2020/21 Annual Budget; consider adoption of guiding budget principles for use in preparing the FY 2021/22 Annual Budget; and, provide direction to the City Manager regarding preparation of the FY 2021/22 Annual Budget**

CM Friend and Financial Consultant Toler provided a staff report and presentation and responded to questions from Council.

Lisa Berkowitz, Meals on Wheels, requested that the Council consider providing funding in support of non-profits in the next fiscal year.

Council accepted the reports and information regarding the FY 2021/22 Mid-Year Financial Report through December 31, 2020.

After receiving Council comments regarding the *Budget Direction* section of the staff report, the majority of the Council agreed as follows:

- (1) Unfreeze the Senior Planner position for FY 2020/21 with staff to return with any classification adjustments for approval.
- (2) Staff positions that were frozen will be considered for reinstatement pending the outcome of revenue projections and resource availability as well as the evolving status of the pandemic's impact on regional health, safety, and impacts on commerce.
- (3) Review the possibility of setting aside funds to deal with unfunded liabilities and bring back a menu of options to Council for consideration.
- (4) No Community Program (Non-Profit) funding this fiscal year.

Council agreed to the following amendments proposed by CM Dilles to the Proposed Guiding Budget Principles for the FY 2021/22 Annual Budget:

- (1) Reserve Policies, Section 4: Add "...*beyond the first year.*" to the end of the sentence.

Date: February 17, 2021

- (2) Ongoing Resources and Operations, Section 9, change as follows:
“Charges for services should ~~be sufficient to~~ maximize recovery of the full cost of related services, including direct operating costs, and other indirect costs such as capital and overhead costs. Recreation services will seek to fully recover costs where possible.”
- (3) Ongoing Resources and Operations, Section 10: Add “Discretionary...” to the beginning of the sentence.

M/S: Lind/Johnson

To approve Resolution No. 630.40.1 amending the FY 2020/21 Annual Budget.

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

M/S: Lind/Dilles

To approve Resolution No. 630.40.2 adopting Guiding Budget Principles as amended above for use in preparing the FY 2021/22 Annual Budget.

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

2. Overview of Pension Obligation Bonds and Applicability as a Fiscal Sustainability Tool

CM Friend and Financial Consultant Toler presented the written staff report and responded to questions from Council. This item was presented as an information only item and no action is required.

After receiving Council input, CM Friend stated that as the City is developing its FY 21/22 annual budget, staff will reach out to other agencies regarding this issue and look at potential strategies and options for Council consideration related to the budget and the City’s long-range fiscal sustainability plan.

3. Future Agenda Items

None.

ADJOURNMENT

The meeting adjourned at 9:23 pm.

Approved: _____
Derek Timm, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk



MINUTES

Meeting of the Scotts Valley City Council

Date: March 3, 2021

Time: 6:00 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 2-26-21 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .

CALL TO ORDER 6:00 PM

The City Council meeting was called to order at 6:01 pm.

MOMENT OF SILENCE

ROLL CALL

ELECTED OFFICIALS PRESENT:

Derek Timm, Mayor
Jim Reed, Vice Mayor
Jack Dilles, Council Member
Donna Lind, Council Member
Randy Johnson, Council Member

CITY STAFF MEMBERS PRESENT:

Tina Friend, City Manager
Kirsten Powell, City Attorney
Steve Walpole, Chief of Police
Taylor Bateman, Community Development Director
Daryl Jordan, Public Works Director/City Engineer
Tracy Ferrara, City Clerk
Melanie Freitas, Planning Consultant

SPECIAL SET MATTER

Conor Boughey, Monterey Bay Area Self-Insurance Authority (MBASIA), gave a PowerPoint presentation on the state of the insurance market and responded to questions from Council.

Wendy Brannan, Scotts Valley resident, questioned whether MBASIA still provides facility and playground inspections and audits. She also asked if they review records retention related to facility and playground maintenance.

Conor Boughey responded that MBASIA does not have a loss control employee on staff to provide this service. They hold an annual workshop where they identify needs and deal with practical realities of what may be happening for each member of MBASIA. They have

done loss control surveys as needed. MBASIA also has a grant program where members identify a need and MBASIA then provides a grant to help. MBASIA is currently focused on risk financing and claims management. Regarding document retention, he stated that retaining plans related to any infrastructure improvements, i.e. parks, streets, facilities, intersections is very important for each agency.

COMMITTEE REPORTS

CM Dilles reported that the Joint Scotts Valley City/Scotts Valley Water District Committee met and heard a presentation from the Soquel Creek Water District (SCWD) about their proposed pure water project they are currently working on. He stated that the Santa Margarita Groundwater Agency is looking into how to increase their capacity over the next four years, and one option would be to tap into the SCWD, as they have overbuilt their capacity and may have the ability to share some of their recycled water product in the future.

CM Dilles reported that the Santa Margarita Groundwater Agency Surface Water Technical Advisory Group and they are looking at some of the details that are required to support the sustainability plan that is being prepared to meet State law. They discussed the complex relationship between surface water and ground water in the basin and what will be needed to meet environmental guidelines and impacts.

CM Dilles reported that the Santa Margarita Groundwater Agency Board met and reviewed an update to their water projections over the next 40 years. They have not seen a large increase over the years, however, climate change may have future impacts.

CM Dilles reported that the Affordable Housing Subcommittee met and reviewed the history and background of affordable housing in Scotts Valley. He reported that the Subcommittee discussed the possibility of expanding the inclusionary area in Scotts Valley, promoting ADU's and creating a formula to assist developers better understand affordable housing requirements.

CM Lind reported that the Joint Scotts Valley City/Scotts Valley Water District Committee met and heard a presentation from the Soquel Creek Water District (SCWD) about their proposed pure water project they are currently working on. She reported that they built the project to twice their capacity and future opportunities may be available for a partnership.

CM Lind reported that the Santa Margarita Groundwater Agency Board met and most of the projects for water have been in the south area of Scotts Valley and they are looking into the possibility of projects in the north area of Scotts Valley.

CM Lind reported that the Santa Cruz Metropolitan Transit District (SCMTD) Board met and she has been appointed as Chair. She reported that the SCMTD Fiscal and Personnel Committees also met. She stated that there is a large amount of lost property, i.e. bikes, cell phones and laptops left behind on buses, and the SCMTD is currently

updating its lost property policy to help get these items to their owners. She also reported that the SCMTD is looking at providing free or reduced fares on a temporary basis to increase ridership. They have also received some new electric buses that should be online soon.

CM Johnson reported that the Town Center Opportunity Subcommittee met and listened to a very informative presentation from Bob Gibbs, the consultant that the City has hired to study the retail and economic needs of Scotts Valley and assist with the Town Center. He stated that Mr. Gibbs provided information that challenges the assumptions that the City and community have been under over the years regarding the Town Center. He announced that Mr. Gibbs will be providing a twenty-minute presentation to the entire Council to help inform them of his findings.

Mayor Timm reported that the Town Center Opportunity Subcommittee received a presentation from our consultant, who was hired to study the retail and economic needs of Scotts Valley. He stated that the presentation was very informative and helpful, and this will be coming to the entire City Council for review in the future.

Mayor Timm reported that the Affordable Housing Subcommittee met and discussed the need for affordable housing in Scotts Valley and the challenges that are being faced with the 20% increase in housing costs over the past year.

CITY MANAGER REPORT

Target: The City continues to closely coordinate with Target. There have been some community questions of whether Target is still opening so we want to reassure that yes—the lease is signed and Target is coming. Target is in the process of designing the interior and exterior improvements to their new store and the City is working closely with them to offer support. Once plans are approved, Target will have a multiple-month remodel and store opening is still slated for 2022.

Scotts Valley Library Virtual Community Open House: Please join the City, the Santa Cruz Public Libraries and the Group 4 design team for a virtual preview of the Measure-S funded renovations to the Scotts Valley Library on March 11, 2021 at 6:00 p.m.

Virtual on Zoom: <http://bit.ly/3kHksFO> to pre-register!

COVID-19: Numbers continue to improve on COVID-19 in our County and it's expected we will return to the Red Tier next week, which will allow greater openings of businesses and activities. Restaurants would open to 25% indoor capacity, retail would move to 50% indoor capacity, movie theaters with 25% indoor capacity, gyms opening with 10% indoor capacity.

Today, Scotts Valley Unified School District opened its doors for Kindergarteners and 1st graders. Thank you to the teachers and administrators for reopening our schools safely and for their ongoing dedication to reach and educate our students.

City Recreation: The new guidance on youth and adult sports leagues has generated a lot of interest in use of Siltanen and Skypark fields. The City is fielding requests and working to determine how we will reopen our parks. We are challenged because of severe staffing shortages and also grappling with the damage to Skypark from its use as the CZU Fire CalFire Basecamp. As we discussed as part of the Mid-Year Budget Review, we are working with FEMA and CalFire on reimbursement, while getting bids and timelines for its reconstruction. Staff are working to be as quick and responsive as we can be and ask for patience while we finalize our approach.

SV Chamber Community Awards: Scotts Valley Chamber of Commerce Scotts Valley Community Awards Gala will be held virtually on Saturday, March 13, 2021 from 6:00 to 8:00 p.m. The City of Scotts Valley is receiving recognition for Beautification Project of the Year for The Glenwood Preserve.

PUBLIC COMMENT TIME

Wendy Brannan, Scotts Valley resident, recommended that the annual Capital Improvement Program (CIP) be reviewed by the Parks & Recreation Commission for any recommendations they may have regarding projects that fall under their purview.

Joshua Warren expressed concerns related to the social media practices of the Scotts Valley Police Department.

PC Walpole provided an update on policy changes that have been implemented related to posting by the Scotts Valley Police Department.

ALTERATIONS TO CONSENT AGENDA

CM Friend requested that Item G be moved to the regular agenda for discussion and consideration.

Wendy Brannan requested that Item A be moved to the regular agenda for discussion.

M/S: Lind/Dilles

To approve the Consent Agenda as amended moving Items G and A to the regular agenda for discussion and consideration.

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

CONSENT AGENDA

- B. Approve check registers dated 2-19-21, 2-26-21
- C. Approve Resolution No. 1896.1 approving the updated bail schedule, accommodating the court-imposed fees and bringing the City in alignment with other local jurisdictions

- D. Approve Resolution No. 1928.6 accepting the 25' Open Space Public Trail Easement on Parcel "B" Public Trail Easement, for pedestrian trail access, and authorize the City Manager to execute the Trail Easement and Maintenance Agreement
- E. Approve Resolution No. 1973.4 approving the Parcel Map for 33 Polo Heights, MLD 18-004, two-lot subdivision, APN 024-021-28
- F. Ratify the appointment of Steve Horlock to serve on the Planning Commission
- H. Approve Resolution No. 1955.12 amending the salary schedule for the Human Resources/Payroll Analyst job specification

ALTERATIONS TO REGULAR AGENDA

M/S: Lind/Dilles

To approve the Regular Agenda as amended moving Item G and A from the consent agenda to the regular agenda for discussion and consideration.

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

REGULAR AGENDA

- G. **Approve the 2020 Annual Progress Report and authorize the submittal of the 2020 Annual Progress Report to the Department of Housing and Community Development and State Office of Planning and Research (OPR)**

Melanie Freitas, Contract Planner, for the City presented the written staff report, gave a PowerPoint presentation and responded to questions from Council.

M/S: Reed/Dilles

To accept the 2020 Annual Progress Report and authorize the submittal of the 2020 Annual Progress Report to the Department of Housing and Community Development and State Office of Planning and Research (OPR).

Carried: (AYES: Dilles, Johnson, Lind, Reed, Timm)

- A. **Approve regular and special City Council meeting minutes of 2-3-21**

Wendy Brannan, Scotts Valley resident, requested that the 2-3-21 minutes regarding her ATP comments related to sidewalks on Lockwood Lane be amended. She stated that in her statement on 2-3-21 she told the Council that the ATP says that there are full sidewalks on Lockwood Lane, which is inaccurate.

CC Ferrara explained that the City prepares action minutes, therefore, detailed and verbatim comments are not included in the minutes. She stated that an audio recording of Council meetings is available on the City's website.

M/S: Lind/Reed

To approve the regular and special City Council meeting minutes of 2-3-21 as presented.

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

1. Discussion of Draft Fiscal Year 2021/22 City Strategic Goals

CM Friend presented the written staff report and responded to questions from Council.

Wendy Brannan, Scotts Valley resident, stated that she is glad to see technology improvements included and spoke in support of emergency planning related to fire issues, especially infrastructure improvements. She recommended not investing in the childcare modular at Vine Hill Elementary and Brook Knoll Elementary and again recommended that the upcoming Capital Improvement Program (CIP) be reviewed by the Parks & Recreation Commission for any recommendations they may have regarding projects that fall under their purview.

Ilo Nilsson, Scotts Valley resident, spoke in support of recreation in the City and encouraged the Council to establish parameters for what they are looking for in multi-family developments. She recommended that any affordable housing built in the Town Center be livable.

After Council discussion, CM Friend summarized the following list of additional requests from Council that will be evaluated and assessed:

- (1) Review of development standards City-wide.
- (2) Evaluate City commissions and their purpose.
- (3) Restoration of City services to meet the needs of the community.
- (4) Recreation services for the community.
- (5) Inclusionary housing boundary expansion for affordable housing.
- (6) The inclusion of City Council in training related to diversity, equity and inclusion.

CM Friend stated that staff would take the comments and recommendations from Council, evaluate and assess the amount of money, time and support needed to implement each item, and return at a future meeting with options based on those assessments.

2. Future Agenda Items

None.

CLOSED SESSION: CA Powell announced that the City Council would be meeting in closed session on the following items:

- (1) Conference with legal counsel regarding liability claim.
Legal Authority: Government Code Section 54961
Name of Case: Majid Yamin
Staff Present: City Manager, City Attorney
- (2) Conference with legal counsel regarding existing litigation.
Legal Authority: Government Code Section 54956.9
Name of Case: Kenyon and Koronakos v. City of Scotts Valley – Scotts Valley
Superior Court Case No. 17CV01521
Staff Present: City Manager, City Attorney
- (3) Public Employee Discipline/Dismissal/Release
Legal Authority: Government Code Section 54957
Staff Present: City Attorney

ADJOURNMENT

The meeting adjourned at 8:37 pm.

Approved: _____
Derek Timm, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk



MINUTES

Special Closed Session Meeting of the Scotts Valley City Council

Date: March 3, 2021

Time: 6:45 pm

CONTACT INFORMATION	MEETING LOCATION	POSTING
City of Scotts Valley 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5600	Zoom Videoconference	The agenda was posted 2-26-21 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvalley.org .

ROLL CALL	
ELECTED OFFICIALS PRESENT: Derek Timm, Mayor Jim Reed, Vice Mayor Jack Dilles, Council Member Randy Johnson, Council Member Donna Lind, Council Member	CITY STAFF MEMBERS PRESENT: Tina Friend, City Manager Kirsten Powell, City Attorney

CALL TO ORDER	6:45 PM
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The City Council meeting was called to order at 8:40 pm on 3-3-2021.

CONVENE TO CLOSED SESSION

CLOSED SESSION SUBJECT(S)

The City Council convened to closed session at 8:40 pm to discuss the following items:

- (1) Pursuant to Government Code Section 54961, the City Council met in closed with their legal counsel regarding a liability claim, Majid Yamin.
- (2) Pursuant to Government Code Section 54956.9, the City Council met in closed session with their legal counsel regarding existing litigation; Name of Case: Kenyon and Koronakos v. City of Scotts Valley – Scotts Valley Superior Court Case No. 17CV01521.

Mayor Timm recused himself at 9:10 pm due to a potential conflict regarding Item 3.

CM Johnson and City Manager Friend left the meeting at 9:10 pm.

- (3) Pursuant to Government Code Section 54957, the City Council met in closed session with their legal counsel regarding public employee discipline/dismissal/release.

RECONVENE TO OPEN SESSION

The City Council reconvened to open session at 9:43 pm.

REPORT ON ACTION TAKE DURING CLOSED SESSION

Vice Mayor Reed reported out regarding Item 2 and announced that the City had reached a settlement with Paula Kenyon, Peter Koronakos and Dough McPhie in the amount of \$250,000.

ADJOURNMENT

The meeting adjourned at 9:45 pm.

Approved: _____
Derek Timm, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk

AGENDA ITEM B

DATE: 3-17-2021

SCOTTS VALLEY ACCOUNTS PAYABLE
03/05/2021 11:49:25 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.15 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 030521 COMMENT... 03/05/2021 A/P

DATA-JE-ID DATA COMMENT

W-03052021-071 03/05/2021 A/P

Run Instructions:

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003953	ALFA LAVAL INC.	121040	03/05/21	5,446.27
000097	AT&T	121041	03/05/21	614.02
001373	BAY TREE, LLC	121042	03/05/21	3,620.38
001822	BC LABORATORIES INC.	121043	03/05/21	150.00
001593	BENEDICT DDS/NANETTE	121044	03/05/21	81.55
000437	BRASS KEY LOCKSMITH	121045	03/05/21	79.71
000018	BRINK'S AWARDS & SIGNS	121046	03/05/21	49.16
001633	CAL-WEST LIGHTING & SIGN	121047	03/05/21	3,551.38
003887	CHEUNG/ATHENA	121048	03/05/21	50.00
002091	COMCAST	121049	03/05/21	146.31
003564	CREATIVE SECURITY COMPAN	121050	03/05/21	1,824.76
001896	D & G SANITATION	121051	03/05/21	232.60
003248	EARTHWORKS	121052	03/05/21	9,840.00
001597	ENVIRONMENTAL INNOVATION	121053	03/05/21	5,775.68
003706	GRANADOS/JUSTIN	121054	03/05/21	50.00
000895	GRANITE CONSTRUCTION CO	121055	03/05/21	560.64
003127	GRUNDY/LAURIE	121056	03/05/21	90.31
000057	HACH COMPANY	121057	03/05/21	1,498.64
003944	HEBARD/TYLER	121058	03/05/21	50.00
003954	HEIT FAMILY DENTISTRY, I	121059	03/05/21	55.20
001903	JONES/KIMARIE	121060	03/05/21	221.40
003701	JORDAN/DARYL	121061	03/05/21	225.00
001660	KING/KATI	121062	03/05/21	50.00
002032	KT MECHANICAL INC	121063	03/05/21	3,234.00
003761	LEDGER/CHASE	121064	03/05/21	50.00
003913	LONG/AMANDA	121065	03/05/21	85.31
001591	MARKELL/ROD	121066	03/05/21	1,974.00
001815	MC GRATH/TRISH	121067	03/05/21	50.00
003171	MICHALAK/GENE	121068	03/05/21	125.00
000939	NATIONAL COMTEL NETWORK	121069	03/05/21	17.56
000323	NBS GOVERNMENT FINANCE G	121070	03/05/21	1,714.47
003766	ORMONDE/ROBERT	121071	03/05/21	50.00
001787	PETRINI'S GARDENING SERV	121072	03/05/21	125.00
000723	PIED PIPER INC./THE	121073	03/05/21	63.50
001097	PRODESSE PROPERTY GROUP	121074	03/05/21	3,523.52
001833	RADAR SHOP, INC./THE	121075	03/05/21	434.00
000135	SAN LORENZO VALLEY WATER	121076	03/05/21	33.66
003367	SANTA CRUZ LIVE SCAN, IN	121077	03/05/21	210.00
000128	SCARBOROUGH LUMBER	121078	03/05/21	3,111.90
003745	SCOTTS VALLEY HOTEL LP	121079	03/05/21	15,249.99
002065	SOTO/ART	121080	03/05/21	50.00
002053	STEPFORD	121081	03/05/21	66,171.46
003252	STEVENS/BRENDA	121082	03/05/21	50.00
000143	SUMMIT UNIFORMS	121083	03/05/21	378.00
003973	THOMAS/TYLER	121084	03/05/21	50.00
003548	TORO PETROLEUM CORP	121085	03/05/21	3,771.47

Check Register

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000754	UPS STORE/THE	121087	03/05/21	98.93	
003924	VIRTUAL PROJECT MANAGER	121088	03/05/21	1,000.00	
003533	WATSON MARLOW, INC	121089	03/05/21	3,282.78	
000154	WINCHESTER AUTO STORES	121090	03/05/21	6.13	
	GENERAL CHECKING ACCOUNT			142,510.78	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
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GL540R-V08.15 PAGE 3

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
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RECORDS PRINTED - 000080

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
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001	GENERAL	91,132.38
002	RECYCLING/ENVIRONMENTAL	2,148.79
004	RECREATION	228.28
010	WASTEWATER OPERATIONS	24,249.34
011	TERTIARY TREATMENT PLANT	3,771.47
019	AFFORDABLE HOUSING	1,974.00
023	SVRDA SUCCESSOR AGENCY	7,143.90
026	PENSION OBLIGATION BOND FUND	1,714.47
112	DENTAL INS INTERNAL SERV	308.15
155	TRANSPORTATION FUNDS-MEAS D	9,840.00
TOTAL ALL FUNDS		142,510.78

BANK RECAP:

BANK	NAME	DISBURSEMENTS
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BA	GENERAL CHECKING ACCOUNT	142,510.78
TOTAL ALL BANKS		142,510.78

SCOTTS VALLEY ACCOUNTS PAYABLE
03/11/2021 12:55:02 Check Register

CITY OF SCOTTS VALLEY
GL050S-V08.15 COVERPAGE
GL540R

Report Selection:

RUN GROUP... 031121 COMMENT... 03/11/2021 A/P

DATA-JE-ID DATA COMMENT

W-03112021-083 03/11/2021 A/P

Run Instructions:

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	003482 APGN INC	121092	03/11/21	12,495.00	
	001670 AT &T	121093	03/11/21	3,629.90	
	000097 AT&T	121094	03/11/21	9.36	
	003746 AVENU HOLDINGS, LLC	121095	03/11/21	1,951.05	
	001822 BC LABORATORIES INC.	121096	03/11/21	170.00	
	000437 BRASS KEY LOCKSMITH	121097	03/11/21	6.57	
	001566 BUSINESS WITH PLEASURE	121098	03/11/21	133.44	
	.15777 CLAIRE LAUGHLIN	121099	03/11/21	1,670.00	
	.15776 CWC	121100	03/11/21	40.95	
	000389 DASSEL'S PETROLEUM INC	121101	03/11/21	3,155.48	
	000207 DEPARTMENT OF JUSTICE	121102	03/11/21	96.00	
	001362 DUNCAN AUTO TECH	121103	03/11/21	2,105.62	
	003248 EARTHWORKS	121104	03/11/21	42,655.00	
	001257 EBRAHIMIAN DDS/MARK	121105	03/11/21	187.00	
	001257 EBRAHIMIAN DDS/MARK	121106	03/11/21	652.50	
	000191 EMPLOYMENT DEV. DEPT.	121107	03/11/21	17,683.72	
	003654 GENERAL LOGISTICS SYSTEM	121108	03/11/21	16.83	
	001881 GRAINGER	121109	03/11/21	12.44	
	001841 IDEXX LABORATORIES, INC.	121110	03/11/21	2,015.97	
	003987 KEITH HIGGINS	121111	03/11/21	6,500.00	
	003292 KIMLEY-HORN & ASSOCIATES	121112	03/11/21	1,323.00	
	000078 LLOYD'S TIRE SERVICE INC	121113	03/11/21	29.50	
	000284 LOGAN & POWELL, LLP	121114	03/11/21	21,620.00	
	003565 MANAGEMENT PARTNERS	121115	03/11/21	17,115.00	
	000195 MESITI-MILLER ENGINEERIN	121116	03/11/21	4,084.00	
	000083 MISSION UNIFORM SERVICE	121117	03/11/21	610.46	
	001418 MONTEREY REGIONAL	121118	03/11/21	4,832.94	
	000101 PACIFIC GAS & ELECTRIC C	121119	03/11/21	41,407.30	
	003977 PECKHAM & MCKENNEY	121120	03/11/21	8,666.66	
	003152 PETERSON POWER SYSTEMS,	121121	03/11/21	2,726.95	
	003965 PHILIP WOLKSTEIN, DMD IN	121122	03/11/21	204.80	
	001118 RUTHERFORD/JAYSON	121123	03/11/21	183.00	
	000134 S.V. WATER DISTRICT	121124	03/11/21	8,297.87	
	000319 SCOTTS VALLEY CAR WASH	121125	03/11/21	69.94	
	003085 SHRED-IT USA	121126	03/11/21	119.64	
	000153 THOMSON REUTERS-WEST	121127	03/11/21	323.57	
	000098 TROWBRIDGE ENTERPRISES	121128	03/11/21	1,623.31	
	001366 U.S. BANCORP OFFICE	121129	03/11/21	1,300.62	
	000146 U.S. POSTMASTER	121130	03/11/21	245.00	
	000154 WINCHESTER AUTO STORES	121131	03/11/21	109.01	
	GENERAL CHECKING ACCOUNT			210,275.40	***

SCOTTS VALLEY ACCOUNTS PAYABLE
CITY OF SCOTTS VALLEY
03/11/2021 12:55:02
GL540R-V08.15 PAGE 2

Check Register

BANK	VENDOR	CHECK#	DATE	AMOUNT
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RECORDS PRINTED - 000102

GL540R

FUND RECAP:

FUND	DESCRIPTION	DISBURSEMENTS
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004	RECREATION	1,110.54
010	WASTEWATER OPERATIONS	57,513.26
011	TERTIARY TREATMENT PLANT	16.83
028	SENIOR CENTER	1,231.54
050	PINEWOOD EST LNDSCP MAINT DT	10.51
077	SKYPARK MAINT ASSESS DIST	317.95
088	LIBRARY FACILITIES-MEAS "S"	42,655.00
112	DENTAL INS INTERNAL SERV	1,044.30
123	COMMUNITY FACILITY CENTER	1,189.69
TOTAL ALL FUNDS		210,275.40

BANK RECAP:

BANK	NAME	DISBURSEMENTS
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BA	GENERAL CHECKING ACCOUNT	210,275.40
TOTAL ALL BANKS		210,275.40

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: March 17, 2021

TO: Honorable Mayor and City Council

FROM: Taylor Bateman, Community Development Director

APPROVED: Tina Friend, City Manager

SUBJECT: **APPROVE AGREEMENT WITH KIMLEY-HORN AND ASSOCIATES, INC. TO PREPARE CEQA ENVIRONMENTAL REVIEW FOR A PROPOSED PROJECT CONSISTING OF A MIXED-USE DEVELOPMENT WITH APPROXIMATELY 10,000 SQUARE FEET OF COMMERCIAL SPACE AND 130 SINGLE-FAMILY RESIDENCES ON 30.12 ACRES. THE SITE WOULD BE REZONED FROM C-S COMMERCIAL SERVICE AND OS OPEN SPACE TO C-S PD COMMERCIAL SERVICE PLANNED DEVELOPMENT, OS OPEN SPACE AND R-M-6 PD MEDIUM HIGH DENSITY RESIDENTIAL PLANNED DEVELOPMENT (5 – 9 UNITS/ACRE). THE PROJECT ALSO INCLUDES A GENERAL PLAN AMENDMENT, DESIGN REVIEW, CONDITIONAL USE PERMIT AND TENTATIVE SUBDIVISION MAP LOCATED AT 263 MOUNT HERMON ROAD.**

SUMMARY OF ISSUE

The City has received an application for a mixed-use development with approximately 10,000 square feet of commercial space and 130 single-family residences on 30.12 acres of a former golf course facility on the west side of Mount Hermon Road. The project proposes the rezone of the site from C-S Commercial Service and OS Open Space to C-S PD Commercial Service Planned Development, OS Open Space and R-M-6 PD Medium High Density Residential Planned Development (5-9 units/acre). Anticipated project entitlements include a General Plan Amendment, Zone Change, Planned Development Permit, Land Division, Conditional Use Permit and Design Review approvals.

On projects of this size, the City typically contracts with a planning consulting firm to prepare the necessary environmental documents required for the project's application and eventual consideration by the City Council. City staff prepared a Request for Proposals (RFP) for planning consulting firms which was distributed to three firms. The City received proposals from two firms. Staff recommends that the City select Kimley-Horn & Associates, Inc. for the project due to their experience and knowledge of the City.

It is estimated the cost for the services will be \$210,186 for the completion of an Environmental Impact Report (EIR). Additionally, a \$36,000 task will be added to the budget for a biological survey. All costs associated with the environmental review will be borne by the applicant. It is estimated that the environmental review process will take approximately ten months to complete. Upon Contract award and payment of the costs by the applicant, City staff and the consultant team will initiate work on the environmental review.

FISCAL IMPACT

There is no cost to the City; all project costs are paid for by the applicant.

STAFF RECOMMENDATION

It is recommended Council approve the attached agreement with Kimley-Horn and Associates, Inc. for planning related services for the Valley Gardens Mixed-Use Commercial and Residential Project and authorize the City Manager to execute the agreement.

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Agreement for Professional Services	3
Proposal – Kimley-Horn & Associates	9

AGREEMENT FOR PROFESSIONAL SERVICES

Valley Gardens CEQA Analysis

This Agreement for Professional Services ("Agreement") is made and entered into as of March 17, 2021, by and between the City of Scotts Valley, a municipal corporation, hereinafter referred to as "CITY", and Kimley-Horn and Associates, Inc. hereinafter referred to as "CONSULTANT".

RECITALS

- A. CITY desires to retain Consultant for certain professional services as set forth in this Agreement.
- B. CONSULTANT is specially trained, experienced, and competent to perform the special services which will be required by this Agreement.
- C. CONSULTANT possesses the skill, ability, background, certification, and knowledge to provide the services described in this Agreement on the terms and conditions described herein.

NOW, THEREFORE, in consideration of the recitals and the mutual promises contained herein, CITY and CONSULTANT agree as follows:

AGREEMENT

- 1. **Employment of CONSULTANT:** CITY agrees to, and hereby does, retain, and employ CONSULTANT to perform the professional services as outlined in the Scope of Work attached hereto and incorporated herein as Exhibit "A". CONSULTANT'S work product shall be performed pursuant to generally accepted standards of practice in effect at the time of performance.
- 2. **Responsible Personnel:** CITY has relied upon the professional training and ability of CONSULTANT to perform the services hereunder as a material inducement to enter into this Agreement. Primary personnel responsible for the completion of the work described in this Agreement shall be: Bill Wiseman, Project Manager; whose address is 824 Bay Avenue, Capitola, CA 95010; telephone: 831/316-1430; Email: bill.wiseman@kimley-horn.com.
- 3. **Scope of Work:** CONSULTANT shall perform the services as specified in Exhibit A in a professional manner.
- 4. **Time of Performance:** The services of CONSULTANT are to commence upon execution of this Agreement and shall continue until all authorized work is approved by

the CITY. Time is of the essence in the performance of this Agreement. No waiver by either party hereto of the nonperformance or any breach of any term, provision, or condition of this Agreement, or any default hereunder shall be considered to be or operate as a waiver of any subsequent nonperformance, breach, or default. Consultant shall not have liability for any delays, expenses, losses, damages or be deemed in breach which are caused by any factor outside of its reasonable control, including but not limited to natural disasters, epidemics, pandemics, quarantine restrictions, adverse weather, or acts of the City, third parties, or governmental agencies; however, Consultant agrees to assign additional staff in response to any factor outside its reasonable control if necessary and able to comply with the terms of this Agreement.

5. **Compensation:** CONSULTANT shall accept compensation for services performed as set forth in Section 3 in an amount not to exceed \$246,186. Periodic payments to CONSULTANT shall be made upon submittal of invoices by CONSULTANT to CITY for review and approval by the City Manager. Invoices will be paid by CITY within a reasonable time after the invoices are received and approved.

6. **Insurance:** CONSULTANT agrees to have and maintain, for the duration of the contract, the following:

i. General Liability insurance policies insuring him/her and his/her firm to an amount not less than One Million Dollars (\$1,000,000) combined single limit per occurrence for bodily injury, personal injury, and property damage.

ii. Automobile Liability insurance policy ensuring him/her and his/her staff to an amount not less than One Million Dollars (\$1,000,000) combined single limit per accident for bodily injury and property damage.

iii. CONSULTANT agrees to have and maintain, for the duration of the contract, professional liability insurance in amounts not less than \$1,000,000 which is sufficient to insure CONSULTANT for professional errors or omissions in the performance of the particular scope of work under this agreement.

iv. CONSULTANT shall provide to the CITY all certificates of insurance, with original endorsements effecting coverage. CONSULTANT agrees that all certificates and endorsements are to be received and approved by the CITY before work commences.

v. The CONSULTANT'S insurance coverage shall be primary insurance as respects the CITY, its officers, officials, employees, and volunteers. Any insurance or self-insurances maintained by the CITY, its officers, officials, employees, or volunteers shall be excess of the CONSULTANT'S insurance and shall not contribute with it.

7. **Indemnity:** CONSULTANT shall hold harmless, indemnify and defend CITY, its elective and appointive boards, commissions, officers, agents, servants, volunteers, and employees from and against any and all claims, costs, damages, liability, losses, or suits (including court costs and attorney fees) for personal injury (including death), property damage and any other damages of any sort whatsoever, arising out of, or alleged to have arisen out of, the willful or negligent acts, errors, or omissions of CONSULTANT or CONSULTANT'S contractors, subcontractors, agents, or employees in the performance of this Agreement. This indemnity shall not apply to any claims brought by CONSULTANT for default of this Agreement, or for claims brought by CITY or any third party where the

underlying injury or damage is finally determined by a court of competent jurisdiction to arise solely from the negligent or willful misconduct of CITY.

8. **Termination:** This Agreement may be terminated by the CITY immediately for cause or by either party without cause upon fifteen days' written notice of termination. Upon termination, CONSULTANT shall be entitled to compensation for services performed up to the effective date of termination.

CONSULTANT shall accept, for itself, as full payment for services rendered and all work to be done and performed hereunder and in complete satisfaction of all claims against CITY by reason of voluntary abandonment or suspension of work or termination of the Agreement, the sum determined on an hourly basis in accordance with the provisions of this Agreement, or any modification of amendment thereto, plus all direct expenses incurred, including those expenses incurred which are directly attributable to the incomplete portion of the work which could not be canceled.

In the event of termination, CONSULTANT shall deliver as a condition to the payment of the compensation provided for above, or otherwise make available to CITY, all research data, reports, estimates, summaries, and other such information and materials as may have been accumulated by CONSULTANT in performing this Agreement, whether completed or in process in accordance with Section 9 of this Agreement.

9. **Documents:** Notes, studies, chain, computations, electronic files, and other data and information obtained by CONSULTANT for this project shall, upon receipt of payment for services rendered, be made available to CITY by CONSULTANT at CITY'S request and shall become the property of CITY. In the event CITY alters the document, CITY agrees CONSULTANT shall have no responsibility whatsoever for any claim arising out of, or alleged to have risen out of, use of the altered document.

All plans, studies, documents, charts, computations, and electronic files prepared by and for CONSULTANT, its officers, employees and agents and subcontractors in the course of implementing this Agreement, except working notes and internal documents, shall become the property of the CITY upon payment to CONSULTANT for such work, and the CITY shall have the sole right to use such materials in its discretion without further compensation to CONSULTANT or to any other party. CONSULTANT shall, at CONSULTANT'S expense, provide such reports, plans, studies, documents, and other writings to CITY upon written request.

10. **Independent Contractor:** CONTRACTOR is an independent contractor retained by CITY to perform the work described herein. ALL personnel employed by CONSULTANT are not and shall not be deemed to be employees of CITY. CONSULTANT shall obtain no rights to retirement benefits or other benefits that accrue to CITY'S employees, and CONSULTANT hereby expressly waives any claim it may have to such rights. CONSULTANT shall comply with all state and federal laws pertaining to employment and compensation of its employees and its agents, including the provision

of Workers' Compensation.

11. **Licenses:** CONSULTANT represents and warrants to CITY that it has all licenses, permits, qualifications, insurance, and approvals of whatsoever nature which are legally required of CONSULTANT to practice its profession. CONSULTANT represents and warrants to CITY that CONSULTANT shall, at its sole cost and expense, keep in effect or obtain at all times during the term of this Agreement, any licenses, permits, insurance and approvals which are legally required of CONSULTANT to practice its profession. Consultant shall maintain a City of Scotts Valley business license.

12. **Assignment:** The parties recognize that a substantial inducement to CITY for entering into this Agreement is the professional reputation, experience, and competence of CONSULTANT. Assignments of any or all rights, duties, or obligations of the CONSULTANT under this Agreement will be permitted only with the express consent of the CITY. CONSULTANT shall not subcontract any portion of the work to be performed under this Agreement without the written authorization of the CITY. If the CITY consents to such subcontract, CONSULTANT shall be fully responsible to CITY for all acts or omissions of the subcontractor. Nothing in this Agreement shall create any contractual relationship between CITY and subcontractor nor shall it create any obligation on the part of the CITY to pay or to see to the payment of any monies due to any such contractor other than as otherwise required by law.

13. **Binding on Successors:** This Agreement is binding on the heirs, successors and assigns of the parties hereto.

14. **Amendment:** This Agreement may be amended, modified, or changed by the parties, provided that said Agreement, modification or change is in writing and approved by the authorized representative of the parties.

15. **Applicable Law and Attorney's Fees:** This Agreement shall be construed and enforced in accordance with the laws of the State of California, and any action brought relating to this Agreement shall be held exclusively in a state court in the County of Santa Cruz. Should any legal action be brought by a party for breach of this Agreement or to enforce any provision of the Agreement, the prevailing party of such action shall be entitled to recover its reasonable litigation expenses, including attorney fees.

16. **Entire Agreement:** This Agreement contains the entire understanding between the parties with respect to the subject matter herein. There are no representations, agreements, or understandings. Whether oral or written, between or among the parties relating to the subject matter of this Agreement which are not fully expressed herein. The drafting and negotiation of this Agreement have been participated in by each of the parties and/or their counsel, and for all purposes this Agreement shall be deemed to have been drafted jointly by all parties.

17. **Waiver:** Waiver of a breach or default under this Agreement shall not constitute a continuing waiver of a subsequent breach of the same or any other provision under this

agreement.

18. **Severability:** If any term or portion of this Agreement shall be held by a court of competent jurisdiction to be invalid, illegal, or otherwise unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

WITNESS WHEREOF this Agreement is executed by CITY and by CONSULTANT on this 17th day of March, 2021, at Scotts Valley, California.

CONSULTANT:
KIMLEY-HORN AND ASSOCIATES, INC.

CITY:
CITY OF SCOTTS VALLEY

By: Frederik Venter PE # 64621

Tina Friend, City Manager

APPROVED AS TO FORM:

ATTEST:

Kirsten M. Powell, City Attorney

Tracy A. Ferrara, City Clerk

Valley Gardens Mixed-Use Development EIR



Scope of Work

Kimley-Horn and Associates, Inc. (Kimley-Horn) has prepared this Scope of Work to the City of Scotts Valley (the City/Client) for preparation of a project-level focused environmental impact report (EIR) for the proposed Valley Gardens Mixed-Use Development (the project).

Kimley-Horn will be the prime consultant for this project and will be responsible for authorship of all work products and technical analysis for transportation, air quality, and GHG analysis.

Project Initiation

Project Kick-Off Meeting

Kimley-Horn's project manager and other key project team members will meet with City staff and the project applicant (as appropriate) to discuss the environmental review process for the project and develop a strategy for environmental compliance that meets the requirements of CEQA. This meeting will focus on a discussion of the technical studies that have been or are anticipated to be prepared for the project (in support of the project application) and elements of previous environmental documents that might be utilized in preparation of CEQA documentation for the project.

Research and Investigation

Kimley-Horn will work with City staff and the project applicant to collect and review all relevant reports and sources of data. Kimley-Horn will review and confirm that the project information collected is suitable for use in developing the project description, as well as applicable impact assessments for the environmental document.

Project research will include coordination with Client staff to acquire relevant environmental data, previous studies for the area, and other available files, exhibits, maps, and reference documents. The initial investigation will consist of a site visit, review of existing land uses and environmental conditions, and a photographic recording of onsite and surrounding uses.

This scope of work assumes the following existing and new technical studies and plans will be utilized for this project.

Table 1: Existing and Proposed Technical Studies

Environmental Resource	Technical Study	Source
Project Description	- Architectural Plans - Landscape Plans - Civil Plans - Grading - Utilities - Erosion Control - Stormwater Management	Project Applicant
Aesthetics	Visual simulations	Project Applicant
Agricultural Resources	Not applicable	
Air Quality / GHG/Energy	CalEEMod modelling data	Kimley-Horn
Biological Resources	- Biological Resources Technical Report - Wetlands Delineation - Special Status Plant Survey	H. T. Harvey & Associates
	- Arborist Report – Tree Inventory, Assessment and Protection, Monarch Consulting Arborists, February 2019 - Ltr. from ASACOE re “Waters of the US” (11/5/18)	Project Applicant
	June Beetle Inventory	Dick Arnold (hired by Project Applicant)
Cultural Resources	Cultural Resources Assessment	Project Applicant
Geology & Soils	Geo-Logic Associates, February 2019	Project Applicant
Hazards & Hazardous Materials	Phase 1 ESA	Project Applicant
Hydrology & Water Quality	Hydrology Report (incl. existing hydrological conditions and potential recharge opportunities)	Project Applicant
Noise	Noise Analysis	Kimley-Horn
Transportation & Traffic	Traffic Impact Analysis	Kimley-Horn
Utilities & Service Systems	Existing city/agency master plans	Kimley-Horn and relevant agencies
Public Services	Existing city/agency master plans	Kimley-Horn and relevant agencies
Water Supply Analysis	Not applicable	

Kimley-Horn will work with City staff and the project applicant to collect and review all relevant reports and sources of data. Kimley-Horn will review and confirm that the project information collected is suitable for use in developing the project description as well as applicable impact assessments for the environmental document.

Project research will include coordination with City staff to acquire relevant environmental data, previous studies for the area, and other available files, exhibits, maps, and reference documents. The initial investigation will also include a site visit, review of existing land uses and environmental conditions, and a photographic recording of onsite and surrounding uses.

Project Description and Notice of Preparation

Draft Project Description

Kimley-Horn will prepare a draft of the project description including all referenced figures. As stated in Section 15124 of CEQA, the project description will contain the following information:

- The precise location and boundaries of the project.
- A statement of objectives sought by the project.
- A general description of the project's technical, and environmental characteristics.
- A discussion of project phasing.
- A statement briefly describing the intended uses of the EIR.
 - a) .
- All approval decisions subject to CEQA

The draft project description will be submitted to the Client for review and comment. The draft project description will then be reviewed with City staff and the project applicant to ensure its accuracy.

Notice of Preparation

Following City review of the draft project description, Kimley-Horn will prepare the Notice of Preparation (NOP) that summarizes the project and what environmental issues will be addressed fully in the project-level EIR and those that will be determined to be insignificant, as described below.

Note that this approach takes a conservative approach by including potentially significant and legally challengeable environmental resource topics. This list may be amended based on discussions with City staff and the project applicant, as appropriate.

Included for Detailed EIR Analysis (Potentially Significant)	Excluded from Detailed EIR Analysis (Insignificant)
▪ Aesthetics ▪ Air Quality ▪ Biological Resources ▪ Cultural Tribal Resources ▪ Geology & Soils ▪ Greenhouse Gas Emissions ▪ Hazards & Hazardous Materials ▪ Hydrology & Water Quality ▪ Land Use & Planning ▪ Noise ▪ Population & Housing ▪ Public Services (incl. recreation) ▪ Utilities & Service Systems ▪ Transportation	▪ Agricultural Resources ▪ Energy ▪ Mineral Resources ▪ Wildfire

The NOP will adhere to the content requirements set forth in the CEQA Guidelines, including information describing the project, its location, and probable environmental effects. Kimley-Horn will work with the City to ensure the NOP are published and distributed to the responsible agencies and the Office of Planning and Research (OPR). This work plan assumes the City will provide payment for publication of the NOP in applicable newspapers.

Comments received during the 30-day public review period for the NOP will be used to finalize the scope of the EIR. Kimley-Horn will review the comments and determine whether any issues require a modification to this work plan.

Public Scoping Meeting

Staff from Kimley-Horn will attend and facilitate a public scoping meeting for the proposed project, to be held virtually due to COVID. The public scoping meeting will serve to obtain information and input from responsible agencies and the public, as well as to inform the public about the CEQA review and EIR process.

Kimley-Horn will prepare a draft and final presentation (in PowerPoint) and will prepare handout materials including copies of the NOP and comment forms. These materials will be reviewed with the Client prior to finalizing.

Review NOP and Refine Project Scope

Based on comments received by the public from the NOP and the public scoping meeting, Kimley-Horn will review the key environmental issues with the project team, clarify/refine the scope of work for the EIR, and identify any additional analytical tasks not included in this proposal.

Administrative Draft EIR

Kimley-Horn will prepare an Administrative Draft and Screencheck Draft EIR (EIR) for review and comment by the Client in a format that is consistent with §15000 of the State CEQA Guidelines. The approach to each section of the EIR is summarized below.

Executive Summary

Kimley-Horn will provide an Executive Summary for the Draft EIR including summary of the project, an overview of project impacts, mitigation, levels of significance after mitigation, summary of project alternatives, areas of controversy, and issues to be resolved. The Executive Summary will be presented in a tabular format and will be included in the Screencheck Draft EIR, following Client review of the Administrative Draft EIR.

For each significant impact, only the summary title of the mitigation measure will be provided and not the full text of each mitigation measure. This approach will help ensure a manageably-sized Executive Summary and avoid excessive duplication of text.

For legal defensibility reasons, the Executive Summary will also include a section summarizing the NOP comments and where they are addressed in the body of the EIR.

Introduction and Purpose

This section will identify the purpose of the Draft EIR and statutory authority under CEQA, as well as document-scoping procedures, summary of the EIR format, listing of responsible and trustee agencies, and documentation incorporated by reference.

The Introduction will describe the project background and purpose; identify the lead agency, and other trustee agency roles, describe the required approvals (including any permit requirements); describe the intended uses of the EIR (e.g., compliance with CEQA); and outline the EIR scoping process.

Final Project Description

Kimley-Horn will update/finalize the project description based on NOP comments and any minor refinements as provided by the City and/or the project applicant.

Environmental Analysis

Each environmental section in the Draft EIR will include sections for existing setting, thresholds of significance, an analysis of project-related impacts, and mitigation measures to avoid or reduce significant impacts. Thresholds will be based on the State CEQA Guidelines, as well as those identified thresholds of the Client (as the Lead Agency) and relevant thresholds from Responsible and/or Trustee Agencies (e.g. Caltrans).

Each resource section of the EIR will include a summary of relevant general plan policies that could avoid or reduce significant environmental impacts. Kimley-Horn will ensure that thresholds of significance are acceptable to Client staff before beginning the environmental analysis.

Aesthetics

The project site would be potentially visible from the surrounding community, particularly from Mt. Hermon Road, West Brookwood Drive, and Lockewood Lane.

The aesthetics section of the Draft EIR will identify the visual characteristics of the project site and surrounding area. Kimley-Horn will describe the existing aesthetic environment and visual resources, including a discussion of views within the project site and views from surrounding areas, particularly from the adjacent uses, utilizing pictures and information from a site reconnaissance of the project site and surrounding area.

Architectural renderings and elevations, as well as visual simulations from selected viewpoints as determined by the City of Scotts Valley, as provided by the project applicant, will be included as exhibits in the Draft EIR. These graphic illustrations will provide design elements that will aid in the analysis. The impact analysis will focus on scenic and public viewpoints and changes to the visual character of the project in context to surrounding land uses.

Based on visual simulations of the project site (as provided by the project applicant) and project plans, this section of the EIR will evaluate the following:

- Description of existing views to and from the project site will be provided with an emphasis on views from public roadways.
- Evaluation of the alteration in views of the project site to and from these public viewing areas.
- Evaluation of the proposed project for the potential to introduce substantial new night-time lighting or create new sources of glare that could affect surrounding land uses.
- Evaluation of General Plan policies related to aesthetics that are relevant to the proposed project.
- Identification of mitigation measures determined to be appropriate and those determined to be feasible for implementation.

Air Quality

Kimley-Horn will evaluate air quality impacts associated with the project. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed. The analysis of air quality impacts will be based on the methodologies and significance thresholds recommended by the Monterey Bay Air Resources District (MBARD). The air quality analysis will assess short-term construction and long term operational regional air pollutant emissions associated with the project.

Baseline meteorological and air quality data developed through the California Air Resources Board (CARB) will be utilized for the description of existing ambient air quality. The current status and applicability of the MBARD's Air Quality CEQA Guidelines will be described. An overview of the nature and location of existing sensitive receptors will be also provided.

To evaluate construction related emissions, the latest version of the California Emissions Estimator Model (CalEEMod) will be used. A general description of the construction phase of the project will be required. The air pollutant emissions during construction will be compared to the MBARD significance thresholds.

Kimley-Horn will quantify operational (i.e., area and mobile source) emissions and provide a comparison to the MBARD significance thresholds. The emissions will be quantified with CalEEMod. Localized impacts to nearby sensitive receptors will also be addressed. Consistency of the project's regional emissions will be evaluated against the MBARD's 2012-2015 Air Quality Management Plan (AQMP). The determination of AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the North Central Coast Air Basin.

Biological Resources

This section will be prepared utilizing the relevant technical studies as identified in **Table 1: Existing and Proposed Technical Studies**.

This section will summarize the existing special status plant and animal species, wetlands, sensitive habitats, riparian communities, and other biological resources on the project site. Kimley-Horn will discuss potential project impacts on biological resources, including alteration of species behavior, forage base, and habitat availability, quantity, and/or quality. Kimley-Horn also will discuss any habitat conservation or management plans within the project vicinity, as well as any other current resource management strategies. In addition, Kimley-Horn will discuss the regulatory framework associated with management of species including the Federal and California Endangered Species Act (ESA).

Kimley-Horn will prepare an impact analysis of the various vegetation types and wildlife species located within the project site. Mitigation measures will be provided where necessary to reduce impacts associated with the proposed development.

Biological Surveys (Optional Task)

Should the City/applicant wish, H. T. Harvey & Associates (HTH) will conduct the necessary biological surveys for the project site. Their scope of work is described below.

Biological Resources Report***Task 1. Perform Background Review, Project Administration and Coordination, and Administrative Record Keeping***

HTH's ecologists will review the project's plans, previous biological reports prepared for other projects in the project vicinity, any information on biological resources of the site that the project proponent has previously collected, and additional sources of information. These sources may include U.S. Geological Survey quadrangle maps, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory Maps, the California Natural Diversity Database (CNDDDB), other technical literature related to the biotic resources of the project vicinity, regional planning documents (such as general plan policies), species data compiled by the California Native Plant Society (CNPS) or other public interest groups, and resource agency data.

HTH will review the November 2018-dated letter from the USACE to the project proponent providing an approved jurisdictional determination in which USACE disclaimed any wetland features identified on the property as being subject to jurisdiction under Section 404 of the Clean Water Act. Presumably this jurisdictional determination request would have been accompanied by a wetland delineation report – upon receiving that report HTH will review the report and assess its adequacy in identifying jurisdictional features on the property. As described below, some aquatic features which were determined by USACE to be non-jurisdictional, may since be subject to regulation by the RWQCB and/or CDFW, and all sensitive communities will be evaluated in the context of CEQA significance in the Biological Resources Report (see task 4 below).

This task includes limited time for project coordination by HTH staff and to correspond by telephone or email with the project team during the preparation of the biological resources report. Throughout their work, HTH will ensure responsiveness to requests, continuity in project management, and timely and effective task completion.

Task 2. Field Survey

A plant/wetlands ecologist and a wildlife ecologist will conduct a reconnaissance-level field survey of the project site to put into context the information generated in Task 1. This survey will document the biological conditions on the project site. The dominant tree, shrub, and herbaceous flora will be described. This information will be generated both for the purpose of characterizing the botanical resources of the project site, and for the purpose of characterizing wildlife habitat values. The dominant biotic communities of the project area, characterized based on dominant plants and associated wildlife, will be mapped on suitable base materials (e.g., an aerial photo base map).

The reconnaissance survey will also be conducted to determine the site's potential to support special-status species of plants and animals and to determine whether potentially sensitive or regulated habitats, such as wetlands and other waters of the U.S./State, are present in the impact areas. Our habitat mapping will be adequate to identify the approximate boundaries of such sensitive habitats and to allow us to quantify approximate impacts to these habitats, if they are present. As mentioned under Task 1, field surveys will assess potentially sensitive or regulated habitats, such as wetlands and other waters of the U.S./State in the context of previously conducted wetland delineation surveys to review their adequacy. Surveys will evaluate the potential habitat for federally-listed insect species such as Mt. Hermon June Beetle (*Polyphylla barbata*) or Zanyante band-winged grasshopper (*Trimerotropis infantilis*), for which critical habitat is designated in close vicinity to the project site, but this task does not propose protocol-level species-specific surveys for these species.

Task 3. Prepare Biological Resources Report

Upon the completion of their field work, HTH will prepare a report that describes existing biological conditions (including existing habitats, potential for occurrence of special-status plants and animals, any potentially jurisdictional or sensitive habitats, and any other biological resources that might be of concern); the regulatory setting (laws or ordinances that might apply to the project's effects on biological resources); a description of potential impacts, including their opinions regarding whether those impacts should be considered significant under CEQA; and a description of any mitigation measures that would be necessary to reduce impacts to less-than-significant levels. HTH's impact assessment will consider the development of the entire site. Graphics to be prepared include site/vicinity, biotic habitat, and CNDDDB maps. This report will be suitable to serve as the basis for the City of Scotts Valley assessment of biological resources impacts from the proposed project.

The budget for this task includes time to revise the draft report once based on comments by Kimley-Horn and the City, if necessary.

Task 4. Rare Plant Surveys and Letter Report (optional)

Based on mapped soil substrates (Zayante coarse sands), the appearance of existing habitat types from aerial photography interpretation, and an initial query of records in the California Natural Diversity Database (CNDDDB), the project site appears to have the potential to support rare plant species, particularly the federally listed Scotts Valley polygonum (*Polygonum hickmanii*) and Santa Cruz tarplant (*Holocarpha macradenia*), and the CNPS-ranked Scotts Valley spineflower (*Chorizanthe robusta* var. *hartwegii*), San Francisco popcorn flower *Plagiobothrys diffusus*), Santa Cruz and Santa Cruz wallflower (*Erysimum teretifolium*). The suitability of habitat present on the site and the likelihood of presence of one or more of those species will be evaluated during the field surveys and subsequently in the Biological Resources report as described in tasks 2 and 3. If based on this assessment we believe focused, protocol-level surveys for special-status plant species are warranted to determine their presence or absence on the site, we proposed to conduct those surveys as part of this optional task.

HTH proposes to perform surveys at three times from early spring through summer to ensure that these plants, or any other rare species, can be detected if they are present. Thus, the surveys will include an early survey in approximately mid-March for early blooming species such as Santa Cruz wallflower and San Francisco popcorn flower, and a second in April or May for later blooming species such as Scotts Valley polygonum and Scotts Valley spineflower. A final survey in approximately June or early July would determine the presence or absence for late-blooming species such as Santa Cruz tarplant.

The survey periods are intentionally broad and approximate because the phenology of these plants (when they flower and are thus detectable and identifiable) can be dependent on the local climate (i.e., rainfall amounts, rainfall patterns, and temperatures). Surveys will be timed based on observations of nearby reference populations for the five main target species to capture the best dates for detecting the listed species. Survey periods for each target plant species have been combined to the greatest extent possible to avoid unnecessary repeat visits and to minimize the estimated budget associated with this task.

Although each rare plant survey will specifically target one or more species as described here, the plant ecologist will document all CNPS-listed plant species observed during each survey, if any. Surveys will be floristic in nature and will detect and identify all plant species on the site to a level sufficient to determine if rare plants exist on the project site.

During surveys, the HTH plant ecologist, who is familiar with the flora of the Santa Cruz Mountains, will walk the entire proposed project site, identify all potential rare plant species present on the site, and document any rare plant populations observed, including GIS shapefiles collected with a Trimble sub meter GPS handheld unit and/or iPad in the field.

Following completion of the late-summer plant survey, HTH will provide a report summarizing the results of the rare plant survey task, integrating the results of the three plant surveys described above. The findings of the report will also be incorporated in the Biological Resources Report (task 3) and will include detailed maps documenting all rare plant populations by size and location, if any, as well as documenting the survey methods, effort, and tracking of reference sites. We will also provide recommended mitigation measures for impacts to rare plants to bring these impacts to a less-than-significant level, should populations of rare plants occur on the site.

Assumptions

- We will be provided with AutoCAD or GIS files of the proposed development areas by Kimley-Horn prior to initiating work (if available).
- Focused surveys for special-status wildlife species that may be present, or for which critical habitat may be present on or near the project site including federally listed insect species such as Mt. Hermon June Beetle or Zayante band-winged grasshopper are not included in the proposed scope of work. We would be happy to prepare separate scopes of work for these focused surveys, should they found to be required.

- A tree survey is not included in the proposed scope of work.
- Mitigation measures to be described in our report will be at a level of detail adequate for CEQA review purposes. However, preparation of detailed habitat mitigation plans, should such plans be necessary in the future (e.g., if mitigation plans or a habitat conservation plan for federally listed species is found to be necessary), is not included within our currently proposed scope.
- Attendance at meetings is not anticipated. The HTH project manager will participate in any project meetings on a time-and-charges basis, if requested by Kimley-Horn.
- No permitting or coordination with the City of Scotts Valley or resource agency staff is included in this scope.

Cultural & Tribal Cultural Resources

This section will be prepared utilizing the relevant technical studies as identified in **Table 1: Existing and Proposed Technical Studies**.

Consistent with Section 21083.2 of CEQA, Kimley-Horn will prepare the EIR section addressing cultural resources and archaeology based on the records search and field survey result, as documented.

The section will include the existing setting information and will analyze the potential project impacts to any resources found onsite, including any potential sites important to Native American history and early European settlements. Potential impacts to cultural resources due to the extension of offsite infrastructure (e.g., bridges, water lines, etc.) will also be evaluated. Appropriate mitigation measures will be developed for any cultural resource sites found to occur within the project area.

The Cultural Resources section will also address the requirements of Assembly Bill 52 regarding Tribal Cultural Resources. This scope of work assumes that the Client will be responsible for all consultation outreach.

Geology & Soils

This section will be prepared utilizing the relevant technical studies as identified in **Table 1: Existing and Proposed Technical Studies**.

Kimley-Horn will describe the seismicity of the area and the potential for liquefaction, subsidence and similar effects, as applicable. This section will include information associated with the regional and site-specific geology and soils constraints and existing topography. Specifically, this section will:

- Discuss potential project impacts including areas potentially subject to significant grading impacts, seismic hazards, landform modifications, and wind and/or slope water erosion to the extent feasible.

- Discuss the proposed project consistency with the grading standards/policies. In addition, mitigation measures will be discussed to reduce impacts associated with the proposed project.
- Describe the potential geotechnical and geologic hazards that may be present including, but not limited to, liquefaction, settlement, compression, subsidence, erosion, expansive soils, collapsible soils, inundation, naturally occurring asbestos, and existing fills.

Should a potentially significant impacts(s) be identified, Kimley-Horn will recommend mitigation measures to reduce these impacts to the extent feasible.

Greenhouse Gas Emissions

Because significance threshold has not yet been adopted by MBARB, the effects of the proposed project will be evaluated based not on the quantity of emissions, but rather on whether practicable available control measures can be implemented. This approach is based on the concept that if a project implements reduction strategies identified in AB-32, the Governor's Executive S-3-05, or other strategies to help toward reducing GHGs to the level proposed by the governor, it could reasonably follow that the project would not result in a significant contribution to the cumulative impact of global climate change.

This section will also include a discussion of the potential energy impacts and ways of avoiding or reducing inefficient, wasteful and unnecessary consumption of energy. This will include an analysis of:

- Energy consuming equipment and processes using during construction and operation
- Total construction and operational energy requirements of the project by fuel type and end use
- Energy conservation equipment and design features
- Identification of energy supplies that would serve the project
- Total estimate daily vehicle trips generated and the additional energy consumed per trip by mode and overall use of efficient transportation alternatives
- The effects of the project on local and regional energy supplies and on requirements for additional capacity, including the effects on peak and base period demands
- Compliance with existing energy standards

This section will propose mitigation measures, if necessary, which would reduce potential significant impacts from the proposed project to a less-than-significant level.

Hazards & Hazardous Materials

This section will be prepared utilizing the relevant technical studies as identified in **Table 1: Existing and Proposed Technical Studies**.

This section will identify the historic uses associated with the project site, as well as identify any hazardous materials that may be located in or around the project site. This section also will describe the potential hazardous materials that may be introduced to the project site as a result of the project, and any impacts associated with these materials. Kimley-Horn also will identify if the proposed project would interfere with any emergency response plans or expose people to hazards associated with wildland fires. Mitigation measures will be provided where necessary to reduce impacts associated with the proposed project.

Hydrology & Water Quality

This section will be prepared utilizing the relevant technical studies as identified in [Table 1: Existing and Proposed Technical Studies](#).

Kimley-Horn will describe the hydrological setting, including its location within the regional watershed system. Kimley-Horn will also describe the potential urban water pollutant types and their sources. This will include assessment of flood hazards and determination of 100-year flood zones, if applicable. Information sources will include published flood maps, the U.S. Geological Survey, and the California Department of Water Resources.

The hydrology and water quality impact analysis will address short-term temporary construction-related effects on hydrology and water quality; long-term project-related water quality; permanent changes to stormwater drainage and/or flooding; project-related impacts to groundwater quantity and quality; and cumulative on-site and off-site hydrology and water quality impacts. Based on the technical analysis, it will also discuss potential opportunities for aquifer recharge on the project site.

Applicable federal, state, and local regulations for stormwater drainage, grading and erosion control, and other water quality protection procedures will be described. Kimley-Horn will discuss potential flooding hazards, general management practices, and mitigation measures to reduce the effects of storm water runoff.

Kimley-Horn will summarize the groundwater conditions in the project area and will discuss the use of groundwater, trends, and general aquifer conditions. This effort will rely on existing sources and will not include water quality testing, or field verification of stream conditions.

Significant impacts could relate to increased rate and volume of runoff from impervious surfaces, erosion and sedimentation, and transport of urban contaminants. Completion of this section will include the following:

- Describe surface drainage patterns of the project area and adjoining areas.
- Summarize the drainage network of the project area, including information on channel conditions, culvert locations and sizing, and capacity of existing drainage facilities to pass flows. This will include identification of flood hazards in the project area.

- Identify applicable City of Scotts Valley and state policies, programs, and standards associated with storm water detention and water resources. Analyze pre- and post-development runoff and detention basin size(s) and location(s).
- It is anticipated that increases in storm water drainage resulting from construction of the proposed project would be mitigated through detention and/or retention of storm water flows onsite. The section will also discuss other Best Management Practices for mitigation of any significant impacts associated with water quality.

Should a potentially significant impacts(s) be identified, Kimley-Horn will recommend mitigation measures to reduce these impacts to the extent feasible.

Land Use & Planning

This section of the EIR will evaluate potential impacts related to land use in the project area that could result from implementation of the project.

Existing land uses in the immediate vicinity of the project site will be described based on site visits, aerial photographs, and relevant plans. This section will also analyze the distribution, location, and extent of proposed land uses, and analysis of the proposed project with respect to logical growth patterns, compatibility, and contiguity with development in surrounding areas.

This section will address project consistency with the City of Scotts Valley General Plan, the City's Municipal Code, and applicable ordinances.

Noise

This section will be prepared utilizing the relevant technical studies as identified in **Table 1: Existing and Proposed Technical Studies**.

The analysis will discuss temporary construction-related impacts as well as impacts during project operations. This section will contain a characterization of current average sound levels at the project site, as well as a review and description of the noise exposure standards related to existing surrounding land uses, including single-family residential development in relation to the standards defined by the General Plan and applicable state standards for noise exposure. Additional information will include a definition of acoustical terminology. The EIR will identify mitigation measures determined to be appropriate and those determined to be feasible for implementation for each individual proposed land use, as applicable.

Construction-Related Noise

Construction would occur during implementation of the proposed project. Noise impacts from construction sources will be analyzed based on the anticipated equipment to be used, length of a specific construction task, equipment power type (gasoline or diesel engine), horsepower, load factor, and percentage of time in use. The construction noise impacts will be evaluated in terms of maximum levels (L_{max}) and hourly equivalent continuous noise levels (L_{eq}) and the

frequency of occurrence at adjacent sensitive locations. Analysis requirements will be based on the sensitivity of the area, noise ordinance specifications, and the Federal Transit Administration's vibration analysis guidance.

Operational Noise Sources

Potential effects of stationary noise sources will be evaluated based on the city's land use compatibility standards. Compliance with applicable noise standards will be evaluated, with recommended mitigation measures included where appropriate. Additionally, noise impacts to the adjacent existing land uses will be analyzed.

The CEQA analysis will discuss temporary construction-related impacts as well as impacts during project operations. This section will contain a characterization of current average sound levels at the project site, as well as a review and description of the noise exposure standards related to existing surrounding land uses, including single-family residential development in relation to the standards defined by the City of Scotts Valley General Plan and applicable state standards for noise exposure.

The Noise section will propose mitigation measures, if necessary, which would reduce potential significant impacts from the proposed project to a less-than-significant level.

Population & Housing

This section of the EIR will discuss the existing population and housing conditions within the City of Scotts Valley and the proposed project's consistency with the adopted regional or local projections from the Association of Monterey Bay Area Governments (AMBAG).

The impact analysis will address how the proposed project will contribute to population growth in the City, and in comparison to AMBAG projections. The environmental impacts of the increased population and housing (e.g. air quality, noise, utilities, etc.) will be addressed in their respective technical sections in the EIR.

Public Services & Recreation

This section of the EIR will evaluate the impact of the proposed project on schools, law enforcement, fire protection and emergency response service. It will also evaluate potential impacts to recreation facilities.

Project-related demand for facilities and services will be estimated and compared against existing capacity and proposed future capacity associated with intensification within and around the proposed project area. Impacts will be based on whether any new public services or facilities would be needed and if construction of such facilities could generate significant impacts based on established Client or service-provider thresholds.

Transportation

VMT Analysis

Kimley-Horn will prepare a Vehicle Miles Traveled (VMT) analysis using the City's Draft VMT Implementation Guidelines and the regional VMT Calculator (calibrated for Scotts Valley) to determine VMT per capita for residential uses (retail under 50,000 is exempt).

If a significant VMT impact is identified, Kimley-Horn will work with the City and project applicant to identify possible transportation demand management (TDM) program measures (as identified in Appendix B of the VMT Implementation Guidelines) to reduce VMT on a per capita basis.

Level of Service Analysis

Kimley-Horn will prepare a Traffic Impact Analysis (TIA) which will be included as an informational section in the EIR. The TIA analysis will include AM and PM peak hour intersection level of service analysis for the following nine (9) intersections:

1. Graham Hill Road / Lockewood Lane
2. Estrella Drive / Lockewood Lane
3. Street A / Lockewood Lane
4. Mount Hermon Road / Lockewood Lane
5. Mount Herman Road / Street A
6. Mount Herman Road / Kings Village Road
7. Mount Herman Road / Spring Lakes Drive
8. Mount Herman Road / Scotts Valley Drive
9. Mount Herman Road / La Madrona Drive / SB Highway 17 off-ramp

Intersections will be analyzed for the peak hours within these stated time periods. These intersections will be analyzed following the 2010 *Highway Capacity Manual* (HCM) methodology using Synchro software.

Kimley-Horn will analyze the following four scenarios: Existing, Existing + Project, Cumulative, and Cumulative + Project. Cumulative baseline volumes will be determined in coordination with City staff. It could use the existing Town Center EIR cumulative scenario or another basis such as the City's General Plan and approved/pending projects list, as well as applicable travel demand model forecasts. All scenarios will be analyzed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10th Edition*.

Data Collection

Kimley-Horn has already acquired traffic counts for some intersections, dated October 2018. As such, this task will include data collection at four (4) intersections, which may need to be calibrated given lower traffic volumes due to COVID. Kimley-Horn will collect field data, review

movements, signal timing and saturated flows at the following intersections during the AM and PM peak periods:

1. Graham Hill Road / Lockewood Lane
2. Estrella Drive / Lockewood Lane
3. Street A / Lockewood Lane
5. Mount Herman Road / Street A

Field observations of these study intersections will be conducted to determine the lane configurations, signal timing, and queueing. Signal timing sheets will be acquired from the City to supplement this field review. Proposed access locations for the project site will also be observed and considered. Proposed and approved future projects, as identified by the City that would add traffic to the roadway network near the project site will also be considered.

Traffic Analysis – Existing and Existing + Project

Kimley-Horn will present traffic results for the Existing and Existing + Project conditions. Trips will be assigned to the study intersections based on the existing traffic patterns, the AMBAG/RTC model, and knowledge of the area. Kimley-Horn will calculate intersection levels of service using the Synchro software for both the Existing and Existing + Project scenarios.

If any deficiencies are identified, Kimley-Horn will recommend mitigation measures.

Traffic Analysis – Cumulative and Cumulative + Project

Kimley-Horn will develop cumulative baseline traffic estimates for the approved and pending projects within the study area and future traffic volumes on the roadway network. Kimley-Horn will then develop traffic estimates that include the cumulative baseline volumes with the proposed project volumes (the Cumulative + Project scenario). Trips will be assigned to the study intersections based on the anticipated cumulative traffic patterns. Kimley-Horn will calculate intersection levels of service using Synchro software for both the Cumulative and Cumulative + Project scenarios.

If any deficiencies are identified, Kimley-Horn will recommend mitigation measures.

Evaluation of Proposed Site Access

Kimley-Horn will qualitatively evaluate the project site access driveways. Kimley-Horn will assess anticipated driveway turn movement volumes and lane configurations in accordance with proposed project site plans.

Kimley-Horn will qualitatively evaluate on-site project circulation including vehicle circulation and on- and off-site queuing, sight distance, intersection operations at the site driveway, and the interaction of vehicles with pedestrians and bicycle pathways of travel.

Kimley-Horn will analyze potential queuing and operations for the proposed site accesses on Mt. Hermon Road and on Glen Canyon Road. Recommendations for potential site plan changes will be identified if necessary.

Utilities & Service Systems

The Utilities & Service Systems section of the EIR will address water supply, wastewater, electricity, natural gas, and communications. Project-related demand for facilities and services will be estimated and compared against existing capacity and proposed future capacity associated with the proposed project. Service demand will be evaluated for each utility and service. Potential impacts to these utilities and service systems will be addressed and any impacts will be based on whether any new facilities would be needed and if construction of such facilities could generate significant impacts. Kimley-Horn's description of the proposed infrastructure systems and any impacts upon them or resulting from them will be based on the infrastructure plans of the proposed project as provided by the project applicant.

Kimley-Horn will coordinate with the Client and relevant service and utility agencies to document existing and planned facilities, current and projected usages, and excess capacities. Additional infrastructure and services capacity required to meet project needs associated with the proposed project will be described. Anticipated impacts will be assessed based upon a comparison of the increased demand for services and utilities and the ability of the City and other utility districts to accommodate this increased demand.

Alternatives

Pursuant to CEQA Guidelines Section 15126.6, Kimley-Horn will provide an analysis of up to three (3) alternatives, including an analysis of the "No Project" Alternative. The analysis will include a sufficient level of detail to allow decision makers to gain a greater understanding of all alternatives should a determination be rendered to support an alternative development scenario. This alternatives section will culminate with the selection of the environmentally superior alternative in accordance with CEQA requirements.

Additional Sections

Kimley-Horn will provide additional sections in the EIR to meet the CEQA Guidelines including the following: Significant Irreversible Environmental Changes, Effects Found Not to be Significant, Inventory of Mitigation Measures, Inventory of Unavoidable Adverse Impacts, and Organizations and Persons Consulted / Bibliography.

Growth Inducement and Cumulative Impacts

Kimley-Horn will discuss potential growth-inducing impacts pursuant to CEQA Guidelines Section 15126.2. The analysis in this section will be based on data from the Association of Monterey Bay Area Governments (AMBAG), California Department of Finance, and U.S. Census data. Potential sources of growth inducement and their impacts, such as the removal of obstacles to growth, will be analyzed qualitatively to the extent they are applicable.

In accordance with Section 15130 of the CEQA Guidelines, this section provides a listing of cumulative projects and actions under consideration. Kimley-Horn will consult with City staff to define the appropriate study area for the cumulative analysis (e.g. list of approved, pending or proposed development projects in the City or general plan build-out). Kimley-Horn will discuss cumulative impacts for each environmental issue area identified above, and will provide both quantitative and qualitative levels of analysis.

Effects Found Not to Be Significant

All other environmental resource sections (per Appendix G of the CEQA Guidelines) not discussed above will be addressed in this section. These include:

Agricultural Resources

There is no agricultural activity on the project site and it is not identified as Prime Farmlands or Important Farmlands of State-wide Importance by the CA Department of Conservation.

Energy

The EIR will reference the GHG section of the EIR, General Plan policies, and compliance with relevant local and state regulations to substantiate the fact that energy impacts will not be significant.

Mineral Resources

There are no quarries on or near the project site.

Figures/Graphics

Kimley-Horn will prepare figures to enhance the written text and clarify the project and potential environmental impacts. Figures are anticipated to include: regional vicinity map, local vicinity map, site photos, site plans, grading and drainage plans, utilities and infrastructure improvements, etc. Additionally, graphics displaying “frame views” of the proposed development on the project site will be prepared.

Administrative Draft EIR Compilation

Kimley-Horn will assemble all completed sections into a single consolidated Administrative Draft EIR submittal (ADEIR) with appendices. The ADEIR will include figures to enhance the written text and clarify the project’s environmental impacts. The entire document will be reviewed to ensure consistent references to terms, methodology of analysis, correct use of grammar, etc.

The Administrative Draft EIR will be sent to the City for review by City staff and the City attorney.

Public Review Draft EIR

Screencheck and Public Review Draft EIR

Kimley-Horn will respond to the City review of the ADEIR and will prepare the Public Review Draft EIR. This subtask includes preparation of an electronic Screencheck EIR prior to publication of the Public Review Draft EIR.

In addition, Kimley-Horn will prepare the Notice of Completion (NOC) and Notice of Availability (NOA) for delivery to the State Clearinghouse. It is assumed that the City will be responsible for public posting of the NOA (e.g. newspaper).

Certification of the Environmental Impact Report

Administrative Final EIR

Kimley-Horn will meet and/or coordinate with City staff to review written comments on the Public Review Draft EIR; comments from public meetings/hearings (if applicable); and develop a strategy and framework for responding to comments. Given the fact that Kimley-Horn does not know how many comment letters and public hearing comments will be received, we have included an initial estimate of time in the project budget. Once all comments are received, Kimley-Horn will review and discuss any modifications to the budget estimate with City staff.

Upon review of the comment letters and discussions with City staff, Kimley-Horn will prepare an Administrative Final EIR with written responses to comments received on the Public Review Draft EIR. The Administrative Final EIR will consist of comment letters, responses to comments, and Public Review Draft EIR errata pages indicating text changes in underlined text for additions and ~~strikeout~~ text for deletions, with notations for the relevant response to comment. The Administrative Final EIR will be sent to the City for review and comment.

Final EIR

Kimley-Horn will respond to City comments on the Administrative Final EIR, complete necessary revisions, and prepare the Final EIR.

Meetings and Project Management

Bill Wiseman, Project Manager, will be responsible for quality assurance/control and that the project is completed on schedule and within budget as expeditiously as possible. This task assumes attendance (in person or via video conference) by Kimley-Horn staff at the following meetings:

- Project Kick-off meeting (1)
- Project Team Meetings (5)
- City PRC Meetings (2)
- Project Team Conference Calls (5)

- Planning Commission Meeting (1)
- Council Meeting (1)

This scope of work assumes that Kimley-Horn's role at the public meetings will be to provide support to the City in answering questions and providing general guidance and recommendations. Kimley-Horn will be responsible for providing presentation materials. Attendance at the City Planning Commission and Council meetings assumes preparation of a PowerPoint presentation regarding the CEQA analysis.

Project Deliverables

Kimley-Horn will provide digital copies as well as hard copies (as noted) of the following project deliverables to the City:

- Administrative Draft and Draft Project Description
- Draft and Final Notice of Preparation
- Administrative Draft EIR (5 copies)
- Screencheck Draft EIR (1 copy)
- Public Review Draft EIR (50 copies)
- Administrative Draft Final EIR & Response to Comments (5 copies)
- Final EIR (10 copies)

Project Schedule

Kimley-Horn has assumed a 12-month schedule from the date of contract approval, as shown below.

Task	Month from Project Initiation
Project Kick-off Meeting	1
Draft Project Description	3
Notice of Preparation	3
Administrative Draft EIR	6
Public Review Draft EIR	8
Administrative Draft Final EIR	11
Public Hearings/Approvals	12

Project Assumptions

In addition to any assumptions noted above, the scope and associated costs are based on the following assumptions:

1. The cost estimate includes meetings described in this scope of work. Additional meetings will be billed on a time and materials basis.
2. The Client and project applicant will provide Kimley-Horn with all technical materials, maps, project plans, GIS data, etc. as they become available. This scope of work assumes that all project plans and supporting technical studies to be prepared outside of this scope of work will be provided prior to preparation of the Administrative Draft EIR and that no further modification to the data will be required.
3. The project applicant will provide various technical reports that will be used as supporting background information in the EIR. This scope of work assumes that these reports will be sufficient in their accuracy and comprehensive in their level of detail sufficient for preparing the CEQA analysis. Kimley-Horn, and our sub-consultants (where applicable), will review the first draft of these documents. Should it be found that the information presented is not adequate (at the discretion of Kimley-Horn and the Client), and that additional substantive revisions are required, Kimley-Horn reserves the right to request additional compensation on a time and materials basis, per prior approval by the Client.
4. No new technical analysis or preparation of technical reports will be required, other than those identified in this scope of work.
5. All products will be submitted to the Client in electronic (PDF) format and source files, except for printed copies as identified in this scope of work.
6. Client will act as a clearinghouse for comments on all administrative draft documents and will provide Kimley-Horn with a single, internally reconciled set of comments for each submitted draft document.
7. There will be a single round of review and revision to the Administrative Draft EIR prior to preparation of the Screencheck Draft EIR. If Client feels that additional Administrative Draft EIR documents are necessary, a contract amendment for additional work may be necessary, depending on the nature and circumstances associated with the additional changes (e.g. changes to the project description, additional technical analysis required, etc.). These changes can be characterized as being outside of the control or knowledge of Kimley-Horn and would not be considered reasonable from the standpoint of professional standards of service and appropriate due diligence. The Client and Consultant (Kimley-Horn) will meet with the project applicant to review the Administrative Draft at least two weeks prior to the preparation of the Public Review Draft EIR to ensure that the project description is correct and to address any corrections and clarifications to the impact analysis and recommended mitigation measures.
8. Revisions to the Screencheck Draft EIR will focus on typographical errors, formatting issues, and other minor edits. Such revisions will not include substantive content

- changes from the Client and the project applicant. Edits other than typographical and formatting may require discussion and substantiation from the project applicant.
9. The Client will develop the mailing list for distribution of the EIR and notices. The Client will be responsible for newspaper costs of publication of notices.
 10. The project budget is based on completion of work within an agreed upon schedule. If substantial delay occurs, an amendment of the budget may be warranted to accommodate additional project management time and other costs. Substantial delay is normally defined as 90 days or more.
 11. Because the extent of public and agency comments received on the Draft EIR is unknown, the proposed budget includes a preliminary budget estimate of time to respond to comments. Kimley-Horn will consult with the Client after the evaluation of the comments to determine if the preliminarily budget estimate is sufficient.
 12. Once the project description, baseline and alternatives are approved by the Client for analysis in the EIR, it is assumed that they will not change significantly thereafter. If changes requiring revisions to the EIR occur, an amendment of the budget may be warranted.
 13. The CEQA statutes or guidelines may change during the course of this EIR, or legal decisions can alter the extent of the analysis needed. If amendments or decisions redoing work already performed or substantially increasing effort, a contract amendment may be warranted.
 14. This project includes an allowance for printing as shown in the attached budget. This is an allowance only, based on the numbers of products and copies shown in this scope of work. If this allowance is exceeded, additional printing costs will be billed at Kimley-Horn's direct cost.
 15. The Client will be responsible for meeting logistics, including schedule coordination, public outreach, document production, printing notices, mailing costs, room reservations, room set-up and take-down, and refreshments.
 16. The Client will be responsible for identifying and communicating with all stakeholders including on-going scheduling and coordination and distribution of all materials.
 17. The Client will coordinate/schedule all internal staff meetings.
 18. Project schedule assumes timely review by the Client (~30 working days) for all product deliverables.
 19. Kimley-Horn retains the right to transfer budget allocations between tasks to support completion of the work products, as needed, as long as the total budget is not exceeded. Shifts in task budget allocation will be at the discretion of Kimley-Horn's Project Manager.
 20. The project budget is a fixed-fee, unless where otherwise noted, and is subject to the contract requirements as agreed to between Kimley-Horn and the Client.

Valley Gardens Mixed-Use Development EIR

Fee Estimate

PROFESSIONAL FEES FOR PLANNING CONSULTING SERVICES

	TOTAL HOURS	ESTIMATED COST	
TASKS			
Project Initiation			\$9,415
Research and Investigation	4	\$560	
Draft Project Description	26	\$4,050	
Notice of Preparation	11	\$1,745	
Public Scoping Meeting (preparation)	6	\$1,250	
Review NOP and Refine Project Scope	2	\$690	
EIR Outline	8	\$1,120	
Administrative Draft EIR			\$106,935
Executive Summary	5	\$905	
Introduction and Purpose	4	\$560	
Final Project Description	4	\$560	
Environmental Analysis			
Aesthetics	24	\$4,180	
Air Quality	48	\$7,880	
Biological Resources	12	\$2,500	
Cultural Resources	8	\$1,120	
Geology & Soils	10	\$1,400	
Greenhouse Gas Emissions & Energy	38	\$6,230	
Hazards & Hazardous Materials	8	\$1,120	
Hydrology & Water Quality	18	\$2,520	
Land Use & Planning	18	\$2,520	
Noise	38	\$6,070	
Population & Housing	6	\$840	
Public Services & Recreation	8	\$1,120	
Transportation & Circulation	162	\$29,270	
VMT Analysis	70	\$15,900	
Utilities & Service Systems	8	\$1,120	
Alternatives	20	\$3,620	
Additional Sections	16	\$2,240	
Growth Inducement and Cumulative Impacts	8	\$1,120	
QA / QC	24	\$8,280	
Administrative Draft EIR (compilation)	36	\$5,860	
Public Review Draft EIR			\$10,730
Screencheck Draft EIR	36	\$6,680	
Public Review Draft EIR and Noticing	26	\$4,050	
Certification of the Final EIR			\$21,160
Administrative Final EIR	80	\$15,600	
Final EIR	28	\$5,560	
Public Meetings & Project Management			\$48,175
Project Kick-off Meeting	12	\$2,910	
Project Team Meetings (5)	19	\$6,015	
City PRC Meetings (2)	6	\$2,070	
Project Team Conference Calls (5)	25	\$7,600	
Public Hearings incl. prep. (2)	16	\$5,520	
Project Management / Admin. Support	84	\$24,060	
Subtotal - Labor Cost		\$196,415	
Subconsultants and Direct Expenses			\$13,771
NDS Traffic Counts		\$1,200	
Printing (outsourced)		\$2,500	
Misc. Direct Expenses		\$250	
Indirect Expense Allocation (5% of KHA labor)		\$9,821	
Total Labor & Expenses		\$210,186	
Optional Tasks			
HT Harvey & Associates		\$36,000	

Total with Optional Tasks \$246,186

City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: March 17, 2021

TO: Honorable Mayor and City Council

FROM: Tina Friend, City Manager

SUBJECT: **FINAL ACCEPTANCE OF CITY OF SCOTTS VALLEY ACTIVE
TRANSPORTATION PLAN**

SUMMARY OF ISSUE

On February 3, 2021, the Scotts Valley City Council was presented with the initial draft of the City of Scotts Valley Active Transportation Plan (ATP). The product of over a year-and-a-half of work by a 19-member stakeholder committee and underpinned by community outreach, the ATP provides recommendations for potential future improvements for walking and bicycling in Scotts Valley with the goal of making active transportation safer, easier and more comfortable for the City's residents. The Plan updates and replaces the City's 2012 bicycle plan and also incorporates recommendations for City rights-of-way from the recently completed County of Santa Cruz/City of Scotts Valley Safe Routes to Schools Plan.

The projects included in the ATP are prioritized, with some short- and long-term options and may be implemented over time as funding becomes available. The ATP can be used as a tool for the City's capital planning as well as to support grant applications for these projects.

At the February City Council meeting, the Council received a presentation on the key elements of the plan from staff from the City and Ecology Action, who coordinated the community input and stakeholder committee process and produced the ATP report. The Council asked questions, heard comments from the public and provided direction for modifications to the report.

In response to Council direction, two areas of the report were modified:

- Page 31, "Vision and Goals". The text was clarified to distinguish the goal set for the ATP, which was developed by the ATP stakeholder committee, from the goals and policies in the City's draft General Plan.
- Page 50, "Class IV Separated Bikeway". Figure 10 was modified to include bollards in the short-term option. Additional text was added at the bottom of the page to

denote that there are range of potential short- and long-term solutions for the Bluebonnet Lane area, such as a traffic circle at Bean Creek Road and Bluebonnet, curb extensions at intersections, narrowed vehicle lanes, improved striping, bollards, high-visibility crosswalks, raised crosswalks, closure of the sidewalk gap and raised bikeways. The appropriate treatment(s) and extent and location of the treatment(s) would be determined at the time of project design.

With the changes incorporated, final acceptance by the City Council is recommended. By accepting the ATP, the City Council is formally receiving this body of work for the City to use as a reference document and tool for future project planning and transportation grant applications. Acceptance of the ATP does not mean that the City Council approves the individual projects listed in the report. Future study, engineering and design work would need to be completed on any projects and then brought to the City Council, with identified funding, for approval.

FISCAL IMPACT

There is no fiscal impact from accepting the City of Scotts Valley Active Transportation Plan. Future costs will be incurred as the City selects and identifies funding for transportation improvements in Scotts Valley.

STAFF RECOMMENDATION

That the City Council adopt Resolution No. 1994 accepting the City of Scotts Valley Active Transportation Plan.

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RESOLUTION NO. 1994

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SCOTTS VALLEY ACCEPTING THE
CITY OF SCOTTS VALLEY ACTIVE TRANSPORTATION PLAN**

WHEREAS, in 2019 the City of Scotts Valley received a Caltrans grant to complete a comprehensive Active Transportation Plan with a goal of making walking and bicycling safer, easier and more comfortable for the City's residents; and

WHEREAS, over the next year-and-a-half, the City of Scotts Valley Active Transportation Plan was developed through a comprehensive process involving community engagement and a 19-member stakeholder committee; and

WHEREAS, the Active Transportation Plan updates and replaces the City's 2012 bicycle plan and also incorporates recommendations for City rights-of-way from the recently completed County of Santa Cruz/City of Scotts Valley Safe Routes to Schools Plan; and

WHEREAS, the Active Transportation Plan presents a prioritized list of short- and long-term transportation improvement projects, which can be used in future City decision making for project selection and design and to support transportation grant applications; and

WHEREAS, the initial draft of the Active Transportation Plan was presented to the Scotts Valley City Council on February 3, 2021 where public comment was received and the City Council directed certain modifications before the Plan was returned in a final format for acceptance.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED as follows:

The City Council of the City of Scotts Valley does hereby accept the City of Scotts Valley Active Transportation Plan with appreciation to the stakeholder committee and all parties involved in its development.

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 17th day of March, 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: _____
Randy Johnson, Mayor

Attest: _____
Tracy A. Ferrara, City Clerk



City of Scotts Valley Active Transportation Plan

Funding provided by:



In partnership with:



Acknowledgements

Elected Officials

Derek Timm, Mayor
Jim Reed, Vice Mayor
Donna Lind, Councilmember
Jack Dilles, Councilmember
Randy Johnson, Councilmember

City of Scotts Valley

Daryl Jordan, Director of Public Works
Athena Cheung, Engineering Associate

Project Funding Partner

California Department of Transportation

Gustavo Alfaro Jr., Caltrans District 5 Division of Planning

Partner Agencies

Ecology Action

Amelia Conlen, Planner
Alejandra Belalcazar, Outreach Specialist

Bike Santa Cruz County

Gina Cole, Executive Director

TJKM Consultant Team

Colin Burgett, Senior Project Manager
Dhawal Kataria, Assistant Transportation Planner

Community Stakeholders

Andrew Cavaletto, Scotts Valley Cycle Sport
Betty Johansen, Resident
Brad Cramer, Resident
Brianna Goodman, Santa Cruz County Regional Transportation Commission (SCCRTC)
Brittany Cavaletto, Scotts Valley Cycle Sport
David Stihler, Resident
Deborah Benham, SCCRTC Elderly and Disabled Transportation Advisory Committee
Henrik Ingesson, Resident
Ilo Nilson, Resident
Jack Dilles, Scotts Valley City Councilmember
John Chard, Resident
Mark Davidson, Resident
Martin Spierings, Resident
Matt De Young, Mountain Bikers of Santa Cruz
Molly Abrams, Scotts Valley High School
Richard Masoner, SCCTRC Bicycle Advisory Committee
Sergeant John Wilson, Scotts Valley Police Department
Skylar Kuo, Scotts Valley High School
Steve Simonovich, Resident

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Chapter 1: Introduction and Background

The vision of the **Scotts Valley Active Transportation Plan** is to create community connections via active transportation routes that are **safe, enjoyable, accessible, and well-maintained**. The Plan provides recommendations for infrastructure projects and programs that support walking and bicycling and identifies possible funding sources and implementation priorities. Implementation of the recommendations included in this Plan can help support a healthy community, improve transportation options for low-income and vulnerable residents, and help achieve statewide goals to address climate change by reducing vehicle miles traveled.

Interest in walking and biking for daily trips is growing among Scotts Valley residents and employees. Some students walk, bike, or skateboard to get to school. Scotts Valley is a destination for recreational bike trips, both for road biking and on the Glenwood Preserve mountain bike trails. Some residents walk or bike to work, and some use active transportation for daily errands or trips to the park or the library.

Public input was the foundation of the planning process to identify transportation needs and opportunities in Scotts Valley. The recommendations within this Active Transportation Plan were developed through engagement with Scotts Valley residents and stakeholders as well as an analysis of walking and biking needs throughout the city.

This Plan was funded through a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) as well as local matching funds, and it aligns with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan. Some of the recommended improvement opportunities are within Caltrans' right of way, and as the owner and operator of the State Highway System, Caltrans will require further analysis of these planning-level concepts and final approval if local agencies seek implementation.

Plan Contents

Chapter 1: Introduction and Background. The first chapter describes the vision and purpose of the Plan as well as the Plan's relationship to other Scotts Valley planning efforts.

Chapter 2: Existing Conditions. This chapter outlines current conditions in the City of Scotts Valley, including land use, commute trends, existing bicycle and pedestrian facilities, current programs, and collision data.

Chapter 3: Outreach. The third chapter describes the outreach process and outlines key themes that emerged during public outreach.

Chapter 4: Pedestrian and Bicycle Plan. This chapter includes goals and policies related to walking and bicycling in Scotts Valley as well as recommendations for infrastructure improvements and programs to improve safety and comfort for people who are walking and biking.

Chapter 5: Implementation and Maintenance. The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a prioritized project list. It also includes a list of funding sources that the City of Scotts Valley can use to finance the recommended projects and programs and the methods the City will use to report on the Plan's progress to the community and to maintain existing and future pedestrian and bicycle infrastructure.



What's New in this Plan?

This Plan updates the 2012 Scotts Valley Bicycle Transportation Plan and is the first plan for future pedestrian facilities in Scotts Valley. Over the past eight years, bicycle and pedestrian planning has evolved based on new strategies, research, and designs. In Santa Cruz County and globally, cities and counties are adopting Vision Zero policies that seek to eliminate traffic injuries and fatalities and promote the use of active and shared modes of transportation. There has also been a growing focus on Complete Streets, which are designed to be comfortable and safe for people of all ages and abilities, whether they are walking, bicycling, or driving. Innovations in bicycle infrastructure design have been approved by Caltrans and the National Association of City Transportation Officials (NACTO) and implemented throughout the state, and the Federal Highway Administration (FHWA) conducts ongoing research on treatments to improve pedestrian and bicyclist safety.

The recommendations in this Plan were designed with Complete Streets principles in mind to support community members as they use active transportation for their daily trips.

Relationship to Other Plans

The Scotts Valley General Plan guides the physical development of the city, including changes to the transportation system and built environment. The General Plan envisions a transportation system that “enhances residents’ quality of life, supports a vibrant local economy, and promotes environmental sustainability goals”. To support that vision, the General Plan outlines goals, policies, and actions, including the following goals related to active transportation:

- » **Goal M-1:** Provide a balanced, multi-modal transportation system that is well integrated, efficiently designed, and enhances mobility in a sustainable manner.
- » **Goal M-2:** Provide “complete streets” that serve all modes of transportation, including vehicles, public transit, bicyclists, and pedestrians.
- » **Goal M-3:** Provide a roadway system that enhances mobility and protects residential neighborhoods.
- » **Goal M-4:** Provide a roadway system that enhances community aesthetics and promotes a high quality of life.
- » **Goal M-5:** Improve and expand public transportation services for residents, workers, and visitors.
- » **Goal M-6:** Provide a complete network of bikeways and bicycle facilities in Scotts Valley.
- » **Goal M-7:** Provide high-quality pedestrian facilities that support walking and the enjoyment of the outdoors in Scotts Valley.

The Active Transportation Plan helps the City to realize these goals by outlining projects and programs to improve safety, expand the network of bicycle and pedestrian facilities, and encourage walking and bicycling in Scotts Valley. Additional goals, policies, and actions related to active transportation are included in Chapter 4.

The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan was completed in February 2020 and includes infrastructure and program recommendations for the three public schools in Scotts Valley. This Active Transportation Plan includes the infrastructure recommendations from the Complete Streets to Schools Plan that are located on city streets in order to create a comprehensive list of city-wide bicycle and pedestrian projects and simplify future project implementation.

In addition, the 2008 Town Center Specific Plan and 1996 Parks Master Plan were reviewed, and any applicable bicycle and pedestrian projects are included in this Active Transportation Plan.

Vision Zero

Vision Zero is a strategy to eliminate traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and it has been implemented in cities around the world. Vision Zero starts with the belief that traffic deaths are preventable and brings together traffic engineers, policymakers, and public health professionals to work toward solutions. In Santa Cruz County, Vision Zero is led by County Public Health, which has assisted the cities of Watsonville and Santa Cruz in passing Vision Zero resolutions.

Chapter 2: Existing Conditions

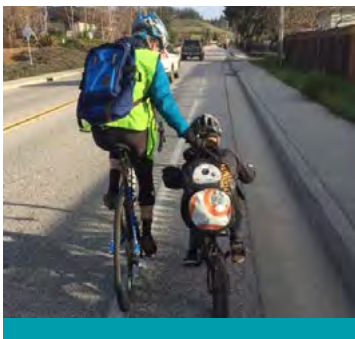
Demographics

The City of Scotts Valley is home to an estimated 11,900 residents¹ and 4,364 households² per 2018 Census data. The median age of the residents is 40.3, which is slightly higher than the median age for Santa Cruz County as a whole. 22% of Scotts Valley residents are under 18, and 16% are over the age of 65.¹

Among Scotts Valley residents, 77.6% identify as white, 11% identify as Hispanic or Latino, and 7% identify as Asian.³ The majority of residents have at least some higher education experience, and 55% have either a bachelor's or graduate degree.³

Commute Trends

An estimated 5,793 Scotts Valley residents are employed, and more than three-quarters of them drive alone to work.⁴ This is likely in part because of the proximity of high-paying jobs in Silicon Valley and the Monterey Bay region, which are located at least six miles from Scotts Valley and are more difficult to reach through active transportation. Scotts



Most City residents can travel less than two miles to visit a grocery store or other common destinations. If infrastructure is provided, these short trips can be easy to do via active transportation and provide the opportunity to increase walking and biking trips.

Valley has higher rates of driving alone to work than Santa Cruz County as a whole and lower rates of walking, biking, carpooling, and public transportation use. Scotts Valley does have a higher rate of employees working from home than the County, which reduces the overall number of commute trips.⁴

The average commute time to and from places of employment for Scotts Valley residents is 29 minutes. More than half of Scotts Valley commuters have travel times that are longer than 20 minutes, and 29% of commuters travel for 45 minutes or more.⁴ Several Bay Area companies offer private bus transportation from Scotts Valley to their Silicon Valley offices, and the Highway 17 METRO bus route also connects Scotts Valley with Silicon Valley and Santa Cruz. These services provide an alternative to driving alone for longer commute trips.

While commute trips offer the best data available on travel modes, they represent only a percentage of total trips. Data on the percentage of Scotts Valley residents walking or bicycling for other daily trips is not available. Scotts Valley's small size means that most City residents can travel less than two miles to visit a grocery store or other common destinations. If infrastructure is provided, these short trips can be easy to do via active transportation and provide the opportunity to increase walking and biking trips.

School trips in Scotts Valley are also significant, with nearly 2,000 students attending public schools within the city. Parent survey data from 2018 indicated that more than 60% of students at Scotts Valley Middle School and Vine Hill Elementary traveled less than two miles to school. Among Scotts Valley High students, 43% traveled less than two miles. These short commute distances also provide opportunities for more walking and biking trips. Parent survey data indicated that,

in 2018, 32% of Scotts Valley Middle School students and 19% of Vine Hill Elementary students walked or biked to school, with that number dropping to 11% of high school students using active transportation.

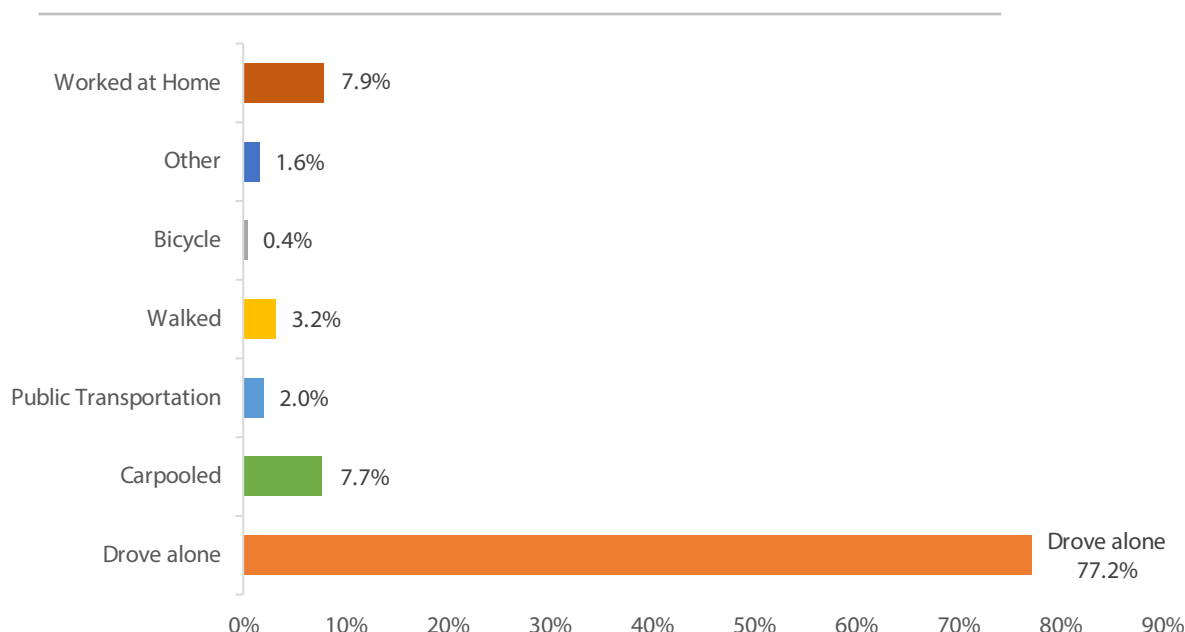
1. Census American Community Survey 2014–2018 Age & Sex, Table S0101.

2. Census American Community Survey 2014–2018 Households and Families, Table S1101.

3. Census American Community Survey 2014–2018 Selected Characteristics of US Populations, Table S0601.

4. Census American Community Survey 2014–2018 Commuting Characteristics by Sex, Table S0801.

Figure 1. Work Commute Travel Modes in Scotts Valley



Land Use and Major Destinations

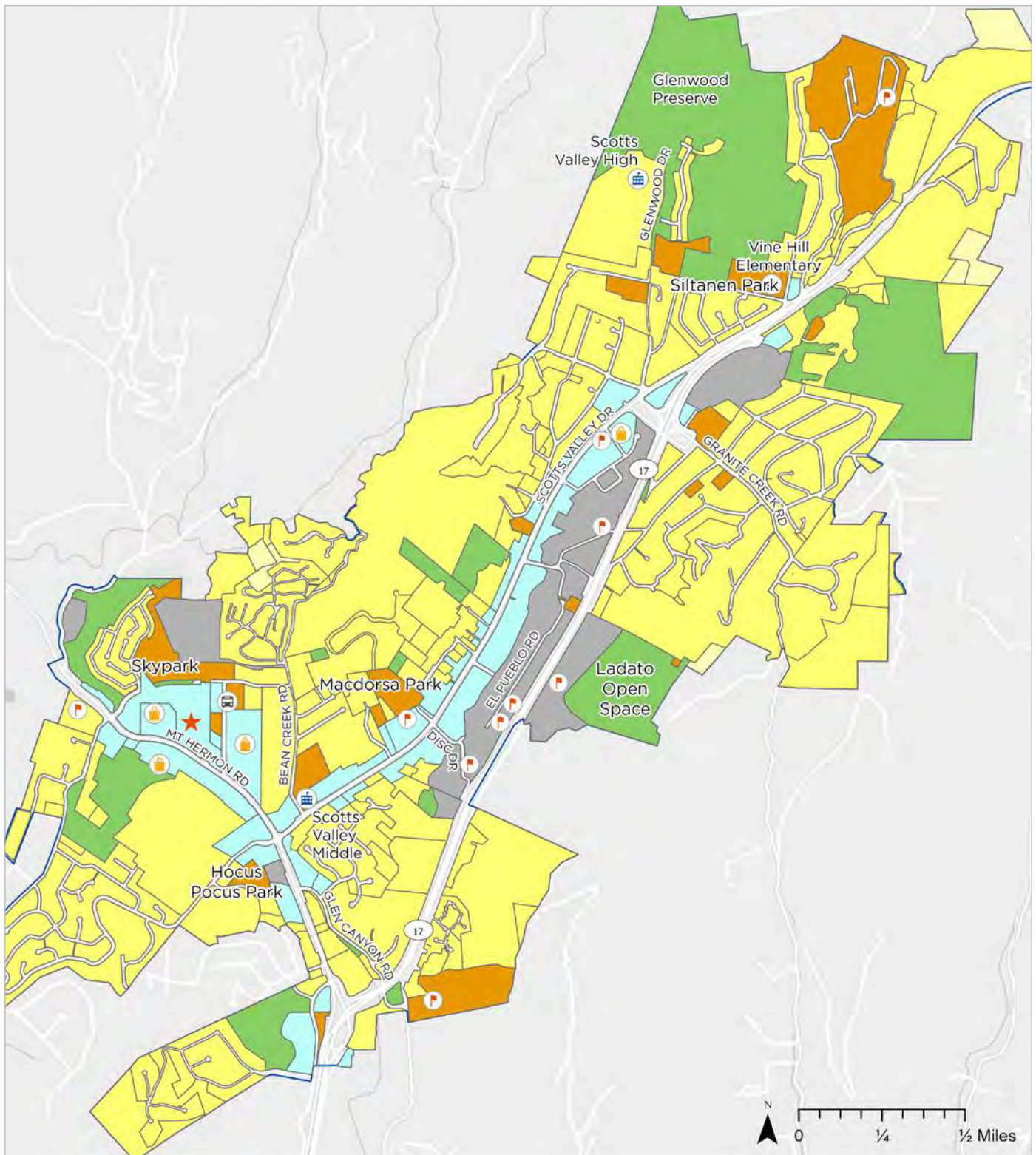
Scotts Valley is located in the Santa Cruz Mountains and covers approximately 4.6 square miles. The majority of land in Scotts Valley is designated for residential uses. The City enjoys a wealth of parks and open space, with 14% of land designated as green space. 7% of the City is designated for industrial uses and 4% is designated for commercial uses, including parking lots.

Major destinations in Scotts Valley include the three public schools, the parks, and the restaurants, markets, and shopping centers along Mount Hermon Road and Scotts Valley Drive. The area around Kings Village Road is a major destination and is home to Skypark, the Scotts Valley Library, the Cavallaro Transit Center, the post office, the senior center, and the community center. The area between Mount Hermon Road, Kings Village Road, the Scotts Valley Square Shopping Center, and Skypark is also the site of the future Town Center project, which is envisioned as a mixed-use development that will serve as the city center. If constructed, the Town Center project would become a major destination within Scott Valley.

Scotts Valley is home to nearly 5,000 jobs,⁵ and large employers in Scotts Valley also serve as destinations. Five of the top ten employers in Scotts Valley are located on or near Disc Drive, El Pueblo Road, and Green Hills Road.

As future development occurs in Scotts Valley, this Active Transportation Plan provides a list of projects that can be used to mitigate development impacts by reducing vehicle miles traveled. In 2013, the state of California approved Senate Bill 743, which mandates that jurisdictions can no longer use traffic congestion as a metric in transportation analysis under the California Environmental Quality Act (CEQA). The state released guidelines in 2018 that recommend the use of vehicle miles traveled as the key metric for analyzing traffic impacts. The Active Transportation Plan is a resource that the city and developers can use as a source for project ideas to improve biking and walking facilities and reduce vehicle miles traveled.

5. Scotts Valley Finance Department, 2019.



Map 1. Project Area

Land Use

- | | |
|--|--|
| Commercial | Public Facility |
| Industrial | Residential |
| Open Space | |

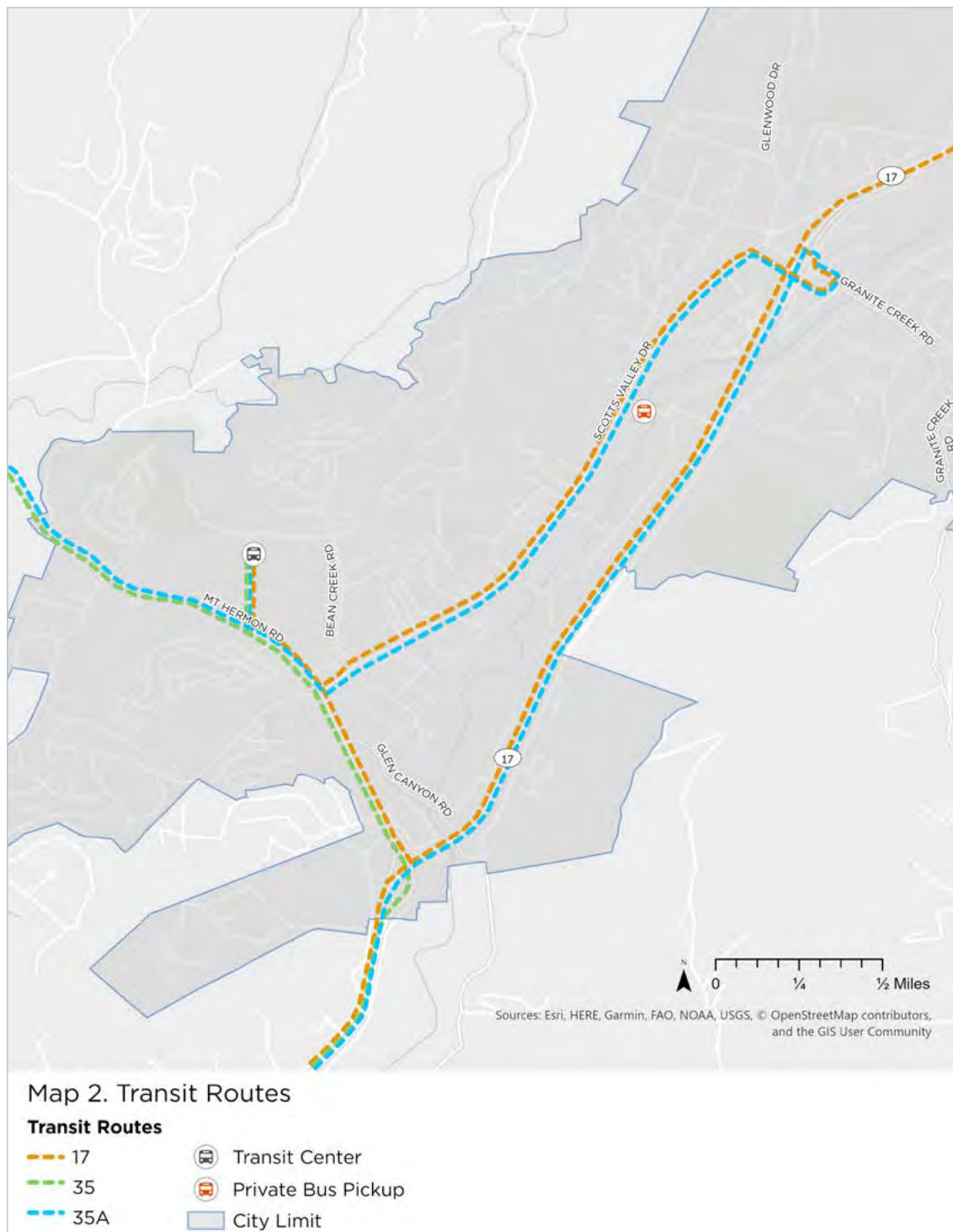
Major Destinations

- | | |
|---|--|
| <div style="position: absolute; top: -2px; left: 50%; transform: translate(-50%, -50%); width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid red;"></div> Major Employer | <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid blue;"></div> Transit Center |
| <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid orange;"></div> Shopping Center | <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid blue;"></div> Public School |
| <div style="position: absolute; top: 50%; left: 50%; transform: translate(-50%, -50%); width: 0; height: 0; border-left: 5px solid transparent; border-right: 5px solid transparent; border-bottom: 8px solid red;"></div> Future Town Center | City Limit |

Transit

Scotts Valley is served by three Santa Cruz METRO bus routes. Two of the routes connect Scotts Valley with the City of Santa Cruz and the San Lorenzo Valley. The third route, the Highway 17 Express, connects downtown Santa Cruz and Scotts Valley with the Diridon Caltrain station and downtown San Jose. The Cavallaro Transit Center serves as the main bus transfer point in Scotts Valley and provides all-day parking for those using transit for their daily commutes.

Private bus transportation also connects Scotts Valley with the Silicon Valley locations of several large companies. These buses stop near the Boys and Girls Club on El Pueblo Road.



Existing Street Network

As of 2019, the City of Scotts Valley maintained approximately 32 centerline miles of paved roads. This included 4.57 miles of arterials, 12.18 miles of collectors, and 15.27 miles of local residential streets. In addition to City-maintained roadways, there are a significant number of streets that are privately owned and maintained.

The speed limit is 35 mph on the city's two arterials, Mount Hermon Road and Scotts Valley Drive. Speed limits vary from 35 to 25 mph on collector streets and are set at 25 mph for most residential streets.

Table 1. Scotts Valley Roadway Classifications

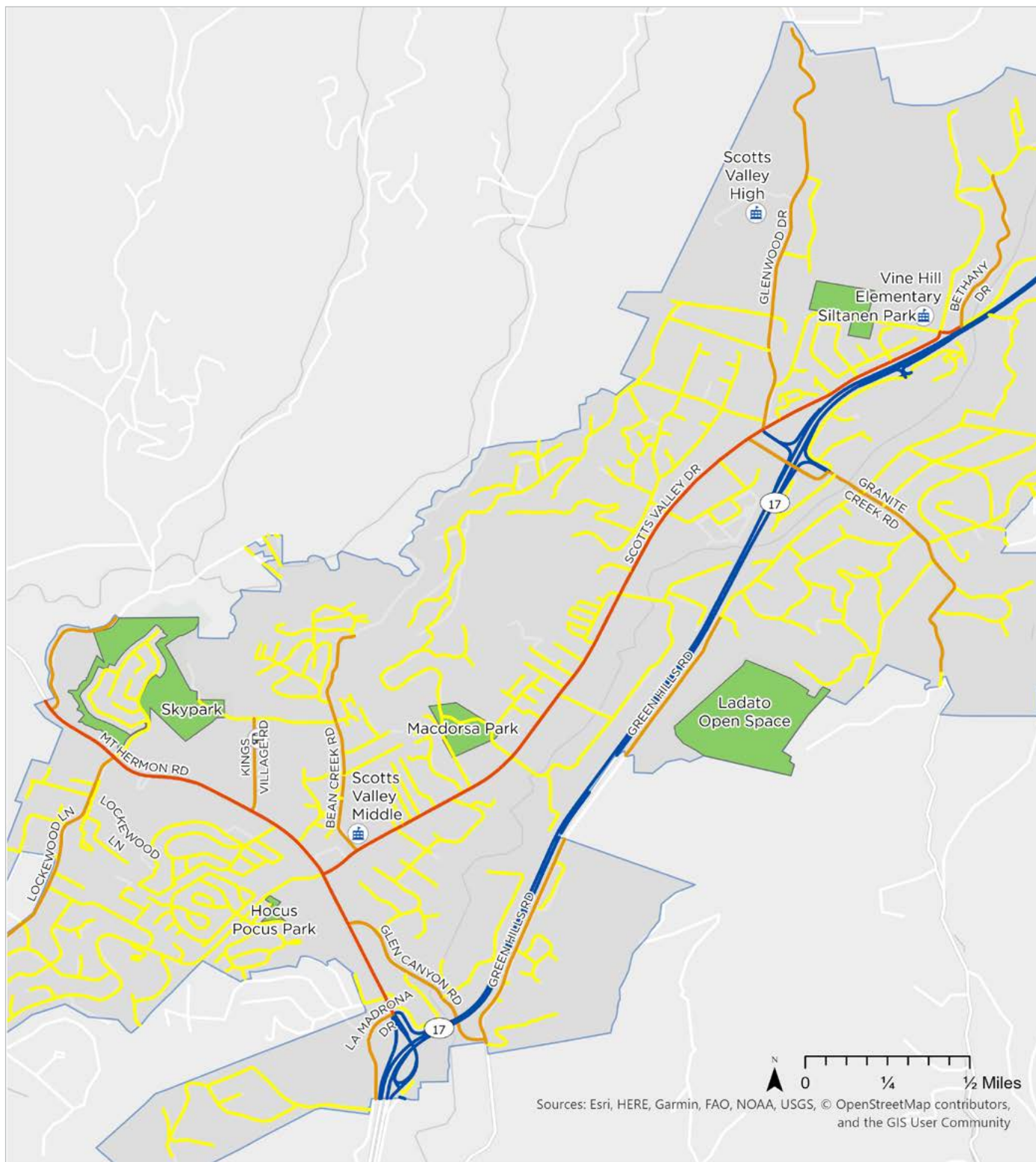
Street Classification	Description	Existing Average Daily Traffic Range
Arterial	Serves trips of moderate length. Some emphasis on land access. Often carries local bus routes and provides intra-community continuity, but does not typically access residential neighborhoods.	6,500 to 45,000
Collector	Provides both land access and traffic circulation. Accesses neighborhoods and communities, collecting and attributing traffic between residential neighborhoods and the arterial streets.	800 to 4,500
Local	Primarily permits direct land access and connections to the higher-order streets. Lowest level of mobility. Through traffic is deliberately discouraged.	Less than 2,000



COMMUNITY FEEDBACK:

"It's crazy to try to come through here (intersection of Scotts Valley Drive/Glenwood Drive/ Highway 17) on a bike. I'm a senior at SVH and I stopped riding my bike to school because I've almost been hit about five times. The last time, they didn't see me and clipped my bike tire when turning into the freeway. Please fix if you're serious about making SV bikeable."





Map 3. Existing Street Network

Roadway Classifications

- | | | | |
|------------|-------------|------------------|--------------|
| — Freeway | — Collector | ⓑ Transit Center | ■ Park |
| — Arterial | — Local | ⓐ Public School | ▭ City Limit |

Existing Bicycle Network

There are currently three types of bicycle facilities in Scotts Valley: Class I shared-use paths, Class II bicycle lanes, and Class III bicycle routes. See the chart on page 14 for a guide to the types of bicycle facilities that will be discussed in this Plan, and page 15 for a map of existing bicycle facilities.

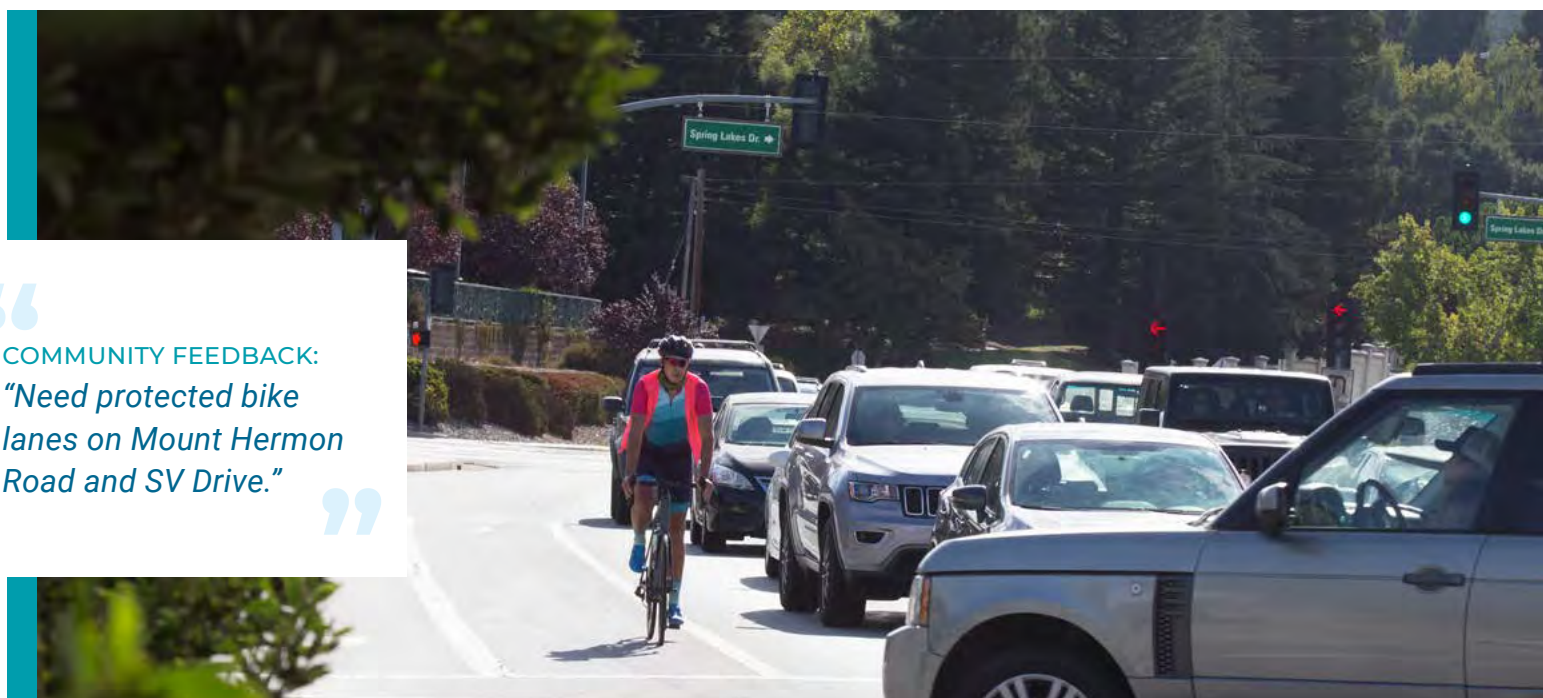
The two main arterial streets in Scotts Valley, Mount Hermon Road and Scotts Valley Drive, both include Class II bicycle lanes and provide access to most of the major destinations in Scotts Valley. Bike lanes are best suited for confident cyclists and can be challenging for less experienced riders, especially on higher-speed, high-volume roadways.

There are also bike lanes on several collector streets, including Glenwood Drive, Bean Creek Road, Kings Village Road, and a portion of Green Hills Road. Most local streets in Scotts Valley do not have bike facilities, with a few exceptions. Blue-bonnet Lane, Hacienda Drive, and a portion of Whispering Pines Drive all have bike lanes.

Bicycle routes in Scotts Valley include Lockewood Lane, El Pueblo Road, Granite Creek Road, and the portions of Glen Canyon Road and Green Hills Road that do not have bicycle lanes. In some cases, these routes are marked with signage and/or “sharrows,” or shared lane markings, which indicate that drivers will be sharing the lane with cyclists and remind drivers to check for people on bikes.

The shared use paths within the city are located in Skypark and Siltanen Park as well as around the perimeter of the Skypark neighborhood. In 2014, the City constructed a shared-use path and bridge to connect Glenwood Drive with Vine Hill School Road through Siltanen Park. This project created an off-street connection to both Vine Hill Elementary and Scotts Valley High School. In 2020, work was completed on the Glenwood Preserve trails, which included eight miles of unpaved trails that are open to hikers, bicyclists, and equestrians.

The City of Scotts Valley has also installed several innovative bike treatments, including green-backed sharrows on Glen Canyon Road and green bicycle boxes at the intersection of Scotts Valley Drive and Mount Hermon Road. Green-backed sharrows are more visible than the standard white markings. The bicycle boxes provide space for cyclists to make a left turn when the traffic light is red by moving safely across the green area to reach the left turn lane. This provides an alternative to crossing several lanes of traffic to reach the left turn lane, which may be intimidating for some cyclists.



“
COMMUNITY FEEDBACK:
“Need protected bike
lanes on Mount Hermon
Road and SV Drive.”
”

The 2015 Implementation Plan for the Santa Cruz County Bicycle Route Signage Program, developed by the Santa Cruz County Regional Transportation Commission, identifies local and regional bicycle routes throughout the county. The plan includes a regional route that connects Scotts Valley to Felton via Mount Hermon Road and to Santa Cruz via Glen Canyon Road.⁶ There are continuous Class II bicycle lanes on Mount Hermon Road between Scotts Valley and Felton. There are no bicycle facilities on Glen Canyon Road between Scotts Valley and Santa Cruz, and a safe connection between these two cities has been of long-standing interest in the community.

Bicycle parking is an important complement to the bicycle network, as it allows people to safely lock their bikes when they reach their destinations. There is currently no bicycle parking at many of the key destinations in Scotts Valley, including Nob Hill Foods, the senior center, the community center, and several City parks. When bicycle parking is present, it is often of an older style that is more difficult to use or is hidden from view from the main entrances to businesses. The Transit Center has bike lockers for all-day bike storage, but they are currently in disrepair and are not functional.

The Transit Center has bike lockers for all-day bike storage, but they are currently in disrepair and are not functional.



Table 2. Existing Bikeway Network 2019

Facility Type	Mileage	Percentage of City Streets with Bike Lanes
Class I Shared-Use Path*	1.27	
Class II Bicycle Lane**	16.37	26%
Total	17.64	

*Bike paths are counted as centerline miles.

**Bike lanes are counted as directional lanes.



COMMUNITY FEEDBACK:

"There are no bike racks or lockers at our shopping centers, so no place to lock up a bike while shopping."



6. Santa Cruz County Regional Transportation Commission Bicycle Projects. <https://sccrtc.org/projects/bike/>

Bicycle Facility Types⁷



Class I - Shared Use Path

- » Paved rights-of-way completely separated from streets.
- » Supports multi-use recreation and transportation opportunities for walkers, bikers, skaters and wheelchair users.



Class II - Bicycle Lane

- » On-street facilities that use striping and stencils to designate space for bicycle travel.



Class IIB - Buffered Bicycle Lane

- » On-street facilities in which a bicycle lane is separated from the vehicle lane by a striped buffer.
- » The buffer provides greater separation and comfort for bicyclists using the bike lane.



Class III - Bicycle Route

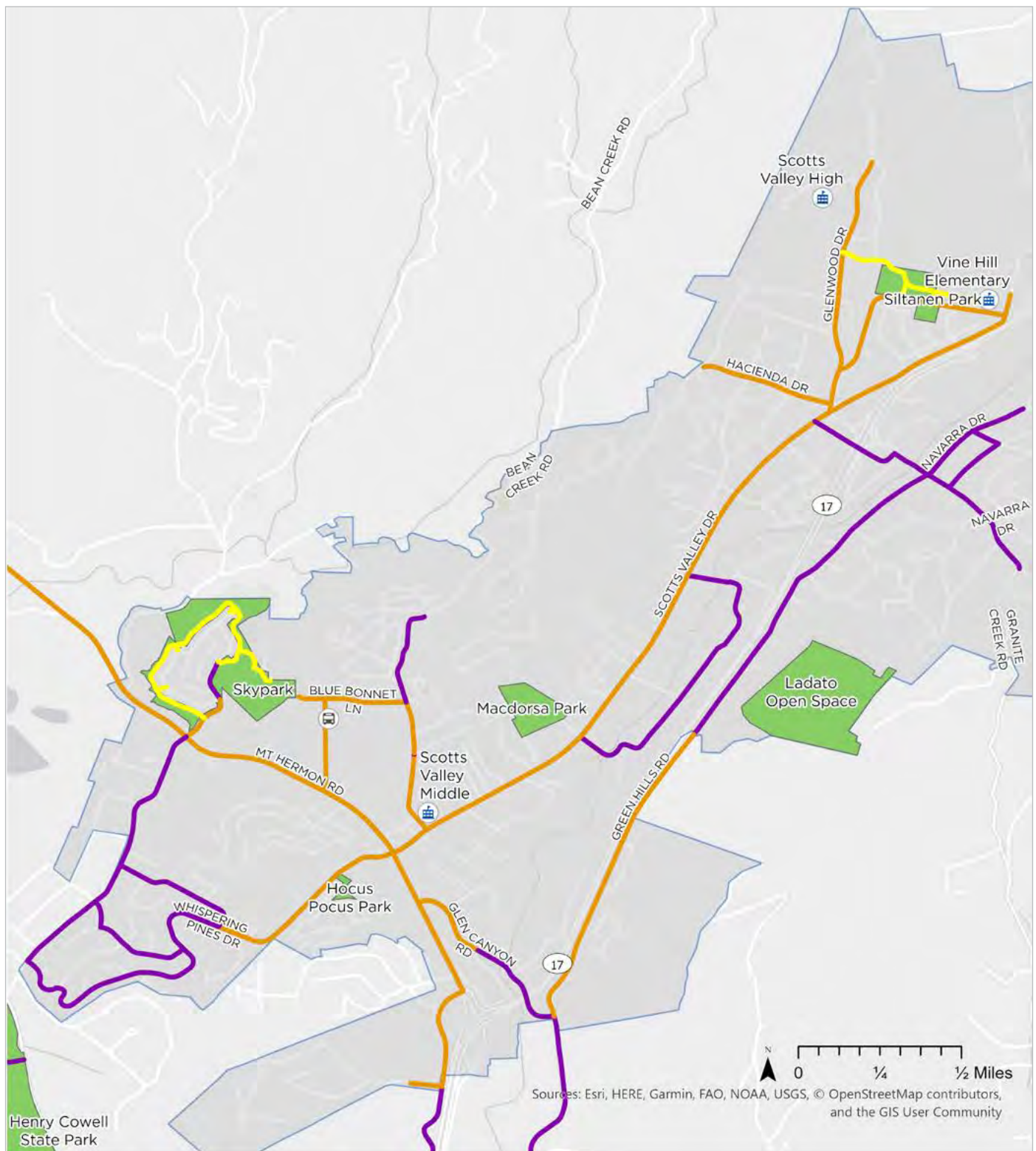
- » A route designated for bicycle travel that is shared with motor vehicles. This treatment is used on streets where other bicycle facilities are not feasible.
- » Bike routes are identified through signage and can also include shared lane bicycle markings, or "sharrows."



Class IV - Separated Bikeway

- » On-street facilities in which the bicycle path of travel is separated from the vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers.

7. Sunnyvale Active Transportation Plan. <https://sunnyvale.ca.gov/news/topics/atp/default.htm>



Existing Pedestrian Network

Sidewalks in Scotts Valley are focused in the commercial areas, with limited sidewalks in residential neighborhoods. Scotts Valley Drive has continuous sidewalks on both sides of the street from Mount Hermon Road to just past Glenwood Drive and a sidewalk on one side between Glenwood Drive and Vine Hill School Road. Mount Hermon Road has sidewalks on both sides between La Madrona Drive and Lockwood Lane/Skypark Drive with a significant gap on the north side between Kings Village Road and Starbucks. There are several long gaps between marked crosswalks on both Mount Hermon Road and Scotts Valley Drive, which makes pedestrian access more challenging along the corridors.

Kings Village Road, Bluebonnet Lane, and Bean Creek Road have continuous sidewalk on one or both sides of the street, although there are sidewalk gaps on Kings Village Road and Bluebonnet Lane. Lockwood Lane, Green Hills Road, Civic Center Drive, Granite Creek Road, Glenwood Drive, Vine Hill School Road, and Bethany Drive all have sidewalks on at least one side of the street. Most of the smaller residential streets in Scotts Valley do not have sidewalks, although the Skypark neighborhood is an exception.

Sidewalk width varies from 4 to 10 feet along Mount Hermon Road and Scotts Valley Drive, but obstructions such as utility poles and signs make sidewalks functionally narrower in many locations. This can affect the accessibility of sidewalks, especially for people using mobility devices or strollers. Many corners do not have curb ramps that meet current ADA standards, which impacts the ability of people who use mobility devices or are vision-impaired to navigate the pedestrian network. Pedestrian accessibility is particularly important in the area around Kings Village Road, which is the location of the senior center, community center, post office, and the large senior housing community of Montevale.

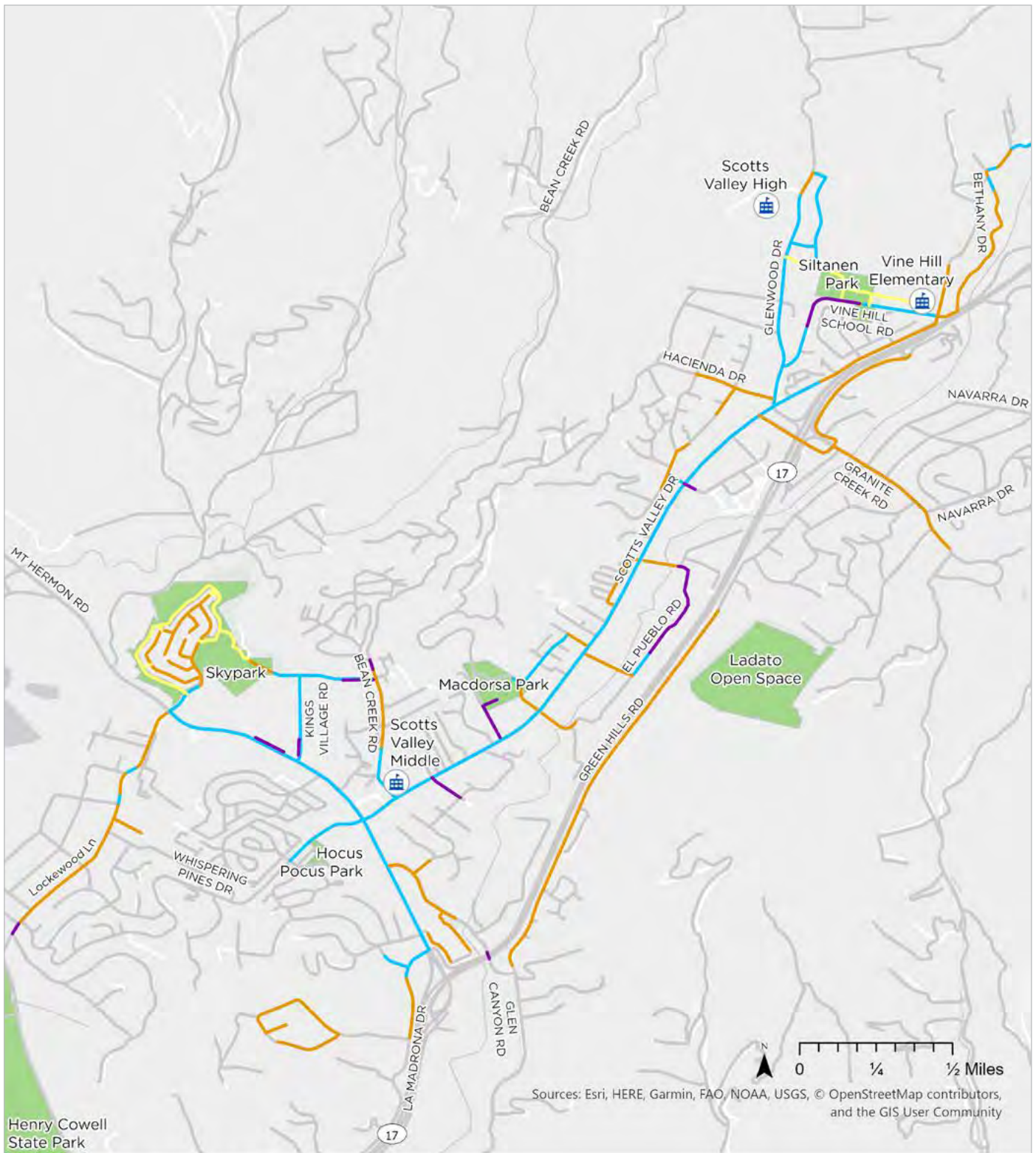
Pedestrian accessibility on private property is also an issue. Most of the shopping centers in Scotts Valley are designed with large parking lots between stores and the street and lack sidewalks or paths to connect pedestrians to their destination. This can make the overall experience of walking for daily trips more challenging.

In addition to sidewalks, Scotts Valley has 1.27 miles of shared-use paths located in Skypark, Siltanen Park, and around the perimeter of the Skypark neighborhood, which can be used by people walking or biking.



COMMUNITY FEEDBACK:
Not enough crosswalks on long streets. I no longer drive but feel house-bound. There is too much traffic on Bluebonnet Lane when I try to cross. Cars speed on my street (Bluebonnet) and don't stop even when they see that I'm trying to cross the street.





Henry Cowell
State Park

Existing Programs

A variety of program offerings provide active transportation education and encouragement to Scotts Valley residents. Many of these programs are focused on school-aged youth, but there are also programs offering safety information, encouragement, and events for the general public.

Safe Routes to Schools Programs

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students with the goal of empowering students and parents to walk and bike and to reduce collisions.

Bike to Work/School Day

Ecology Action hosts a biannual Bike and Walk to School Day at Scotts Valley schools as well as a Bike To Work Day breakfast site at Scotts Valley Cycle Sport. This event is an opportunity to get students, parents, and the general public excited about walking and biking and to encourage residents to try active transportation for the first time.

Rolling School Bus

This volunteer-led group organizes bike-to-school events for Vine Hill Elementary students on the first Friday of every month. The group encourages going car-free once a month and aims for everyone in Scotts Valley to feel safe when traveling by bike.

All-Ages and Adult Programs

Bicycle Traffic School

The Bicycle Traffic School Program is a coordinated effort involving law enforcement, the traffic court, and the education services of Santa Cruz County's cycling community to identify and educate cyclists at risk. Bicyclists who are given tickets for traffic violations have the option of attending a class on how to safely use a bicycle in traffic in lieu of paying the moving violation fine. The class is also available to members of the public who want to feel safer and more confident when riding on local streets.

Bicycle Wayfinding

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct cyclists to preferred bike routes. Signs have been installed at more than 300 locations, including in the City of Scotts Valley.

Bike Helmet Distribution

The Community Traffic Safety Coalition, a project of County Public Health, distributes fitted bike helmets at schools, community centers, and events. Helmets are free to anyone who needs one with a focus on low-income youths.



Employer Programs

Ecology Action offers several programs for local businesses. Starting in 2020, UC Santa Cruz employees, including the Scotts Valley campus, will receive bike commute workshops and e-bike demo events. Several Scotts Valley businesses also participate in the biannual bike challenges, in which employees log their bike rides for a month and compete against other local businesses. Ecology Action also provides a business membership program that offers employees zero-interest bike loans and free emergency rides home.

Santa Cruz County Cycling Club

The Cycling Club is a non-profit group that offers recreational group rides for a range of skill levels throughout the county. They also provide a 6-week training course for adults interested in building their cycling skills.

Street Smarts

Street Smarts is a county-wide public safety education campaign targeting traffic-related problems such as unsafe speeds and distracted driving. The bilingual ad campaign includes advertising within Santa Cruz METRO buses as well as messages in print media and through radio broadcast and social media. The City of Scotts Valley has signed on as a partner in the Street Smarts campaign, which is led locally by the City of Santa Cruz.



Active Transportation Safety

Bicycle and pedestrian-related collision data can help to identify high-level collision trends and locations with higher rates of bicycle and pedestrian collisions. This analysis uses data from UC Berkeley's Transportation Injury Mapping System (TIMS) from the ten-year period between 1/1/2008 and 12/31/2017. It is important to note that TIMS data includes reported injury collisions only and that many bicycle and pedestrian collisions are not reported and therefore are not represented in this analysis.

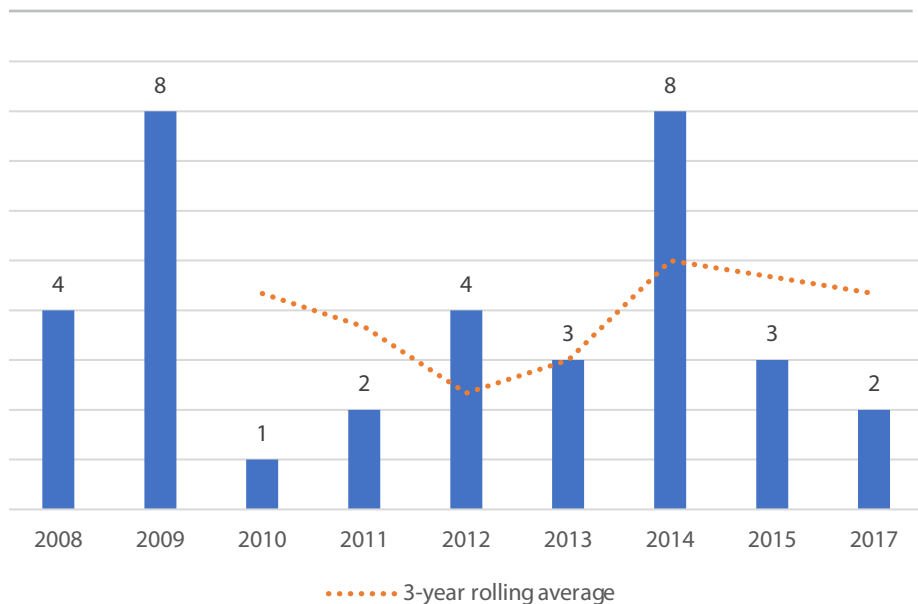
People biking and walking are disproportionately involved in collisions. Over the 10-year period, there were 327 total injury collisions in Scotts Valley involving drivers, cyclists, and pedestrians. While only a small percentage of trips are taken on foot or by bike, people walking or biking were involved in 18% of collisions.

Bicycle Safety

Over the 10-year study period, there were 35 bicycle-related injury collisions in Scotts Valley, with an average of four collisions per year. The number of collisions increased to eight in 2009 and 2014, but the trend did not continue in subsequent years. There were no fatal bicycle collisions within the 10-year period. Four collisions caused severe injury, 26 resulted in "Other visible injury," and five resulted in "Complaint of Pain."



Figure 2. Annual Bicycle Collisions

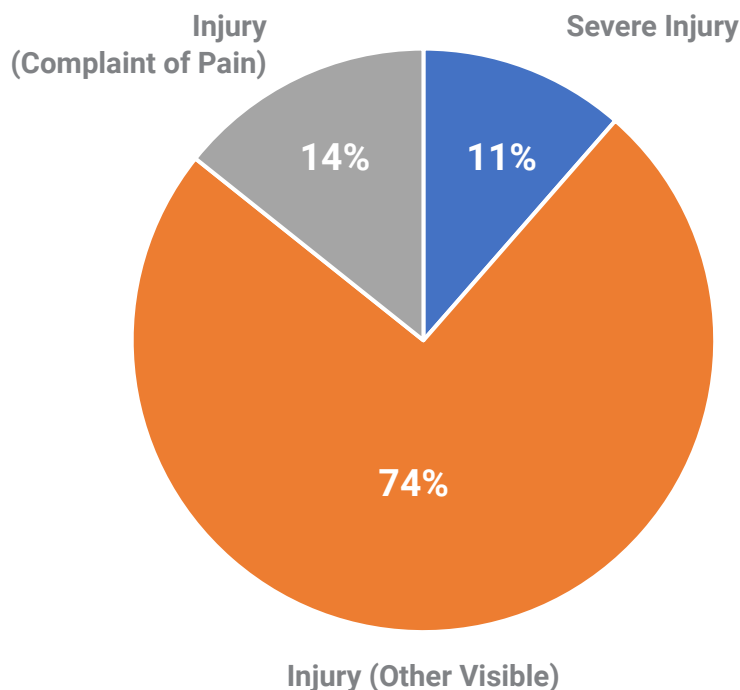


Collision Trends

Bicycle-related collision locations are shown in Map 6. Key takeaways from the analysis include:

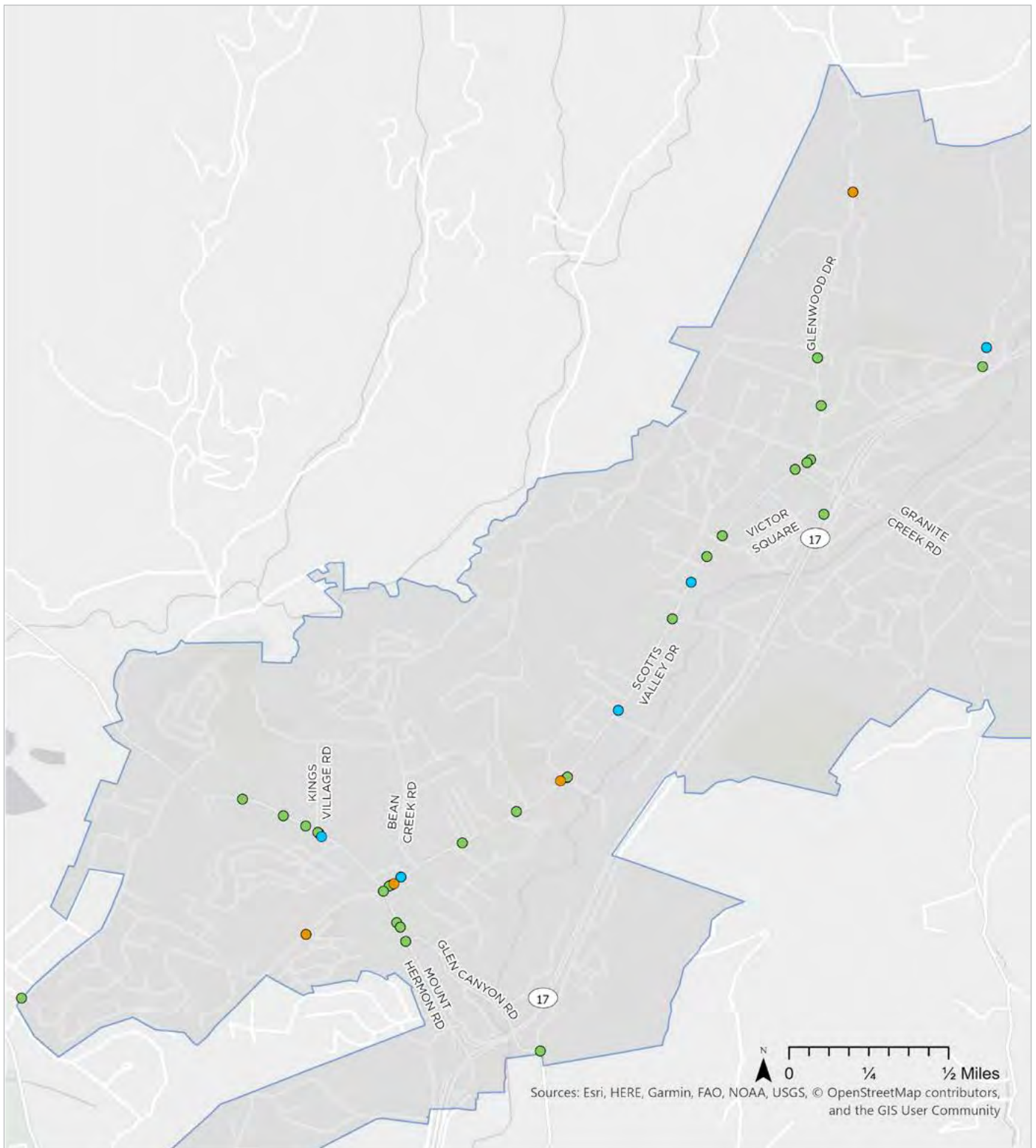
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people on bikes.** While bicycle trips are a small percentage of the total trips in Scotts Valley, cyclists are disproportionately involved in severe injury collisions.
- » **38% of bicycle-related collisions involve youths age 14 or younger, though they represent only 19% of the population.** Youths aged 19 or younger are involved in 51% of collisions.
- » **66% of bicycle-related collisions occurred on the city's two arterials,** Scotts Valley Drive and Mount Hermon Road. **Scotts Valley Drive alone accounted for 40% of collisions.**
- » **75% of bicycle-related collisions occurred on streets with bike lanes,** including Mount Hermon Road, Scotts Valley Drive, and Whispering Pines Drive.
- » **The three most common bicycle collision factors were automobile right-of-way violations (10 total), wrong side of road (7 total), and improper turning (5 total).** In collisions where bicyclists were at fault, riding on the wrong side of the road was the top primary collision factor, whereas in collisions where motorists were at fault, right-of-way violations (failure to yield) were the top collision factor.
- » **Fault was evenly split between bicyclists and motorists,** and both were found to be at fault in 46% of collisions. Fault was unknown in the remaining 8% of collisions.

Figure 3. Severity of Bicycle Collisions



DATA TREND

38% of bicycle-related collisions involve youths age 14 or younger, though they represent only 19% of the population.



Map 6. Bicycle Collisions

Bicycle Collisions 2008-2017 (35 Total Collisions)

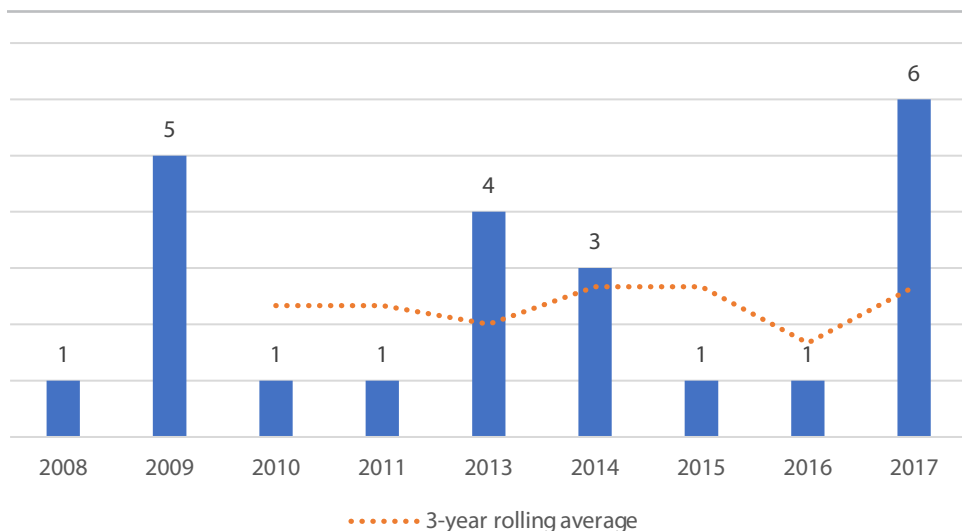
- Severe Injury (4)
- Minor Injury (26)
- Complaint of Pain (5)

City Limit

Pedestrian Safety

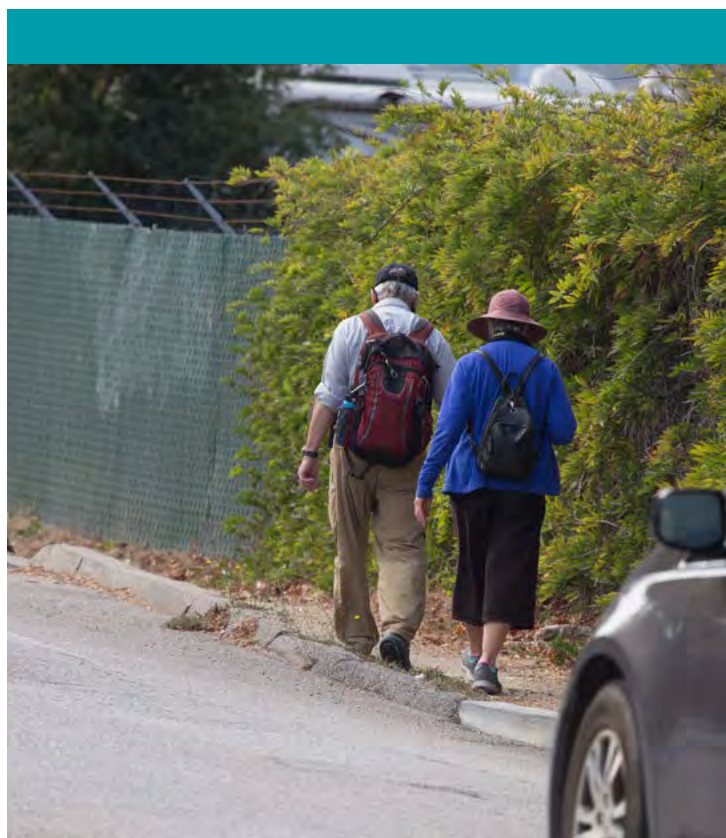
Over the 10-year study period, there were 23 pedestrian collisions in Scotts Valley, with an average of 2.5 collisions per year. The number of collisions increased to 6 in 2017, and future analysis will be needed to see if this represents an upward trend. There were no fatal pedestrian collisions within the 10-year period. Four collisions caused severe injury, 10 resulted in “Other visible injury,” and nine resulted in “Complaint of Pain.”

Figure 4. Annual Pedestrian Collisions



COMMUNITY FEEDBACK:

“My family was going for a walk with our stroller and young children, and were almost hit by a motorist. There is a pedestrian crossing at this location but the paint has worn out and is no longer visible for motorists. The crossing is also located on a horizontal curve, which makes it difficult for motorists to see pedestrians crossing or attempting to cross. A push-button flashing beacon at this location would greatly improve safety of walkers. I know many friends and other moms who live in the Lockwood neighborhood who would more often walk to Skypark if there was a safe route. The existing infrastructure is inadequate, and people aren’t willing to risk their lives to go to the park.”

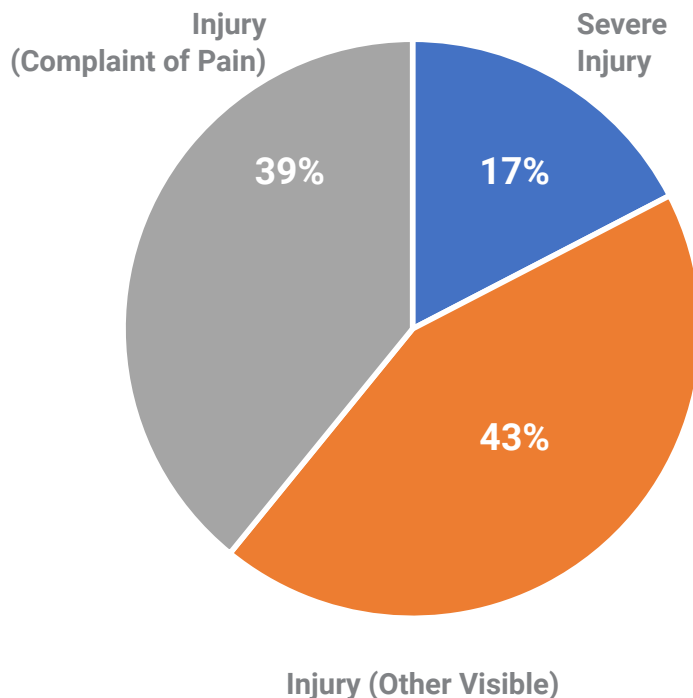


Collision Trends

Pedestrian collision locations are shown in Map 7. Key takeaways from the analysis include:

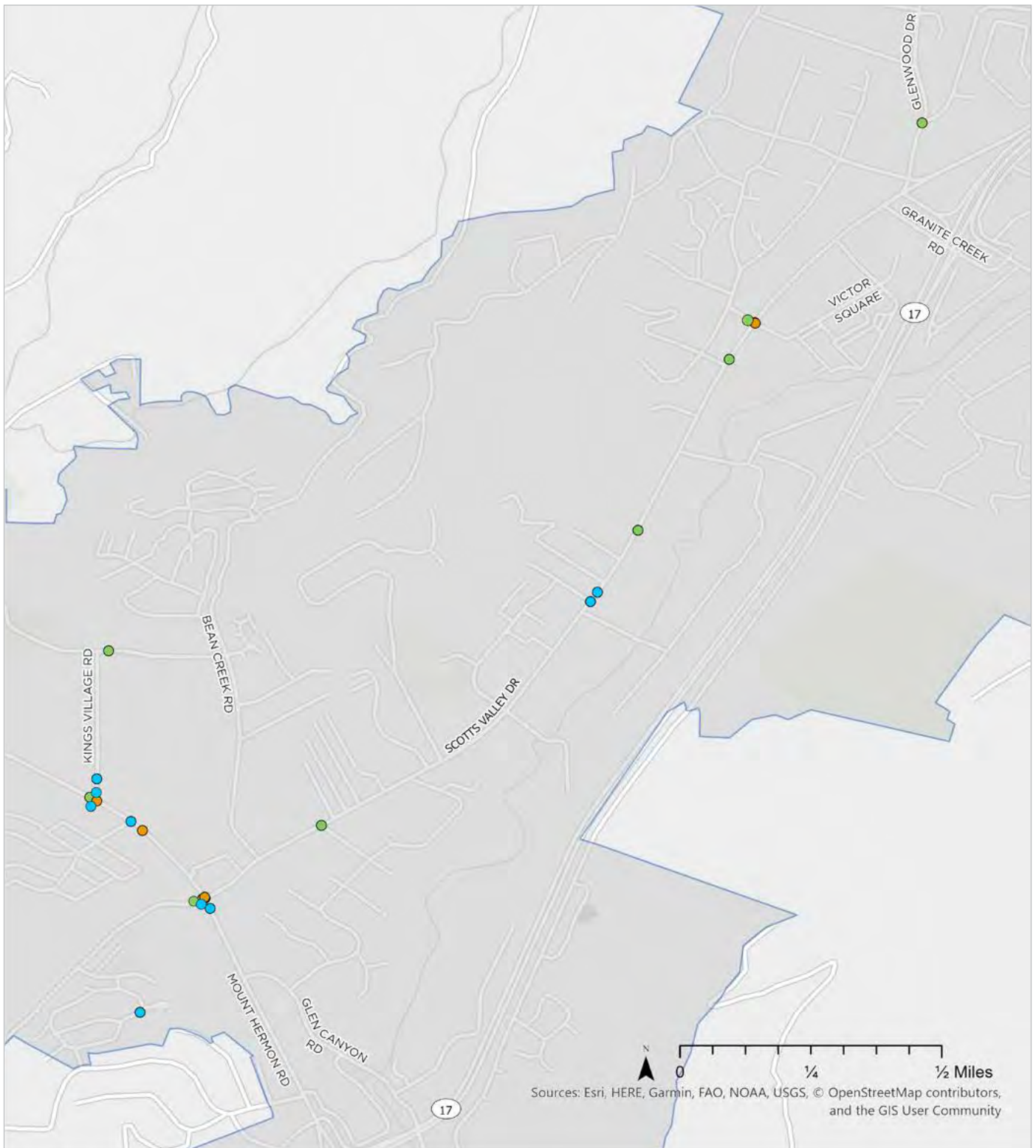
- » **16% of all collisions resulting in severe injury in Scotts Valley involved people walking.** While walking trips are a small percentage of the total trips in Scotts Valley, pedestrians are disproportionately involved in severe injury collisions.
- » **34% of pedestrian collisions involve youths age 14 or younger,** though they represent only 19% of the population. **21% of collisions involved adults age 55 or over.**
- » 74% of pedestrian collisions took place on Scotts Valley's two arterials, Mount Hermon Road and Scotts Valley Drive. **52% of collisions took place on Mount Hermon Road alone.**
- » **Most pedestrian collisions took place at intersections.** The intersections of Mount Hermon Road with Kings Village Road and Scotts Valley Drive had the highest number of collisions.
- » The four most common primary collision factors were pedestrian right-of-way violations (13 total), automobile right-of-way violations (3 total), unsafe speed, and pedestrian violation (2 each). **In collisions where motorists were at fault, pedestrian right-of-way violations (failure to yield) were the top collision factor.** In both collisions where pedestrians were at fault, pedestrian violation was the top primary collision factor.
- » **Drivers were at fault in 74% of pedestrian collisions.** Pedestrians were at fault in 9% of collisions, and fault was unknown in the remaining 17% of collisions.

Figure 5. Severity of Pedestrian Collisions



DATA TREND

74% of pedestrian collisions took place on Mount Hermon Road and Scotts Valley Drive.



Map 7. Pedestrian Collisions

Pedestrian Collisions 2008-2017 (23 Total Collisions)

- Severe Injury (4)
- Minor Injury (10)
- Complaint of Pain (9)

City Limit



Chapter 3: Outreach

Public input was the foundation of the process to create the Active Transportation Plan. The City developed an outreach plan and worked with community members to accomplish the following outreach goals:

- » **Understand walking and biking needs:** Outreach at local events, an online interactive map, a community survey, and a citizen stakeholder committee all contributed input on the barriers to walking and biking in Scotts Valley and the types of improvements that community members would like to see. This helped the planning team to understand the community's priorities and the gaps in the biking and walking networks.
- » **Develop a vision for active transportation** in Scotts Valley: Visioning exercises at the community meeting as well as work with the stakeholder committee helped develop the vision for the future of walking and biking in Scotts Valley.
- » **Refine draft recommendations:** The stakeholder committee was instrumental in refining draft recommendations and filling in gaps. The public also had the opportunity to provide feedback on the draft recommendations at a presentation to the City Council.

Outreach Summary

Public Outreach

- » 1 public meeting
- » Tabling at 9 community events
- » 4 mobile workshops

Stakeholder Meetings

- » 15 Stakeholder Committee meetings
- » 1 Traffic Safety Advisory Committee meeting
- » 2 City Council meetings
- » Online Input

Interactive Mapping Tool

- » Online survey
- » Social media



Public Outreach

The City hosted a community workshop, attended local events, and reached out to local schools and businesses to solicit input on the barriers to walking and biking and ideas for new projects. In addition, a citizen stakeholder committee provided input and guidance on every phase of plan development.

Stakeholder Committee

The 19-member committee included residents, local business owners, elected officials, and City staff. Committee members and the planning team met monthly between June 2019 and November 2020 to develop the vision for the plan, review project recommendations, and offer guidance on plan development.

Public Meeting

A public meeting was held on October 24th, 2019 to introduce the planning process and collect resident input on barriers to walking and biking, ideas for new projects, and the vision for the future of active transportation in Scotts Valley. Fifty-four residents of all ages attended, indicating a strong interest in active transportation improvements.

Outreach Events

The planning team attended nine community events, including National Night Out, Bike to Work Day, the Art and Wine Festival, the Farmer's Market, and the Scotts Valley High School Community Service Fair. In addition, the team hosted mobile workshops at community gathering places, including churches, gyms, and food distribution events, to reach a greater diversity of community members.

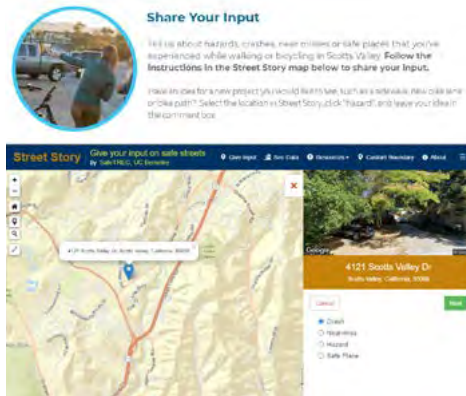
Outreach at these events included the community survey as well as a mapping exercise to solicit input on barriers to biking and walking and ideas for new projects. Members of the stakeholder committee assisted with outreach and were instrumental in collecting community input.

Employer Outreach

The planning team reached out to large employers in Scotts Valley, including Threshold, UC Santa Cruz, and Bell/Giro, with requests to share the public meeting invitation, survey link, and interactive map with their employees.



Online Outreach



Interactive Map

The project website included the interactive Street Story map that was developed by UC Berkeley SafeTREC. The map enabled residents to record the locations of crashes, near misses, or hazards that they experienced while walking or biking as well as places where they felt safe. Ninety-three comments were received, with the majority focused on hazards for walking and biking.

Scotts Valley Active Transportation Plan - Community Survey

Please indicate which concerns you have regarding walking and bicycling to get around in Scotts Valley:

- ☐ Missing sidewalks
- ☐ Narrow, broken or obstructed sidewalks
- ☐ Intersections do not feel safe
- ☐ No way to safely cross the street to reach my destination
- ☐ Aggressive drivers
- ☐ Speed of motor vehicle traffic
- ☐ Having my bicycle stolen or vandalized
- ☐ Getting in a crash
- ☐ Having secure bike parking at the places I go regularly

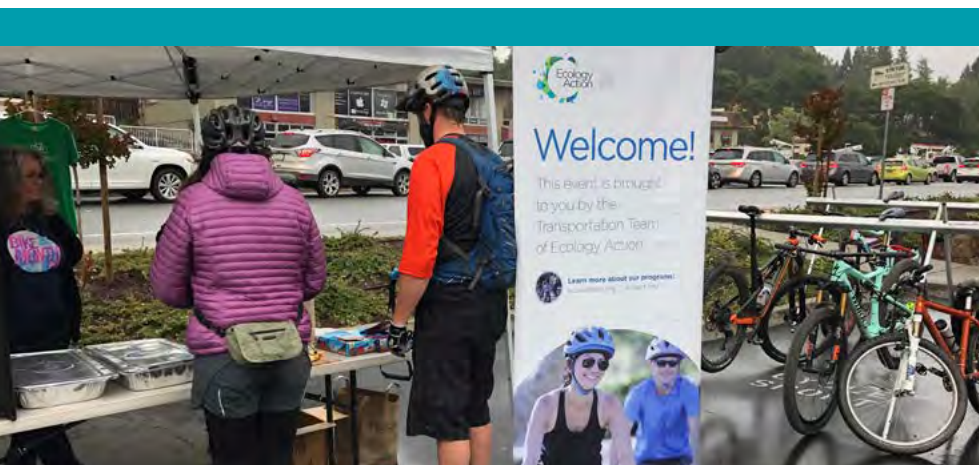
Community Survey

Five hundred and eighty-eight people responded to the survey, which was shared through the project website, on social media, and during community events. The survey asked about the current barriers to active transportation in Scotts Valley and whether respondents would like to walk or bike more for their daily trips. The vast majority of respondents lived in Scotts Valley (75%) and/or worked in Scotts Valley (30%).



Social Media

An invitation to the community meeting and links to the Street Story map and community survey were shared through Next-Door, Facebook, and Instagram. The stakeholder committee and other community members assisted in spreading the word through social media.



Public input was the foundation of the process to create the Active Transportation Plan.

Key Themes from Active Transportation Plan Outreach

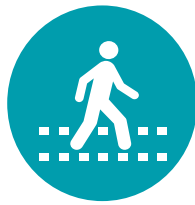
Across all of our outreach efforts, we heard:

Missing or substandard side-walks, high traffic speeds, and aggressive drivers were reported by survey respondents as the top barriers to walking and biking in Scotts Valley.



A desire for more biking and walking: 82% of survey respondents indicated that they would like to walk and bike for their daily commute, errands, and other activities more than they do now.

A desire for more beautiful and comfortable pedestrian routes: Community members identified a complete sidewalk network, shade trees, lighting, and more frequent marked crosswalks as things that would encourage more walking in Scotts Valley.



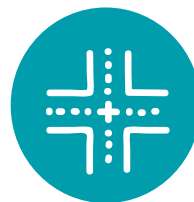
Separated bikeways and side-walks: Nine out of ten working groups at the public meeting included separated biking and walking routes as a component of their vision for the future of Scotts Valley. Separated biking and walking routes include a physical barrier between people walking and biking and motor vehicle traffic.

Bicycle parking, bike detection, and bike lane maintenance: In addition to bike lane improvements, Scotts Valley residents expressed the need for bicycle parking throughout the city, bicycle detection at intersections, and bike lane maintenance to make daily bike trips safer and easier.



Bikeable and walkable Town Center: Community members expressed a vision that the area around Kings Village Road as well as the future Town Center project should be accessible and comfortable for people who are biking and walking.

Highway 17 crossings are a barrier: Both locations where Hwy 17 crosses local streets (Glen Canyon Road and the Granite Creek Road overpass) were cited as barriers to safe biking and walking. A new crossing of Hwy 17 that prioritizes bike and pedestrian safety was frequently mentioned as a desired future project.



A focus on the arterials: Scotts Valley Drive and Mount Hermon Road were the subjects of more than one third of all comments received. Frequent comments included issues with speeding traffic, a desire for separated biking and walking paths, and the need for more and safer crossings. The intersection of Scotts Valley Drive, Glenwood Drive, and Highway 17 was also frequently mentioned as a challenging place to walk and bike.

Chapter 4. Pedestrian and Bicycle Plan

The recommended planning-level concepts included in this chapter were designed to make walking and biking in Scotts Valley safer and more comfortable for people of all ages and abilities. These concepts represent opportunities to improve community public health while creating a more equitable transportation system. Throughout Santa Cruz County, 30% of residents do not drive a personal vehicle.⁸ This includes youth, seniors, people without access to a vehicle, and people with disabilities. Expanding the network of bicycle and pedestrian facilities in Scotts Valley provides transportation-disadvantaged populations with more opportunities to travel safely and easily around the city. Access to transit is also important, and improved routes to transit facilities make it easier to travel to destinations outside of Scotts Valley.

The planning team used the following data sources to identify needed pedestrian and bicycle improvements and develop recommendations.



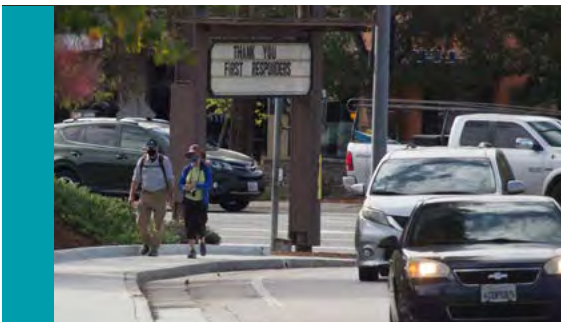
Safety

Pedestrian and bicycle collisions over the past 10 years were analyzed, and locations with higher numbers of collisions were a focus for the planning team. Most pedestrian and bicycle collisions took place on Scotts Valley Drive and Mount Hermon Road, making those arterials a priority for improvements.



Community Input

The planning team received 279 comments through community outreach, the public meeting, and the project website. These comments were reviewed to identify high-priority locations and key gaps in the pedestrian and bicycle network.



Access to Key Destinations

Routes to community destinations such as schools, parks, shopping centers, and large employers were a priority for the planning team. Future developments were also considered, with the goal of planning for pedestrian and bike access to new housing and commercial projects.

8. 2040 Santa Cruz County Regional Transportation Plan <https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/>

Vision and Goals

The vision for the Scotts Valley Active Transportation Plan was developed by the stakeholder committee, and the planning team developed the Plan Goal for increased walking and biking. The additional goals and policies listed below are from the Draft Scotts Valley General Plan Mobility Element and set the City's policy direction regarding Complete Streets and bicycle and pedestrian facilities.

Vision

The vision of the Scotts Valley Active Transportation Plan is to create community connections via active transportation routes that are safe, enjoyable, accessible and well-maintained.

Plan Goal

The City of Scotts Valley has set a goal to increase walking and bicycling by 20% after implementation of key projects and to eliminate severe injury and fatality collisions among people who are walking and biking through implementation of this Active Transportation Plan. Rates of walking and bicycling can be measured by installing automated bike counters before projects are constructed or through in-person surveys during peak hours.

General Plan Goals and Policies

Goal M-2 Provide “complete streets” that serve their expected modes of transportation, which may include vehicles, public transit, cycles, scooters, and pedestrians.

Policy M-2.1 Complete Streets Initiatives

Support projects, programs, policies, and regulations to maintain a balanced multi-modal transportation network that meets the needs of all local roadway users in a manner that is suitable to the scale and character of Scotts Valley.

Policy M-2.2 Design Standards

Follow accepted and adopted design standards when implementing improvements intended to fulfill “complete streets” characteristics. Consider innovative or nontraditional design options, particularly where it can be demonstrated to improve the level of safety for users.

Policy M-2.3 Dedications

Require a dedication or irrevocable offer of dedication of real property for streets, alleys, and additional land as may be necessary to provide complete streets facilities such as bicycle paths and local transit facilities, consistent with the provisions of the Subdivision Map Act or as otherwise allowed under state law.

Policy M-2.4 Community Context

Support opportunities to repurpose existing rights-of-way or create new rights-of-way to enhance connectivity for pedestrians and bicyclists.

Policy M-2.5 Non-Motorized Connectivity

Focus complete streets improvements on primary connections from residential areas to schools, parks and recreation uses, civic uses, and community-serving commercial areas.

Policy M-2.6 Maintenance

Accommodate bicycling, walking, and public transit as a routine part of the City's maintenance of roadways in Scotts Valley, within the city's ability to finance it.

Policy M-2.7 Exceptions

Balance the construction of new alternative mobility improvements with the derived benefits. Exceptions that should be considered include:

- » The costs of providing such facilities are excessively disproportionate to the need or probable use; or
- » The existing and planned population, employment densities, traffic volumes, or level of transit service on a particular roadway, as confirmed by the Public Works director, is so low that future expected users of the roadway will not include those seeking mobility options (i.e., pedestrians, bicyclists, or public transit riders).

Actions

Action M-2.1 Complete Streets Standards

Update the city's existing street standards to include minimum and preferred complete streets standards that can be referenced when retrofitting existing roadways.

Action M-2.2 Capital Improvement Program

Incorporate complete streets projects as part of the City's annual Capital Improvements Program update.

Action M-2.3 Dedications Ordinance

Prepare an ordinance or other appropriate mechanism that requires a dedication or irrevocable offer of dedication related to the provision of complete streets facilities such as bicycle paths and local transit facilities.

Action M-2.4 Safe Routes to School

Continue to pursue funding sources for the Safe Routes to School Program and work with local schools to make improvements that promote safe walking and bicycling to schools that serve Scotts Valley residents.

Goal M-6

Provide a complete network of bikeways and bicycle facilities in Scotts Valley.

Regional

Policy M-6.1 Regional Bike Network

Ensure that the bikeways in Scotts Valley are well integrated with existing and proposed regional bikeways in Santa Cruz County, particularly to and from downtown Santa Cruz.

Policy M-6.2 Bike Improvement Funding

Pursue opportunities for bicycle grant funding from federal, state, and local agencies to implement bicycle system improvements.

City

Policy M-6.3 Accessibility for All Bicyclists

Provide bikeways in Scotts Valley that are safe and convenient for bicyclists of all ages and abilities.

Policy M-6.4 Safety

Improve public safety by minimizing conflicts between bicyclists and motor vehicles on Scotts Valley's roadways.

Policy M-6.5 Bikeways Maintenance

As funds are available, perform the necessary maintenance on all established bikeways to keep them free of obstacles that would pose safety hazards for bicycles.

Policy M-6.6 Bicycle Lane Construction (1)

Include bicycle lane construction enhancements in all road improvement and expansion projects on designated bikeways and construct them in conformance with established safety standards. Encourage the construction of bikeways on private property, particularly where they provide an important link to the city's bikeway network.

Project

Policy M-6.7 Bikeways Construction (2)

Where available, require new developments located along designated bikeways to provide an appropriate bikeway (path or lane) including rights-of-way and construction.

Policy M-6.8 Bicycle Facilities

Encourage new development to provide bicycle amenities, such as bicycle racks, lockers, and showers for employees, that support commuting by bicycle.

Actions

Action M-6.1 Active Transportation Plan

Maintain and update the Scotts Valley Active Transportation Plan as necessary.

Action M-6.2 Capital Improvement Program

Incorporate projects identified in Scotts Valley's Active Transportation Plan into the city's Capital Improvement Program.

Action M-6.3 Intersection Standards

Update the City's road standards and Active Transportation Plan to ensure accommodation of safe biking on City streets. Design features include separated bikeways, front queuing zones, painted sharrow lanes, and bike detection signal systems that are appropriate to detect and accommodate bicycles and their safe movement.

Action M-6.4 Bicycle Parking Ordinance

Develop bicycle parking ordinance to require provision of secure bicycle parking in new construction.

Action M-6.5 Highway 17 Interchanges

Work with Caltrans to ensure that any future modifications to Highway 17 interchanges in Scotts Valley improve safety and convenience for bicyclists and pedestrians, including bicycle detection sensors at controlled intersections.

Action M-6.6 Bike Safety

Work with the Scotts Valley Police Department and other appropriate organizations to promote bike safety education programs, particularly with youth.

Goal M-7

Provide high-quality pedestrian facilities that support walking and the enjoyment of the outdoors in Scotts Valley

City

Policy M-7.1 Pathways

Maintain and improve pedestrian pathways, particularly pathways providing pedestrian access to natural areas and commercial areas.

Policy M-7.2 Priority Investment

Prioritize pedestrian facility improvements that address public safety concerns, complete gaps in the existing pedestrian circulation system, and enhance pedestrian mobility in high-use 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 designation for use by people of all abilities. Construct crosswalks and sidewalks that are universally accessible.

Policy M-7.4 Driveway Ramps

Design driveway access ramps to not interfere with the safe use of sidewalks.

Projects

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 a quarter mile of the Cavallaro Transit Center.

Policy M-7.6 Sidewalks

As part of capital improvement programs and new public or private roadway improvement projects, require the installation of sidewalks and pedestrian crossings in appropriate areas.

Actions

Action M-7.1 Funding

Seek funding from state and local agencies to expand and improve sidewalks, pathways, and other pedestrian facilities.

Action M-7.2 Active Transportation Plan

Maintain and update the Scotts Valley Active Transportation Plan as necessary.

Action M-7.3 Obstacles and Obstructions

Identify and inventory significant obstacles and obstructions, such as utility poles, traffic signal control boxes, overgrown vegetation, and root damage, on sidewalks. Eliminate or mitigate these obstacles and obstructions as funding becomes available.

Action M-7.4 Pedestrian Access Survey

Conduct a citywide survey to identify pedestrian barriers on key pedestrian routes or access points and identify how these barriers could be removed. Include top-priority pedestrian projects in the Capital Improvements Program update.

Action M-7.5 Pedestrian Access Near Transit

Include sidewalk improvements in the Capital Improvements Program update with a focus on constructing new sidewalks and maintaining existing sidewalks within a quarter mile of the transit center and bus stops.

Action M-7.6 Sidewalk Construction

Work to complete the construction of sidewalks along Mount Hermon Road and all collector streets with pedestrian access, connecting complementary land uses wherever feasible or when development occurs.

Action M-7.7 Commercial Parking Lots

Work with commercial property owners to improve the safety of pedestrians throughout parking areas. Require new development to include appropriately protected pedestrian paths.

Pedestrian and Bicycle Recommendations

Infrastructure Recommendations

Proposed pedestrian and bicycle improvements for Scotts Valley include filling key sidewalk gaps, improving intersections and crossings, bicycle facility upgrades, and developing new shared use paths. Scotts Valley Drive and Mount Hermon Road received special consideration, as these arterials are the site of most bicycling and walking trips and most bicycle and pedestrian collisions in Scotts Valley. Recommendations are divided between multi-modal recommendations, which improve conditions for both pedestrians and bicyclists, pedestrian recommendations, and bicycle recommendations.

Multi-Modal Recommendations

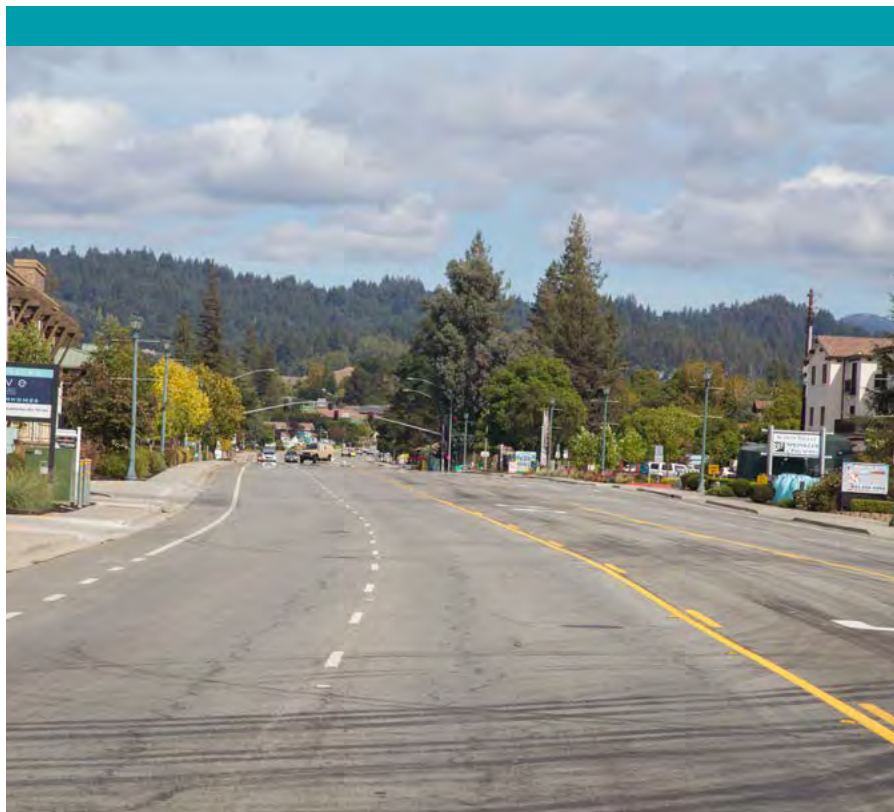
Multi-Modal Recommendation #1:

Install active transportation improvements on Scotts Valley Drive and Mount Hermon Road.

Scotts Valley Drive and Mount Hermon Road received special consideration during the planning process. These streets are the city's two arterials and carry the highest number of motor vehicles, bicyclists, and pedestrians within Scotts Valley. Three quarters of pedestrian-involved collisions and two thirds of bicycle-involved collisions took place on Scotts Valley Drive or Mount Hermon Road. These two streets also came up frequently during public outreach, accounting for more than one third of all comments received. Frequent comments included issues with speeding traffic, a desire for separated biking and walking paths, and the need for more frequent and safer crossings. Finally, Scotts Valley Drive and Mount Hermon Road serve as the main routes through town, with few parallel streets that can be used by people walking and biking. These two arterials are the main route to Scotts Valley schools, shopping centers, and most of the city's top employers. In particular, Scotts Valley Drive is the location of Scotts Valley Middle School, where, according to recent parent surveys, nearly one-third of the students bike or walk to school.

Scotts Valley Drive

The need for physically separated routes for walking and biking on Scotts Valley Drive and Mount Hermon Road came up frequently during public outreach. Scotts Valley Drive offers opportunities to improve safety and increase space for bicyclists and pedestrians by reducing vehicle lane widths or by reducing the number of travel lanes. Narrowing lane widths or reducing the number of travel lanes reduces pedestrian crossing distances, which improves safety by reducing the time that pedestrians spend in the crosswalk. Narrowing the roadway also reduces vehicle speeds, which gives drivers more time to react to prevent a collision and reduces the severity of collisions when they occur.



Narrowing lane widths or reducing the number of travel lanes also creates additional space that could be repurposed for buffered bike lanes or separated bikeways, both of which provide increased separation between people walking and biking and motor vehicle traffic, and/or an expanded pedestrian realm, which could include street trees, sidewalk café seating, or wider sidewalks. Each of these options is discussed in detail below.

Option 1: Reduced Vehicle Lane Width (See Figure 6, Concepts 1a, 1b, & 2)

Guidelines from the National Association of City Transportation Officials (NACTO) recommend motor vehicle lane widths of 10' in urban areas and 11' for designated truck or transit routes. Existing motor vehicle lanes on Scotts Valley Drive and Mount Hermon Road are 12' or more in width. Reducing the width of the vehicle lanes on Scotts Valley Drive to 11', including the center turn lane, would provide an additional 11' of space that could be redirected to bicycle and pedestrian facilities. This space could be used for a variety of treatments to improve walking and biking:

- » **Separated bikeway or buffered bike lane:** Additional space could be allocated to provide a striped buffer between the motor vehicle lanes and bicycle lanes, which would also provide increased separation for pedestrians. Class IV separated bikeways, which provide the most separation for people walking and biking, are not recommended for most segments of Scotts Valley Drive due to the number of driveways. However, these treatments could be considered for areas with fewer driveways, such as the north side of Scotts Valley Drive between the two entrances of Frapwell Circle. In areas where separated bikeways are not feasible, a striped buffer provides additional space for people walking and biking.
- » **Expanded pedestrian realm:** Repurposed roadway space could also be used to widen the sidewalk or to create a planting strip between the sidewalk and the street on either side of Scotts Valley Drive. Street trees or other landscaping provide shade, create an additional buffer to make walking more enjoyable, and can help improve the aesthetics of the street.



Option 2: Road Diet (See Figure 6, Concept 3)

A road diet is a reduction in the number of lanes on a roadway and a reallocation of that space to other uses, such as sidewalks, pedestrian refuge islands, bicycle lanes, parking, or transit. Road diets have been installed throughout the country and have been shown to improve safety, provide operational benefits, and improve the experience for all road users. The option for a road diet is proposed for the central portion of Scotts Valley Drive between Quien Sabe Road and the northern leg of Victor Square. If a road diet were installed, this Plan recommends that the roadway return to five lanes at the intersections of Scotts Valley Drive/Mount Hermon Road and Scotts Valley Drive/Glenwood Drive/Granite Creek Road, where vehicle volumes are the highest.

Road diets have been successfully installed on roadways with more than 2,000 vehicle trips during the peak hour. According to 2018 traffic counts, various segments of Scotts Valley Drive carry between 1,600 to 2,000 vehicles during the peak hour and have lower volumes during the rest of the day. Analysis by transportation planning consultant TJKM found that, due to low volumes of left turns off of Scotts Valley Drive, low volumes on side streets, and low numbers of pedestrian crossings, the capacity of each lane on Scotts



Valley Drive is over 1,300 vehicles/hour, or 2,600 vehicles/hour for two lanes. This estimated capacity is well above the current peak-hour traffic volumes of 1,600-2,000 vehicles, which means that reducing the roadway to two lanes would provide more than enough capacity for existing traffic volumes and allow for increased traffic volumes in the future.

The road diet option provides benefits that narrowing vehicle lanes does not. Road diets have been shown to reduce the number of collisions and vehicle speeds, and they can be used to improve pedestrian and bicycle facilities and spur economic development. The Federal Highway Administration Road Diet Informational Guide, which studied road diet projects throughout the country, found a 19-47% reduction in the number of collisions after road diets were installed. Road diets also frequently reduce traffic speeds. In some cases, when paired with traffic signal improvements, they can actually increase the capacity of roadways. Road diets can be used to beautify streets, especially if street trees or other plantings are included in the design. These improvements can lead to increased activity and investment on the street. For example, Broadway Avenue in Seaside, California, saw new business activity and a decrease in empty store-fronts after implementing a road diet and pedestrian and bike improvements in 2017.

On Scotts Valley Drive, a road diet would provide 26' of roadway space that could be used for pedestrian and bicycle facilities. This could include wider bike lanes with a three-foot striped buffer as well as a substantially wider pedestrian realm, which could be used for wider sidewalks, street trees or other landscaping, sidewalk café seating, and street furniture such as benches.

Process to Select a Preferred Configuration

This Plan presents options to narrow lane widths or install a road diet on Scotts Valley Drive, with the goal of laying the groundwork for a community decision-making process. If the City pursues improvements on Scotts Valley Drive, a possible path forward would be to prepare the necessary traffic studies and design concepts and present them at a community meeting for discussion. The City could also use an online survey and other methods to gauge public opinion on a preferred course of action. The final decision would be made by the city council, taking the data from the studies and public outreach results into account.

Road Diet Benefits

- » Collision reduction
- » Traffic speed reduction
- » Street beautification
- » Economic development



Broadway Avenue road diet in Seaside, CA

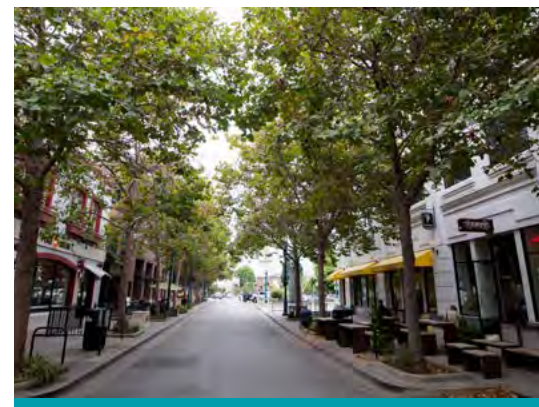
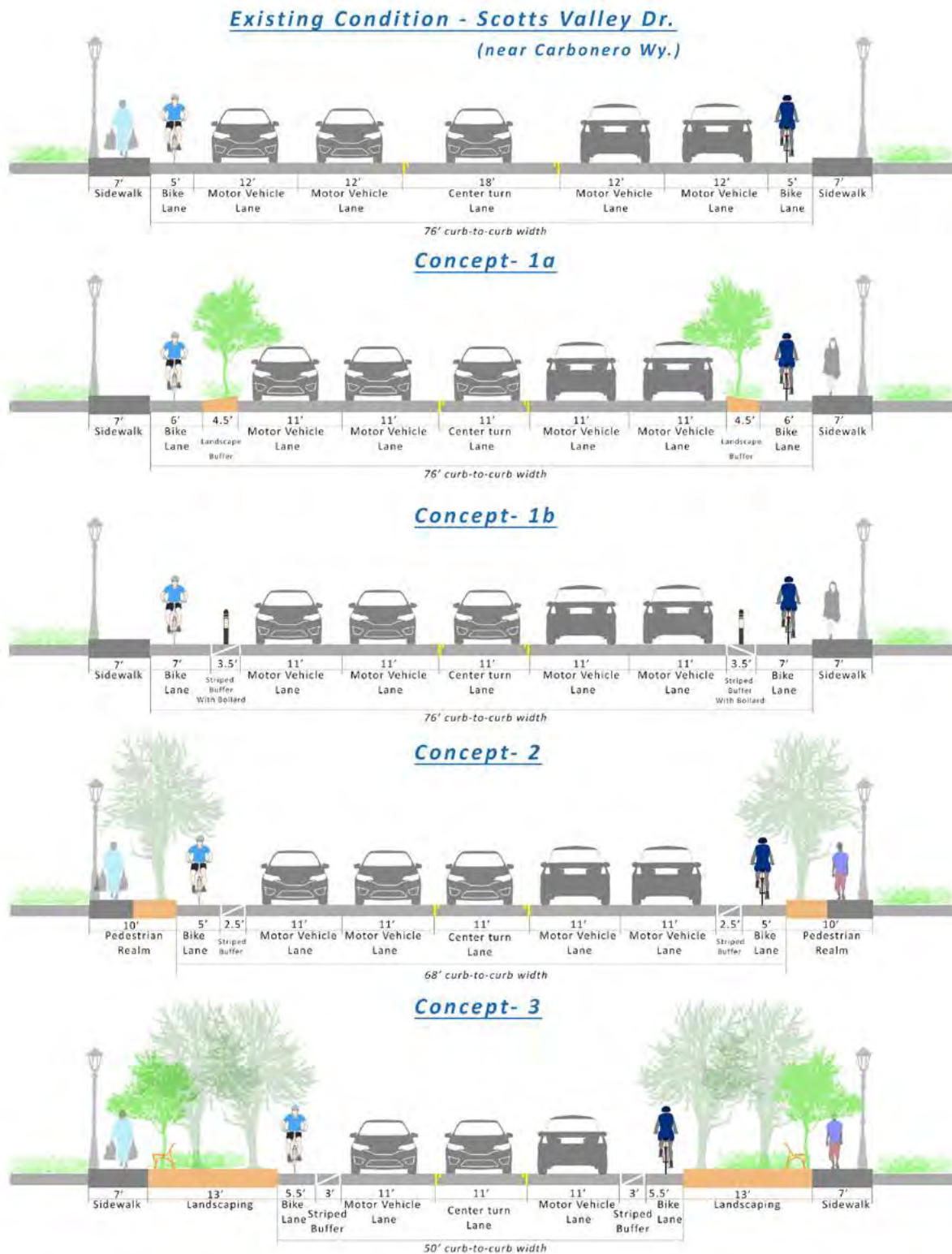


Figure 6: Recommendations for pedestrian and bicycle facilities on Scotts Valley Drive



Mount Hermon Road

Mount Hermon Road also offers the opportunity to improve pedestrian and bicycle facilities by narrowing travel lanes to 11', as recommended by NACTO and the Town Center Specific Plan. Narrowing vehicle lane widths reduces pedestrian crossing distances, which improves safety by reducing the time that pedestrians spend in the crosswalk. This change also provides five feet of additional space that could be used for a variety of treatments to improve walking and biking:

- » **Separated bikeway or buffered bike lane:** Additional space could be allocated to provide a striped buffer or physical barrier between the bike lane and the motor vehicle lane. Mount Hermon Road is an ideal candidate for Class IV separated bikeways due to the low number of driveways and high traffic volumes and speeds. Separated bikeways have been shown to dramatically increase bike ridership and reduce the number of collisions for all road users. Striping changes could be implemented during any planned road resurfacing, which would allow the project to be completed at relatively low cost.
- » **Expanded center median:** As proposed in the Town Center Specific Plan, repurposed roadway space could be used to widen the center median to nine feet and install additional landscaping. The Town Center Specific Plan also recommends using existing sidewalk space to install a planting strip between the sidewalk and the bike lane. Street trees or other landscaping provide shade, create an additional buffer to make walking more enjoyable, and can help improve the aesthetics of the street.



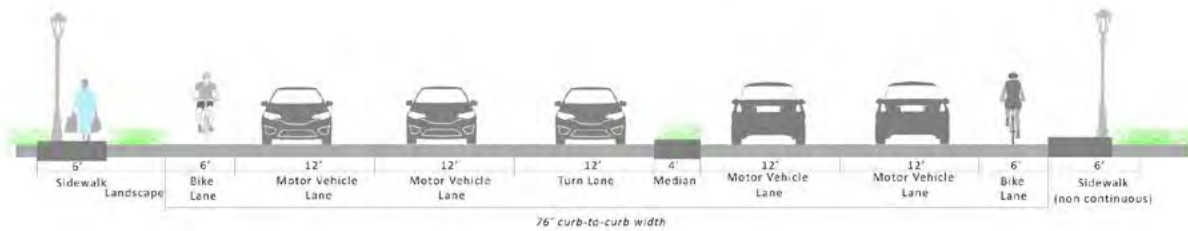
As a long-term option, a Plan Lines study could dedicate additional right-of-way to pedestrian and bicycle facilities as properties redevelop along Mount Hermon Road. If it is not feasible to install separated bikeways by narrowing motor vehicle lanes, this Plan recommends conducting a Plan Lines study in the future to designate future roadway space for separated bikeways.



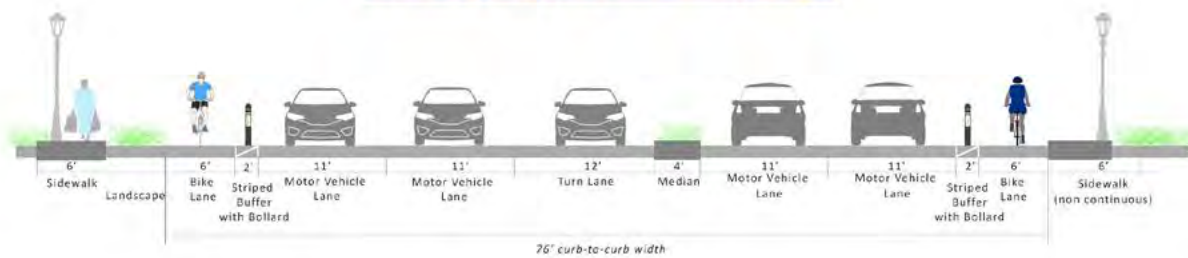
Figure 7: Recommendations for pedestrian and bicycle facilities on Mount Hermon Road

Existing Condition - Mt. Hermon Rd

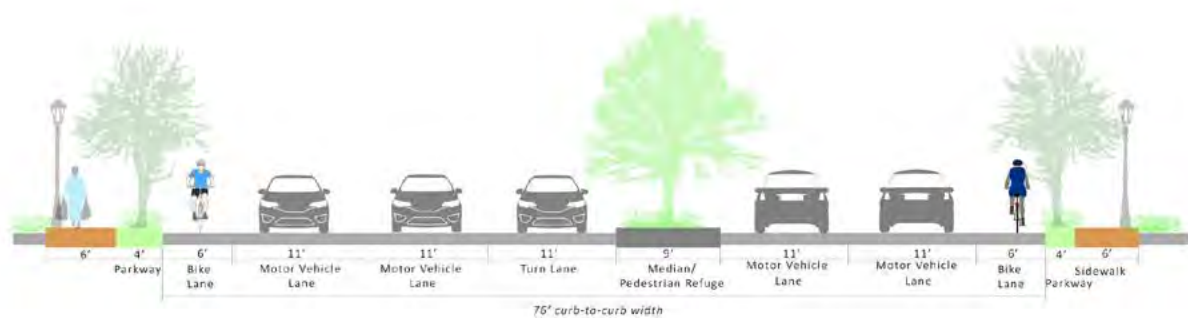
(near Kings Village Rd)



Alternate/Interim Concept



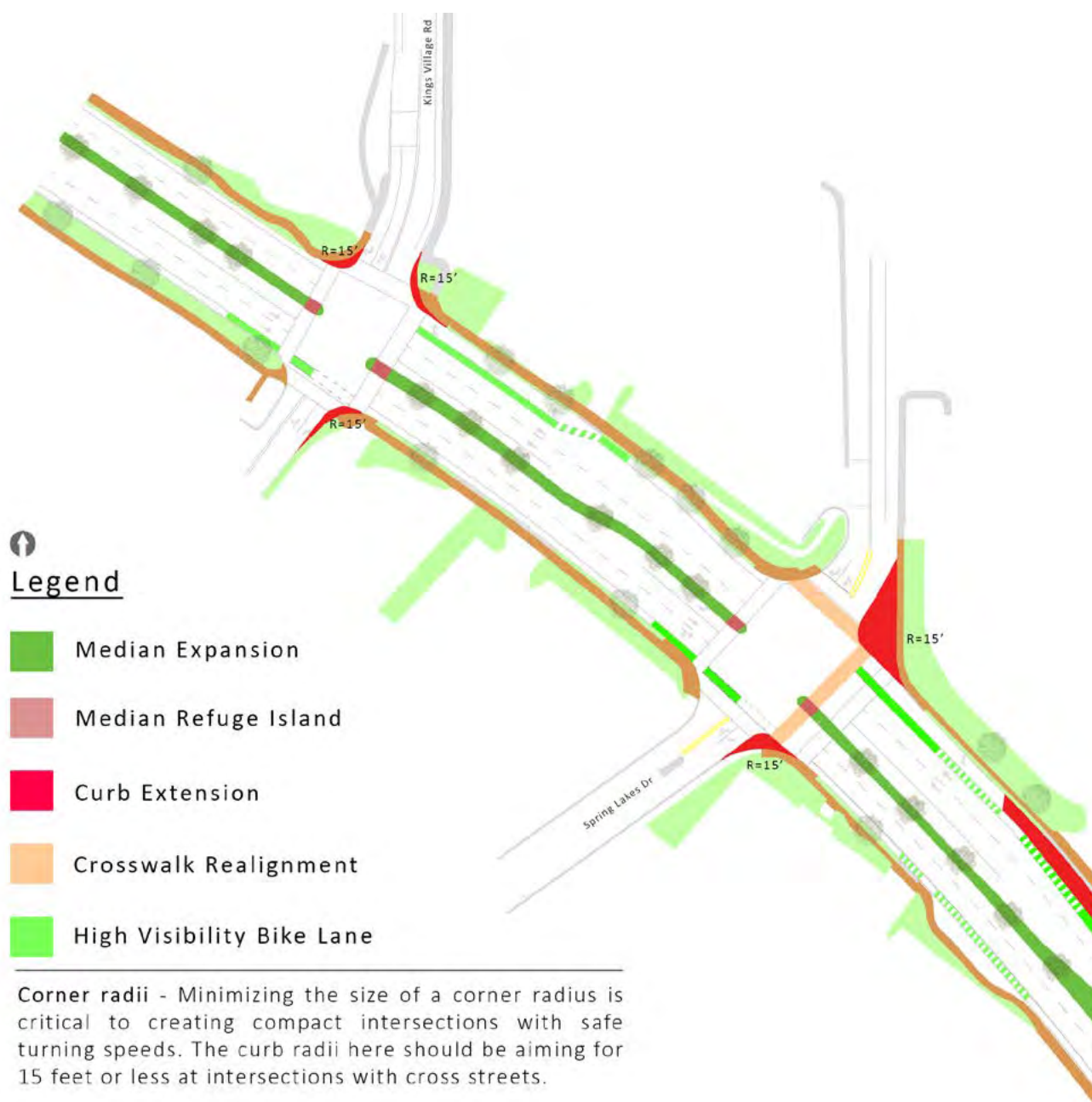
Planned Conditions - Town Center Specific Plan



Mount Hermon Road Intersection Improvements

Pedestrians and bicyclists on Mount Hermon Road currently face long crossing distances and conflicts with drivers turning across bike lanes and marked crosswalks. Collision data and public comments show a need for improvements at the intersections of Mount Hermon Road and Scotts Valley Drive, Spring Lakes, Kings Village Road, and Lockwood Lane. The recommendations shown in Figure 8 are designed to work together to increase the visibility of pedestrians and bicyclists and slow down turning traffic. Curb extensions in particular help to reduce turning vehicle speeds by reducing the curb radius, which gives drivers more time to see pedestrians who may be in the crosswalk or waiting to cross. For descriptions of the pedestrian improvements recommended below, see page 43.

Figure 8: Recommendations for pedestrian and bicycle facilities on Mount Hermon Road



Multi-Modal Recommendation #2: Install active transportation improvements at Highway 17 crossings.

Highway 17 bisects the community of Scotts Valley, and the need for new and improved crossings came up frequently during outreach. This plan includes a recommended planning level concept to explore options for a new bike and pedestrian crossing of Highway 17 as well as planning level concepts for short- and long-term improvements to the overpass at Granite Creek Road, which presents a barrier for some residents. These projects would need to be coordinated with Caltrans, which has jurisdiction over freeways and freeway on/off-ramps. Further engineering studies would be needed to confirm viability of these planning level concepts. While new or reconstructed freeway overcrossings are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.



Multi-Modal Recommendation #3: Pursue long-term opportunities to install shared use paths.

Shared use paths can be used by both pedestrians and bicyclists and are often more comfortable than on-street facilities. They are wider than a typical sidewalk; if a path is designated as a Class I bike facility, 8 feet of width is required for a two-way path, with 10 feet preferred. Shared use paths are recommended in this plan to create new connections to existing or planned neighborhoods, provide new recreational facilities, and expand existing sidewalks to allow bike and pedestrian access. There are also recommendations to upgrade existing paths to allow easier use.



This Plan recommends exploring options to expand the sidewalk on the east side of Bean Creek Road into a Class I path. This would create an off-street route for less experienced cyclists traveling to Scotts Valley Middle School and to the many community destinations on Kings Village Road. However, expanding the sidewalk would require removal of the Class II bike lane on one side of the street. Class II bike lanes are often preferred by recreational cyclists, so additional community outreach is recommended before moving forward.

In most cases, shared use paths are recommended in areas where City right of way exists or can be procured. Two of the recommendations for new paths, along Carbonera Creek and between Lockhart Gulch Road and the Skypark neighborhood, would require acquisition of property or easements. These projects would be more difficult to complete, especially along Carbonera Creek, where many different property owners are involved. However, these projects remain in the Plan as a long-term vision for future bicycle and pedestrian facilities.

Pedestrian Recommendations

Pedestrian Recommendation #1:

Install intersection improvements to enhance pedestrian crossings at key locations.

Most pedestrian collisions in Scotts Valley occur at intersections. Intersection improvements to increase the visibility of pedestrians and slow down turning traffic can help to improve safety for people crossing the street. In addition, Scotts Valley residents commented on the need for additional marked and/or signal-controlled crossings of Scotts Valley Drive, which has segments of nearly 1/2 mile without a marked or signalized crossing.

Maps 10 and 11 show recommendations for intersection improvements throughout the city, with the exception of recommendations for Mount Hermon Road between Lockwood Lane and Scotts Valley Drive. These recommendations are included in Multi-Modal Recommendation #1.

Intersection recommendations include the following treatments to improve pedestrian safety and comfort:



High-Visibility Crosswalk

Crosswalks marked with a continental pattern have been found to be significantly more visible to drivers than crosswalks consisting of two transverse lines. High-visibility crosswalks have also been found to make drivers more likely to yield to pedestrians.



Raised Crosswalk

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading and following a flat walking section to let cars drive over them.



Median Refuge Islands

These treatments are protected spaces in the center of a crosswalk that facilitate bicycle and pedestrian crossings. They reduce the crossing distance for people crossing as well as their exposure to vehicle traffic. Median refuge islands are recommended for streets with higher volumes and speeds.



Curb Extensions

Curb extensions narrow the roadway, reduce the pedestrian crossing distance, and make pedestrians more visible to drivers by providing an extension of the sidewalk area into the parking lane.



Curb Ramps

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include warnings that are detectable by people with vision impairments.



In-Street Pedestrian Crossing Signs

These signs are used at uncontrolled intersections to remind drivers to yield to pedestrians at crossings and to indicate preferred locations for people to cross.



LED Flashing Stop Signs

Stop signs with flashing LED lights are used to increase the visibility of stop signs, especially in low-light conditions. They have been shown to increase the percentage of drivers who stop fully at intersections.

Traffic Circle

Traffic circles are small roundabouts installed on neighborhood streets. They can slow traffic on local and collector streets, which creates a safer and more comfortable environment for people walking and biking.



Leading Pedestrian Interval

A leading pedestrian interval gives pedestrians the opportunity to cross an intersection a few seconds before drivers are given a green light. This head-start makes pedestrians more visible to drivers who are making a left turn.

Pedestrian Countdown Signal Heads

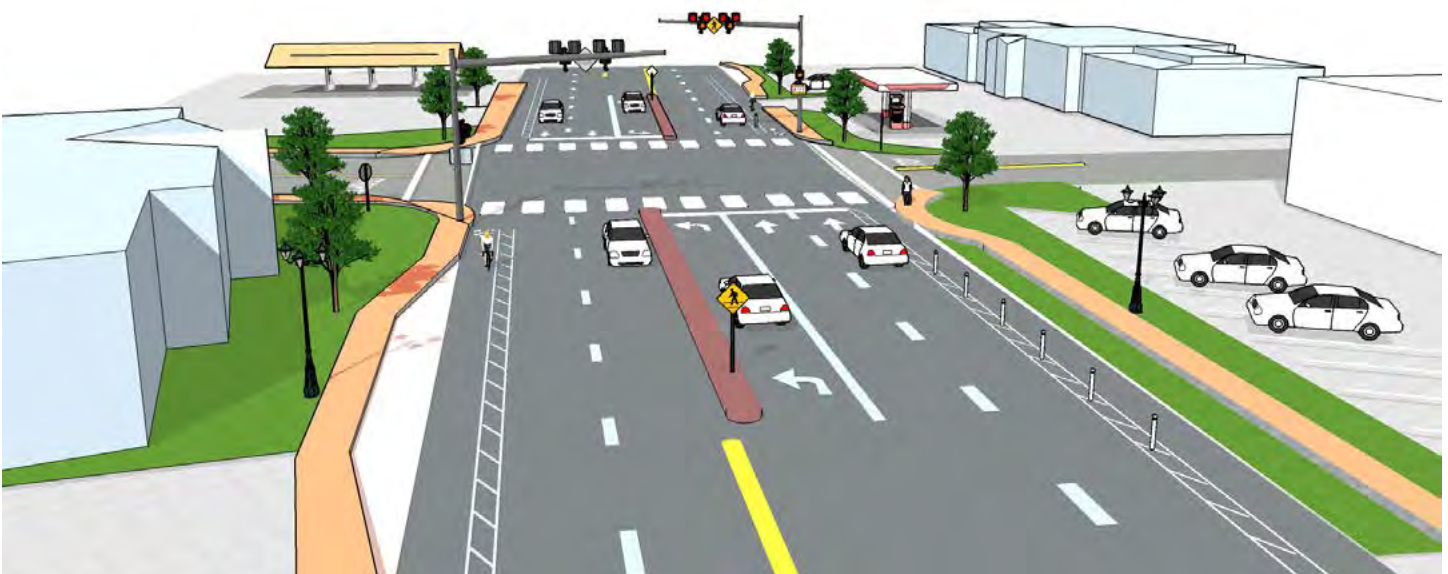
Pedestrian signals that include a countdown timer have been designated as a preferred treatment by the Federal Highway Administration. They let pedestrians know how many seconds remain before the light changes, and let users judge whether they have enough time to cross safely.

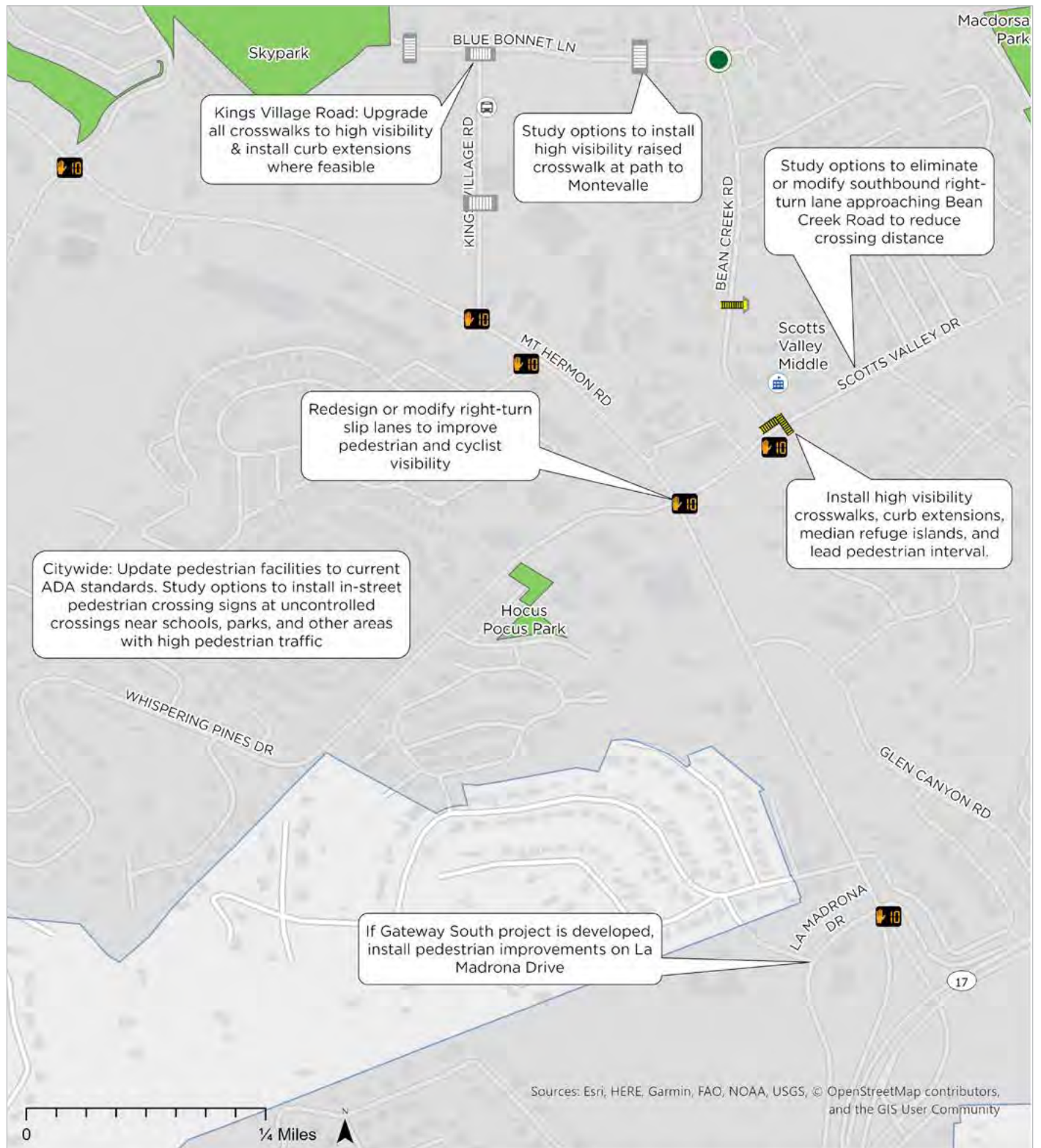


Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are overhead lights used to control traffic at unsignalized locations to assist pedestrians in crossing the street. They are recommended for roads with three or more lanes and higher traffic volumes and have been shown to reduce pedestrian crashes.

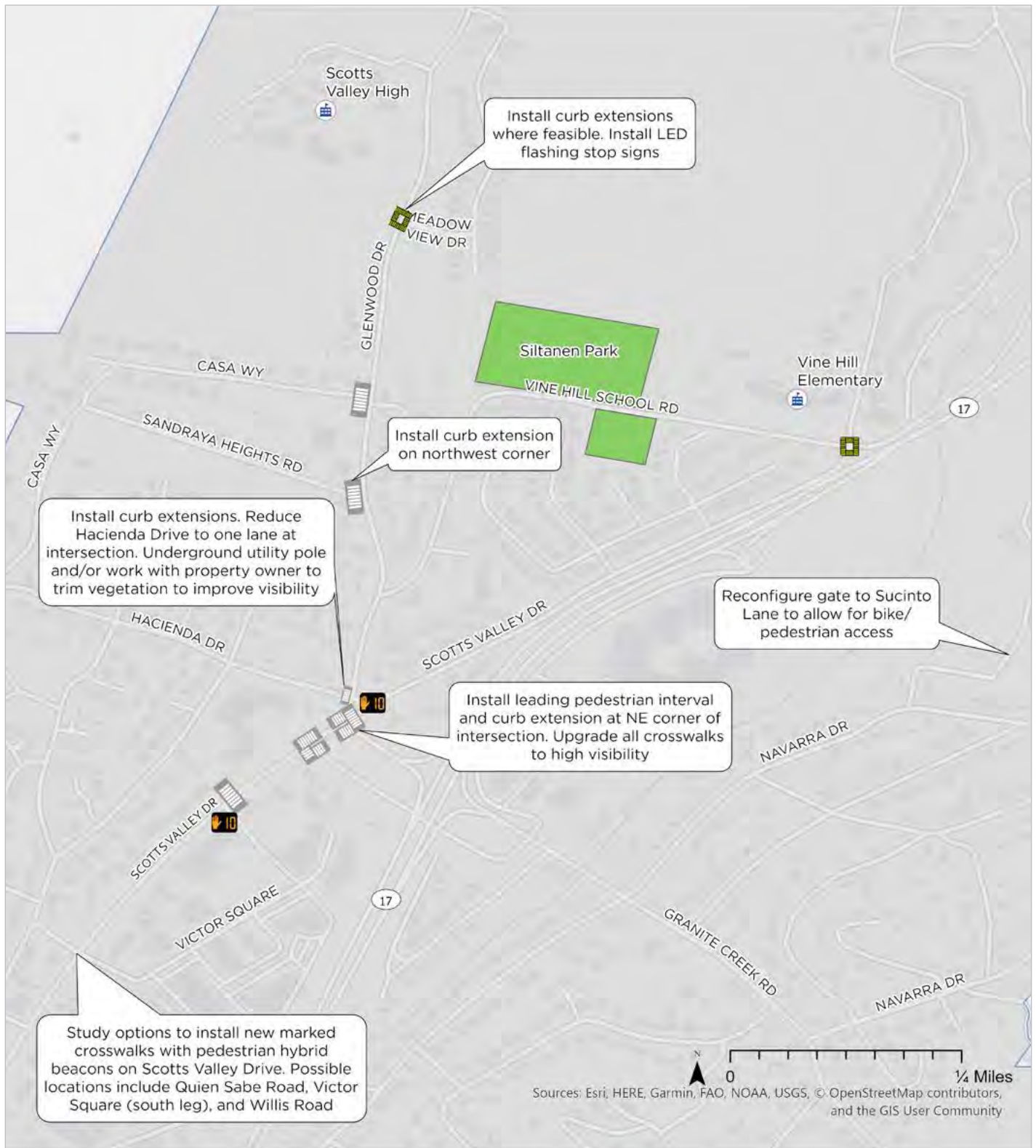
Figure 9: Sample cross-section of Scotts Valley Drive crossing with pedestrian hybrid beacon





Map 10. Intersection Recommendations - Southern Scotts Valley

- | | | | |
|---------------------------|----------------------------------|----------------|------------|
| Countdown Signal Heads | Curb Ramp | Transit Center | Parks |
| Traffic Circle | High Visibility School Crosswalk | Public School | City Limit |
| High Visibility Crosswalk | | | |



Map 11. Intersection Recommendations - Northern Scotts Valley

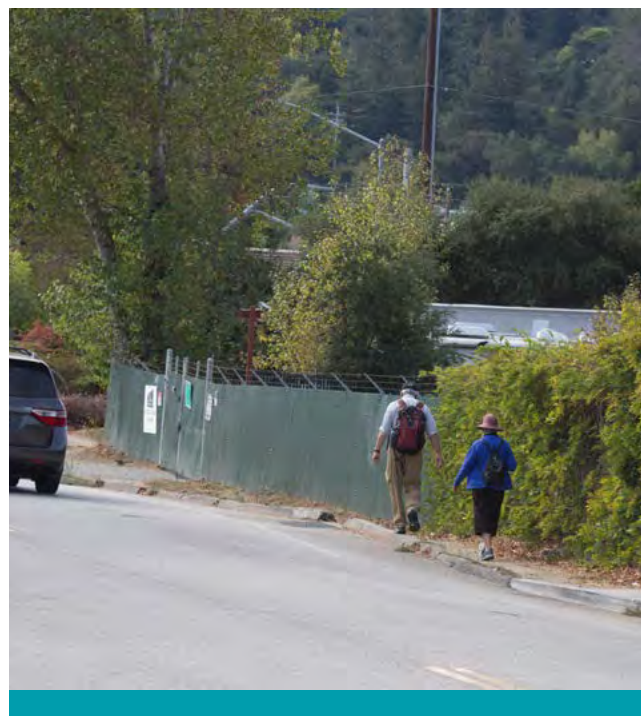
- Countdown Signal Heads
- High Visibility Crosswalk
- High Visibility School Crosswalk
- Transit Center
- Public School
- Parks
- City Limit

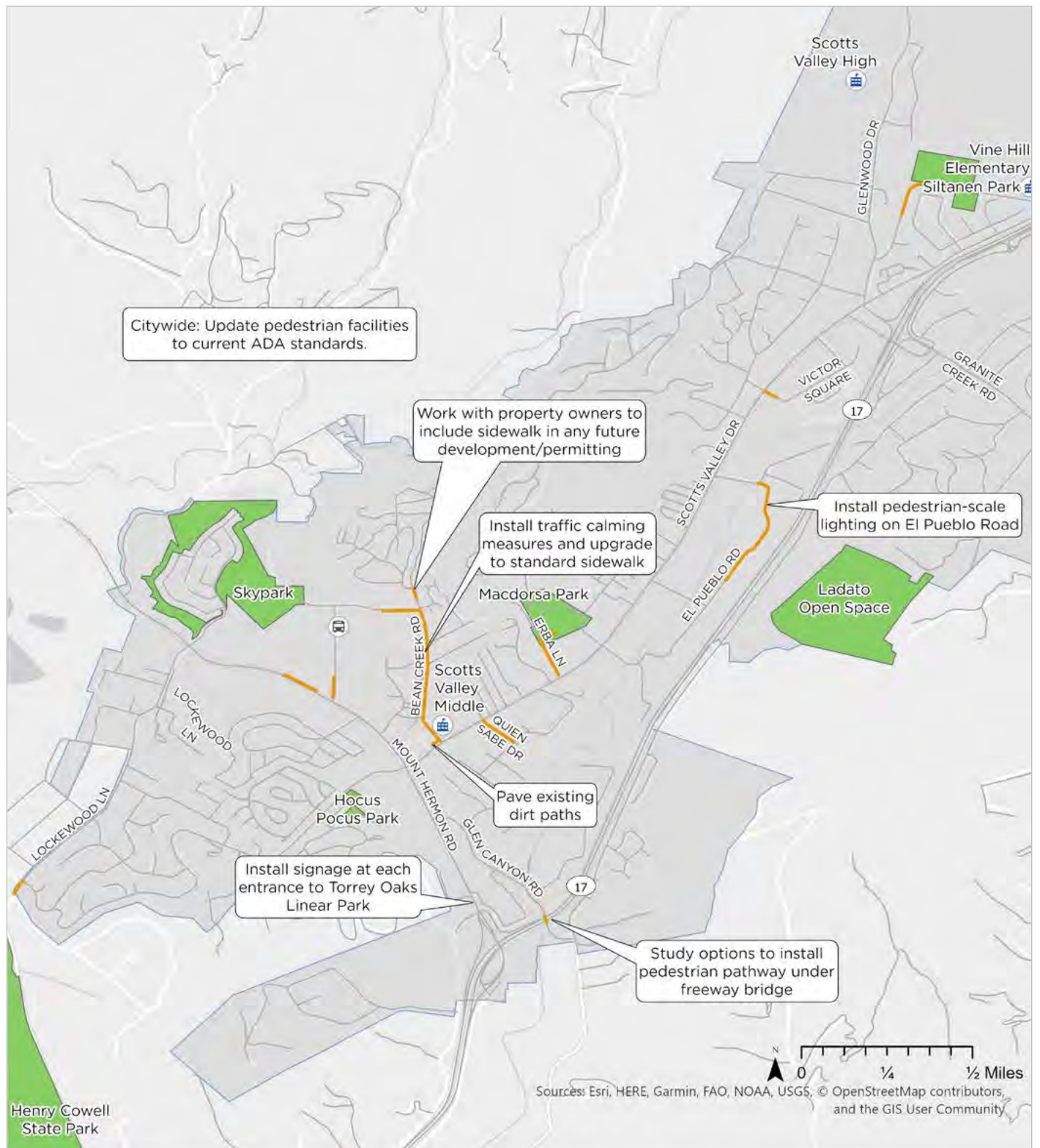
Pedestrian Recommendation #2: Fill key sidewalk gaps and install ADA upgrades.

Many residential neighborhoods in Scotts Valley do not have sidewalks. Given the limited City resources, it is unlikely that the City will be able to construct new sidewalks in all residential neighborhoods. The recommendations in this Plan focus on filling sidewalk gaps that connect to key destinations, with an emphasis on schools and major employers. The goal of these recommendations is to ensure continuous sidewalks on Scotts Valley Drive, Mount Hermon Road, Lockwood Lane, Kings Village Road, Bluebonnet Lane, Bean Creek Road, El Pueblo Road, and Vine Hill School Road.

While a citywide inventory of ADA facilities is beyond the scope of this Active Transportation Plan, it is also recommended that the City continue to install new curb ramps and other ADA improvements as part of all future sidewalk projects.

The following map shows recommendations for projects to close key sidewalk gaps. These projects can be constructed by the City or in partnership with property owners as they make improvements to their property.





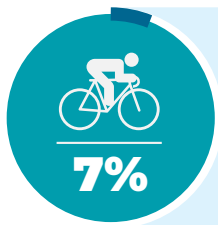
Map 12. Sidewalk Gap Closure Recommendations

- New/Improved Sidewalk
- Parks
- Transit Center
- City Limit
- Public School

Bicycle Recommendations

Four Types of Cyclists

A survey of adults throughout the United States showed that more than half would bicycle more frequently if improved bicycle facilities were available. Only a small percentage of people surveyed felt comfortable biking on streets with no bicycle facilities. This research on how bicycling is perceived showed that most people fall into one of four categories, as shown below.⁹



Strong and Fearless

People who are comfortable biking on roadways without bike lanes.



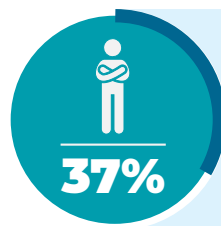
Interested but Concerned

People who are most comfortable on paths or low-traffic streets and who are interested in biking more.



Enthusied and Confident

People who are very comfortable biking on streets with bike lanes or other bike facilities.



No Way, No How

People who are physically unable to bike, are very uncomfortable biking, or are not interested in biking more.

Bicycle Recommendation #1: Expand and improve the bicycle route network.

This section lists recommendations to expand and enhance the network of bicycle facilities within Scotts Valley. The City has already striped Class II bicycle lanes on streets that are wide enough to accommodate them, and there are only a few opportunities for new bicycle facilities within the city. Most of the bike network recommendations involve enhancements to existing bike lanes, such as widening them, adding striped buffers or green lane treatments, or upgrading them to Class IV separated bikeways.

Bicycle network recommendations are shown in Map 13 and include the following types of treatments:



Traffic Calming

Traffic-calming measures such as chicanes, speed humps, and neighborhood traffic circles can be used to slow motor vehicle traffic on residential streets and improve conditions for cyclists.



Class I Shared Use Path

Shared use paths are paved rights-of-way that are completely separated from streets. Shared use paths support multi-use recreation and transportation opportunities for walkers, bikers, skaters, and wheelchair users.



Class II Bicycle Lanes

Bicycle lanes are on-street facilities that use striping and stencils to designate space for bicycle travel.



Class IIB Buffered Bike Lanes

These are on-street facilities in which a bicycle lane is separated from the vehicle lane by a striped buffer. The buffer provides greater separation and comfort for bicyclists using the bike lane.

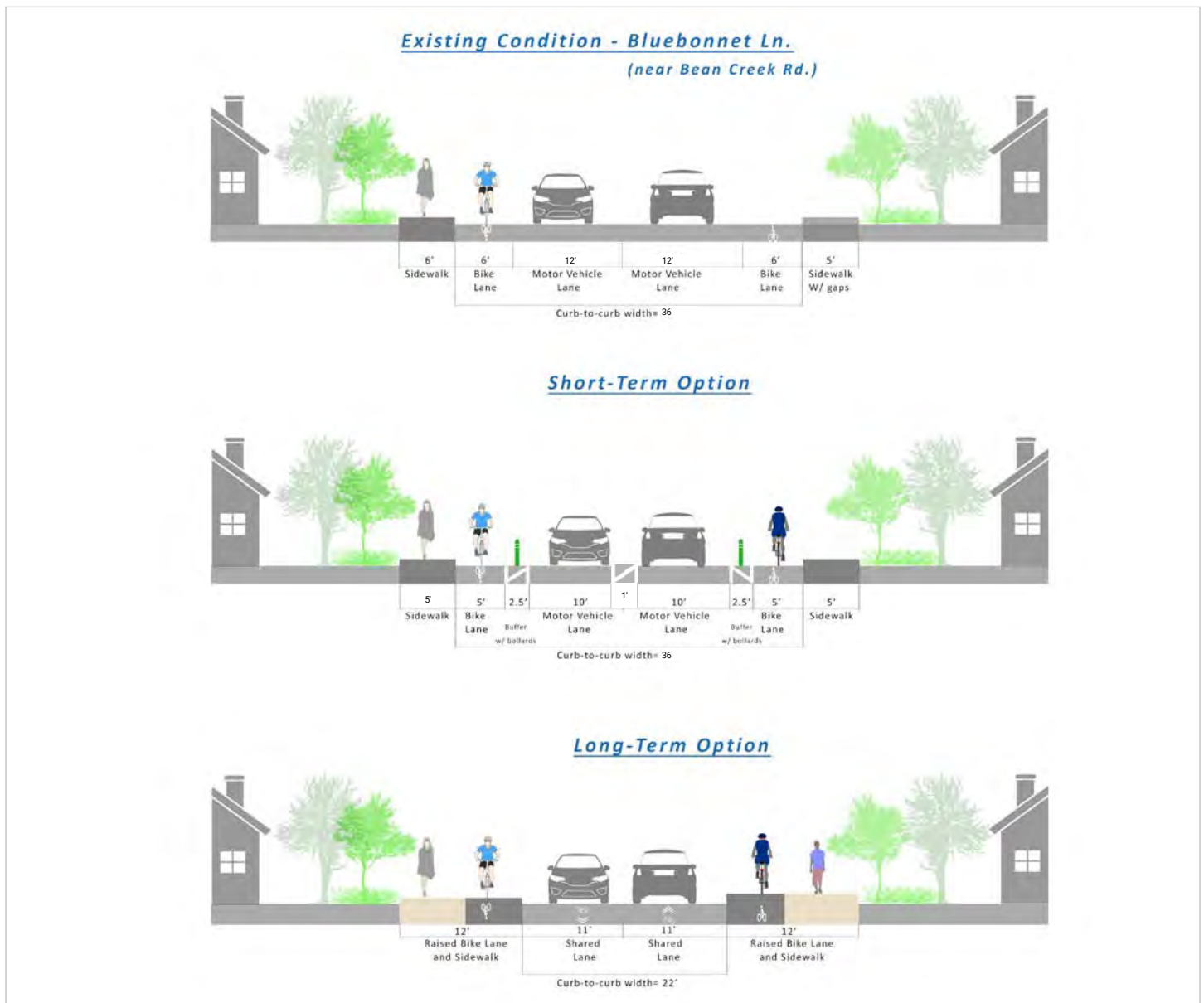
9. Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.



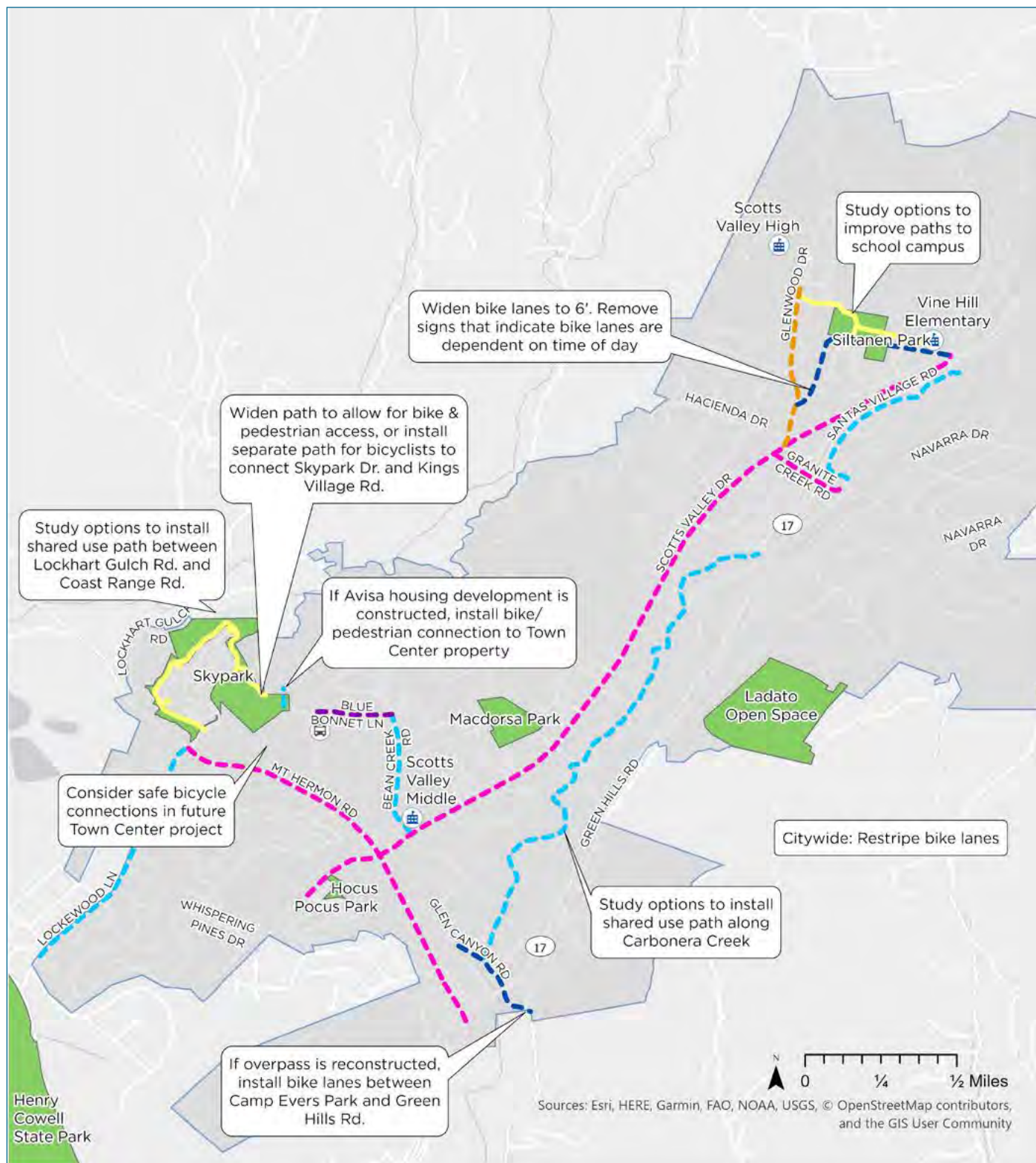
Class IV Separated Bikeway

These are on-street facilities in which the bicycle path of travel is separated from the vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers.

Figure 10: Cross-section of Proposed Class IV separated bikeway on Bluebonnet Lane



The Active Transportation Plan presents several options for safety, access, and mobility in the Bluebonnet Lane area. These options include a traffic circle at Bean Creek Road, curb extensions at intersections, narrowed vehicle lanes, improved striping, bollards, high-visibility crosswalks, raised crosswalks, closure of the sidewalk gap, and raised bikeways. At the time of design for short- and long-term options for this segment, these treatments will be evaluated to develop a cohesive and effective approach to enhance safety and mobility for pedestrians, bicyclists, and motorists.



Map 13. Future Bikeway Network

- | | | |
|--------------------------|---------------------------------------|----------------|
| Existing Shared Use Path | Proposed Buffered Bike Lane | Transit Center |
| Proposed Shared Use Path | Proposed Buffered/Separated Bike Lane | Public School |
| Proposed Bike Lane | Proposed Separated Bikeway | City Limit |

Bicycle Recommendation #2: Install bicycle spot improvements.

In addition to new bike facilities or enhancements to existing bike lanes, this Plan addresses specific locations that have been identified as barriers to safe and comfortable cycling. Spot treatments may include:

- » Short-term improvements such as green-backed sharrows on roadways that currently lack bicycle facilities.
- » Intersection improvements at intersections that are challenging to navigate by bike.
- » Bicycle detection at intersections to ensure that traffic signals can detect people on bikes.

The spot improvements recommended in this plan include the following treatments:

Green-Backed Sharrows

Shared-lane markings, or sharrows, are used on streets where bicycles and motor vehicles share the same travel lane. Sharrows provide a visual cue to drivers that bicyclists may be sharing the lane. This plan recommends the installation of green-backed sharrows, in which the sharrow is striped with a green background to increase visibility.

Bicycle Detection at Intersections

Bicycle detection at signalized intersections can be installed via in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, a bicycle symbol should be striped on the pavement to show cyclists where to position themselves.

Bicycle Box

Bicycle boxes, like those at the intersection of Scotts Valley Drive and Mount Hermon Road, help to prevent right hook collisions by positioning people on bikes in front of drivers so that they are clearly visible. Bicycle boxes also make it easier for cyclists to make a left turn, allowing them to move over in the green area when the light is red.

Green Conflict Markings

Dashed green bike lane markings let drivers know where to expect people on bikes and make cyclists more visible on the road. Green lane markings can be used to highlight “conflict zones,” i.e., places where the traffic lane and bike lanes cross. They have been found to increase driver yielding behavior, meaning that drivers are more likely to yield to cyclists in the bike lane when conflict markings are present. They can also be used as intersection crossing markings, which show the path of cyclists through intersections.

Traffic Circle

Traffic circles are small roundabouts installed on neighborhood streets. They can slow traffic on local and collector streets, which creates a safer and more comfortable environment for people walking and biking.

Pedestrian Hybrid Beacon

Pedestrian hybrid beacons are overhead lights used to control traffic at unsignalized locations to assist pedestrians and bicyclists in crossing the street. They are recommended for roads with three or more lanes and higher traffic volumes and have been shown to reduce pedestrian crashes.





Map 14. Bicycle Spot Improvements - Southern Scotts Valley

-  Green-Backed Sharrow
-  Transit Center
-  Parks
-  Traffic Circle
-  Public School
-  City Limit
-  Green Bike Conflict Markings



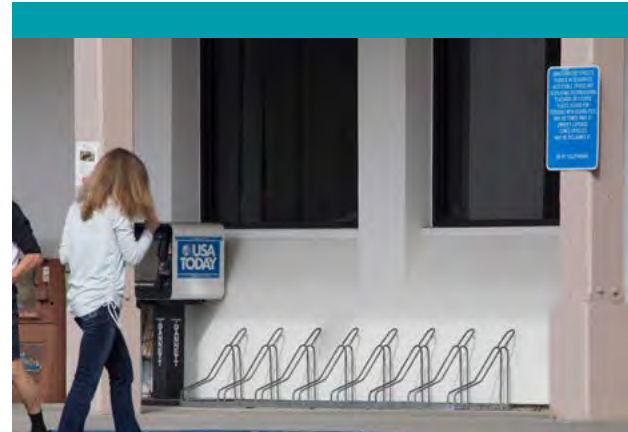
Map 15. Bicycle Spot Improvements - Northern Scotts Valley

-  Green-Backed Sharrow
-  Transit Center
-  Parks
-  Green Bike Conflict Markings
-  Public School
-  City Limit

Bicycle Parking

The lack of bicycle parking in Scotts Valley came up frequently as an issue during public outreach. Secure bike parking is an important component of a bicycle-friendly community, as it enables residents to use bicycles for daily errands, grocery shopping, and other transportation trips.

Bicycle parking facilities can be designed for short-term or long-term use. Both types are important to serve the needs of cyclists, from a resident going to the post office by bike to an employee who bikes to work and needs all-day parking. The City should consider the context and primary uses of each location to determine which type of bike parking to install.



Short-Term Bicycle Parking

The two key elements of bicycle parking for short-term use are proximity to the destination and ease of use. Bike parking should be visible from the entrance of a destination and be located close by. Protection from weather is preferred, and poorly lit or low-visibility areas should be avoided.

Racks should be sturdy and well-anchored, and styles that easily support bicycles are preferred. Racks should also accommodate a variety of bicycles, including longer cargo bikes, and should allow for both the frame and the wheel to be locked to the rack. The “Inverted U”-style bike rack is a common design that meets all requirements for easy short-term use.

In locations where sidewalk space is limited and demand for bike parking is high, bike corrals provide parking for up to 10 bicycles in an on-street parking space. Installing bike corrals also helps to keep sidewalk space clear for people, landscaping, seating, or other street furniture.

Long-Term Bicycle Parking

People who need to park their bikes for longer periods generally value security and protection from weather. Long-term bicycle parking is designed to serve employees who bike to work, commuters biking to transit, or anyone else who needs to park their bike for an extended period of time. Because bicycles are left unmonitored for longer periods, theft protection is critical.

There are several forms of long-term bicycle parking, including secure indoor bike rooms and bicycle lockers. Long-term parking can be located slightly farther from destinations, as users are often willing to trade some convenience for additional security and weather protection. Bicycle lockers are a common form of long-term parking and can be accessed through user-supplied locks, keys, smart cards, or other technology. Signage is useful to explain how to use long-term bike parking.





Bicycle Parking Recommendation #1: Develop a program to provide bicycle parking to existing businesses.

Installing bike parking at Scotts Valley businesses is an inexpensive and impactful way to encourage more bicycling. The City should develop a program to install bike parking at local businesses, either by providing racks or through a partnership with business owners. One option is to work with local artists to design custom bike racks that can serve as both bicycle parking and public art and help to enhance the streetscape in Scotts Valley.



Bicycle Parking Recommendation #2: Work with Santa Cruz METRO to maintain or replace bike lockers at the Cavallaro Transit Center and provide instructions for use.

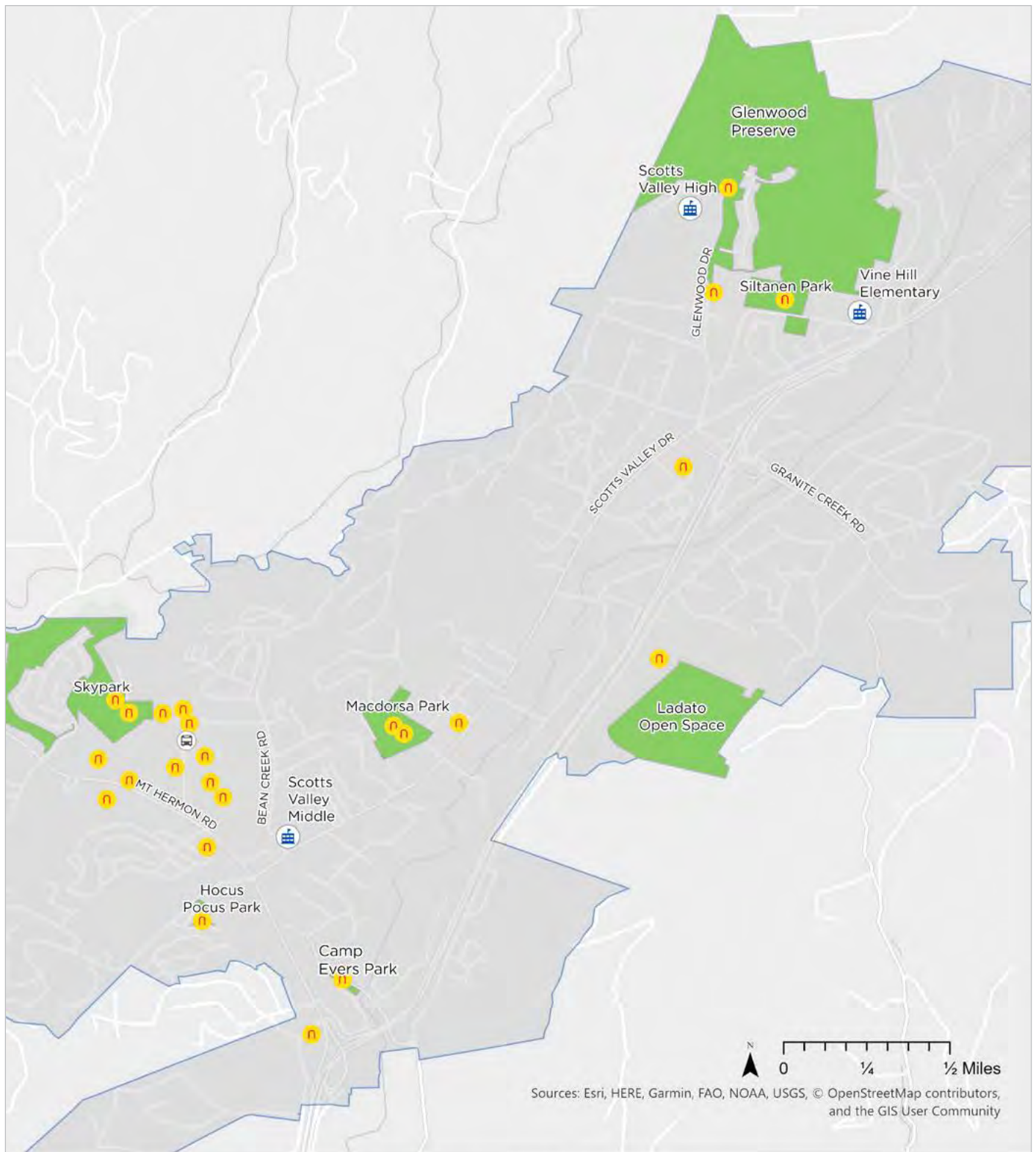
Transit centers are key locations for long-term bicycle parking, which enables commuters to bike to the bus station and leave their bikes for the day. There are currently bicycle lockers at the Cavallaro Transit Center, but they are in disrepair and are unusable. The City should partner with Santa Cruz METRO to repair or replace the lockers and provide signage to explain how to use them.



Bicycle Parking Recommendation #3: Develop a bicycle parking ordinance in the City of Scotts Valley Municipal Code to ensure the construction of bike parking in future development projects.

The City does not currently have an ordinance that requires bicycle parking to be included in new construction, although City staff often adds a requirement for bike parking to new commercial projects. The City should adopt an ordinance requiring both short-term and long-term bicycle parking in future multi-family developments, non-residential developments, and mixed-use developments.





Map 16. Recommended Bike Parking Locations

- n New/Upgraded Bike Parking
- Parks
- Transit Center
- City Limit
- Public School

Program Recommendations

Education programs as well as other programmatic recommendations complement infrastructure projects to create a safe and comfortable environment for walking and biking. Program recommendations are divided between multi-modal recommendations, which address both pedestrians and bicyclists, pedestrian recommendations, and bicycle recommendations.

Multi-Modal Programmatic Recommendations

Adopt Vision Zero Policy

Vision Zero is a global initiative that seeks to eliminate severe traffic injuries and fatalities. Locally, Vision Zero is a project of the Community Traffic Safety Coalition/County Public Health, which has partnered with local jurisdictions to help develop Vision Zero ordinances and action plans. This Plan recommends that the City of Scotts Valley adopt a Vision Zero policy and action plan to maintain the recent trend of zero traffic fatalities and reduce the rate of severe injuries while increasing the number of cyclists and pedestrians and providing safe, healthy, and equitable mobility for all.

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students with the goal of empowering students and parents to walk and bike and to reduce collisions. This Plan recommends that the City and the Scotts Valley Unified School District continue their support of these programs and pursue partnership opportunities to ensure continued program funding.

Clear Corner Visibility Ordinance

Develop an ordinance to require property owners to maintain clear visibility at corners and driveways, if feasible. This ordinance would require property owners to cut back or remove trees, bushes, fences, or any other obstructions that reduce visibility.

Complete Streets Policy

Complete Streets are streets that are designed to meet the needs of all users. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation. This Plan recommends the adoption of a Complete Streets policy, which would prompt the community to consider bicycle and pedestrian improvements when repaving or otherwise doing major maintenance on roadways. Sample Complete Streets policies are available through the Monterey Bay Area Complete Streets Guidebook, developed by the Santa Cruz County Regional Transportation Commission.

Evaluation

Develop a program to count people walking and biking, especially before and after pedestrian and bicycle improvements are constructed. This provides data on the impact of each project and can also help to demonstrate success to grant funders. Rates of walking and bicycling can be measured by installing automated bike counters when new projects are constructed or through in-person surveys during peak hours.



Open Streets

Open Streets or Ciclovía events temporarily divert car traffic and open the roadway for people to bike, walk and play in a safe, fun, and car-free environment. These events promote physical activity, help build a culture of walking and biking, and can help boost the economy through business promotion and tourism. In Santa Cruz County, Open Streets is a project of Bike Santa Cruz County, which holds two annual events in Santa Cruz and Watsonville. This Plan recommends that the City partner with Bike Santa Cruz County to launch an Open Streets event within the City of Scotts Valley.

Street Smarts Program

Continue support for the county-wide Street Smarts campaign to distribute traffic safety messages and utilize City channels to share Street Smarts messages with the community. The City could include messaging in English and Spanish on how to use some of the newer bike and pedestrian infrastructure within the City, such as bike boxes and sharrows, when walking, biking, or driving. Messages reminding drivers to yield to pedestrians in the crosswalk were also important to stakeholder committee members.

Pedestrian Programmatic Recommendations

Street Trees

Develop a program to encourage the planting and maintenance of street trees that provide shade on Scotts Valley Drive, Mount Hermon Road, and Kings Village Road. For example, the City of San Mateo provides free street trees to residents and business owners in a program funded through developer in-lieu fees. Tree recipients agree to water and care for the trees for the first two years.

Many residents expressed that a lack of shade was a deterrent to walking on the city's two arterials. Existing street trees in medians on Scotts Valley Drive and Mount Hermon Road provide shade for cars, but not pedestrians or cyclists.



Bicycle Programmatic Recommendations

Bicycle Friendly Communities

In 2019, Scotts Valley residents applied for a Bicycle Friendly Communities designation through the League of American Bicyclists. Scotts Valley received an Honorable Mention, although the City met many of the criteria to be recognized as a Bronze-level Bicycle Friendly Community. The League provided recommendations that would allow the City to reach Bronze-level status, including the adoption of a Complete Streets policy, improved bike parking, improved data collection, and increased education for law enforcement on bicycle safety and traffic laws. This Plan recommends that the City or community members reapply for Bicycle Friendly Community status after implementing some of the priority projects and programs included in this Plan and continue to reapply as new projects and programs are implemented.

Bike to Work/School Day

Ecology Action hosts a biannual Bike and Walk to School Day at Scotts Valley schools as well as a Bike To Work Day breakfast site at Scotts Valley Cycle Sport. This event is an opportunity to get students, parents, and the general public excited about walking and biking and to encourage residents to try active transportation for the first time. This Plan recommends that the City supports and promotes this event through its marketing channels.

On-Bike Enforcement

The Scotts Valley Police Department has explored providing bicycles to officers to allow for on-bike enforcement. This Plan recommends pursuing this effort as well as providing additional education to law enforcement officers on bicycle safety and traffic laws as they apply to bicyclists and motorists. This training can help foster positive interactions between bicyclists and police officers.

This Plan also recommends that the Scotts Valley Police Department promote the Bicycle Traffic School Program to cyclists who are not following the rules of the road. This program is a coordinated effort involving law enforcement, the traffic court, and the education services of Santa Cruz County's cycling community to identify and educate cyclists at risk. Bicyclists that are given tickets for traffic violations have the option of attending a class on how to safely use a bicycle in traffic in lieu of paying the moving violation fine. The class is also available to members of the public who want to feel safer and more confident riding on busy local streets.

Promote Scotts Valley as a Bicycling Destination

There was strong interest among members of the stakeholder committee in promoting Scotts Valley as a destination for recreational cycling in order to help expand bike culture and increase City revenue. Popular road cycling routes run through Scotts Valley, such as Granite Creek Road and Glenwood Drive/Mountain Charlie Road. The Glenwood Preserve trails offer mountain biking within the city, and nearby are the world-class trails of UC Santa Cruz, Wilder Ranch State Park, and the Soquel Demonstration Forest. This Plan recommends partnering with the local bike industry and business organizations to develop a promotional campaign that features Scotts Valley as a bicycling destination.

Wayfinding

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct bicyclists to preferred bike routes. Signs have been installed at more than 300 locations, including in the City of Scotts Valley. This Plan recommends that the City continue to update and maintain bicycle wayfinding signage in partnership with the Santa Cruz County Regional Transportation Commission.





Chapter 5. Implementation and Maintenance

Implementation and Reporting

The projects included in this Plan will be implemented over time as funding becomes available. With limited funding, the City of Scotts Valley has to decide how to prioritize the proposed recommendations.

Some projects that are low cost and have community support can be installed using the City's existing funds. For larger projects, leveraging local funds with additional grant funding will be critical for implementation. There are also several projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.

The City of Scotts Valley also has the opportunity to implement bicycle and pedestrian improvements as part of ongoing road maintenance. Any resurfacing project provides a chance to restripe the roadway and install improvements such as high-visibility crosswalks, buffered bike lanes, green bike lane treatments, and Class IV separated bikeways for a relatively low additional cost. Traffic signal maintenance and upgrades also provide opportunities to install countdown pedestrian signal heads, leading pedestrian interval signal phasing, and video detection for bicyclists. Looking for ways to include bike and pedestrian improvements in planned maintenance projects is a highly cost-effective strategy for implementing the projects included in this Plan.

This chapter includes a prioritized project list based on criteria that align with the vision and goals of this Plan. Individual projects will be prioritized for funding through the City's Capital Improvement Program (CIP). Reporting on project funding, design, and construction will occur through an update to the city council during the annual CIP update process.

For projects within Caltrans' right of way, any new improvements must be consistent with the Highway 17 Access Management Plan. Caltrans' maintenance agreements are required prior to new construction.

Project Prioritization

This prioritized project list is meant to serve as a tool to help decision-makers set priorities for project implementation, as well as for City staff to identify the most competitive projects for various grant funding opportunities. Recommended projects were evaluated using five criteria that align with the vision and goals of this Plan as well as common grant application criteria. Projects were assigned a number between 0 and 100 based on the criteria in Figure 10. Projects were then sorted into high-, medium-, and low-priority categories.

Table 3: Criteria for Project Prioritization

Criteria	Description	Max Points
Safety	If a project is located within 250 feet of more than one bicycle- or pedestrian-related collision, 30 points	30
	If a project is located within 250 feet of a bicycle- or pedestrian-related collision, 20 points	
	If a project is located within 500 feet of a bicycle- or pedestrian-related collision, 10 points	
Roadway Type	Project on state highway or arterial, 15 points	15
	Project on collector, 10 points	
Connectivity and Access	If a project closes a gap in the existing bicycle or pedestrian network, 15 points	15
Implementation	Low cost/complexity, 25 points	25
	Medium cost/complexity, 15 points	
	High cost/complexity, 0 points	
Community-Identified Need	If a project or location was identified by 5+ comments from members of the community, 15 points	15
	If a project or location was identified by at least one comment, 10 points	
TOTAL		100

Table 4: Project Prioritization

High Priority: 70–100 Points
24 Projects
Medium Priority: 40–65 Points
39 Projects
Low Priority: 0–35 Points
7 Projects

Prioritized Project List

Projects that received between 70 and 100 points are categorized as high priority. Projects with a score between 40 and 65 are categorized as medium priority, and projects with a score of 35 or less are categorized as low priority.

High-, medium-, and low-priority projects can be viewed in the following tables, and a full list of project prioritization scoring can be found in Appendix A.

Projects that are bold and italicized are within Caltrans' jurisdiction and will require Caltrans' approval and coordination.

High-Priority	
Location	Recommendation
<i>Granite Creek Road overpass (short-term)</i>	<i>Narrow travel lanes to 11' to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where a bike lane crosses the right turn lane.</i>
Scotts Valley Drive at Victor Square (north leg)	Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance.
Mount Hermon Road near Kings Village Road	Fill sidewalk gap.
<i>Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (long-term)</i>	<i>Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Study options to redesign intersection to simplify movements for cyclists, pedestrians, and drivers.</i>
Mount Hermon Road – Torrey Oaks Linear Park	Install "Pedestrian Route" signs at all four path entrances that are visible from Mount Hermon Road.
Mount Hermon Road between Glen Canyon Road and Scotts Valley Drive	Reduce lane widths to provide a buffered bike lane or Class IV separated bikeway.
Vine Hill School Road at Tabor Drive/Scotts Valley Drive	Upgrade crosswalks to high visibility.
Kings Village Road at Mount Hermon Road	Fill sidewalk gaps on west side of street.
Town Center property	Consider safe pedestrian and bicycle connections between Skypark Drive and Kings Village Road (east-west connection), as well as between Skypark and Mount Hermon Road (north-south connection) in future Town Center project.
Citywide	Study options to install in-street pedestrian-crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic.
Hacienda Way at Glenwood Drive (short-term)	Work with property owner to trim vegetation and improve visibility.
Citywide	Install pedestrian countdown signal heads
Citywide	Upgrade crosswalks near schools to high visibility.
Lockewood Lane (short-term)	Fill sidewalk gaps on south side of street. Install green-backed sharrows.

High-Priority

Location	Recommendation
Mount Hermon Road between Skypark Drive and Scotts Valley Drive	Explore installation of buffered bike lanes or Class IV separated bike-ways by narrowing lane widths to 11', as recommended in the Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop.
Scotts Valley Drive at Mount Hermon Road	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility.
Citywide	Update pedestrian facilities to meet current ADA standards. Implement recommendations of City of Scotts Valley Access Audit & Transition Plan for City facilities.
Highway 17	<i>Study options to install bike/ped bridge over highway as a long-term project.</i>
Scotts Valley Drive	Study options to install new marked crosswalks with a pedestrian hybrid beacon to reduce distance between crossings. Possible crossing locations include Quien Sabe Road, Victor Square (south leg), and Willis Road.
Sandraya Heights Road at Glenwood Drive (short-term)	Install high-visibility crosswalk.
Scotts Valley Drive at Bean Creek Road	Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance.
Scotts Valley Drive at Victor Square (north leg)	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads.
Quien Sabe Road	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard.
Vine Hill School Road between Glenwood Drive and Tabor Drive	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.



Medium-Priority

Location	Recommendation
Bean Creek Road between Lakeview Drive and Bluebonnet Lane	Work with property owners at 400 Bean Creek Road to include sidewalk in any future development/permitting.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane.
Bluebonnet Lane at path to Monteville	Study options to install high-visibility raised crosswalk.
Casa Way at Glenwood Drive	Upgrade crosswalk to high visibility.
Glen Canyon Road at Hwy 17 overpass	Study options to install pedestrian pathway under freeway bridge. If overpass is reconstructed, install Class II bike lanes between Camp Evers Park and Green Hills Road.
Kings Village Road	If housing development is constructed, install bike/pedestrian connection between 440 Kings Village Road and Town Center property.
Citywide	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are chosen, use a bike symbol to show cyclists where to position themselves.
Bluebonnet Lane (short-term)	Install Class IV separated bikeway using plastic bollards.
Dirt paths at southwest extent of Bean Creek Drive	Pave (with asphalt or concrete) existing dirt paths.
Citywide	Restripe bike lanes.
Mount Hermon Road between Lockwood Lane and Scotts Valley Drive	Install bike and pedestrian improvements including high-visibility crosswalks, pedestrian countdown heads, green bike lane treatments, and curb radius reduction.
Scotts Valley Drive between Quien Sabe Road and Victor Square (north leg)	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian-crossing distance and provide wider sidewalk, landscape strip, and/or buffered bike lanes or Class IV separated bikeways.
Scotts Valley Drive between Vine Hill School Road and Glenwood Drive	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.
Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (short-term)	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Install traffic-calming measures.
Bluebonnet Lane (short-term)	Close sidewalk gaps on south side of street.
Whispering Pines Drive between Mount Hermon Road and Lundy Lane	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.
Kings Village Road between Mount Hermon Road and Skypark	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible.
Lockwood Lane (long-term)	Install Class I shared-use path between Mount Hermon Road and Whispering Pines Drive.
Citywide	Upgrade all white sharrows in city limits to green-backed sharrows.
Lockhart Gulch Road	Study options to install Class I shared-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway.

Medium-Priority

Location	Recommendation
La Madrona Drive	If and when the Gateway South project is developed, install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane.
Glenwood Drive between Meadow View Drive and Scotts Valley Drive	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.
<i>Granite Creek Road overpass (long-term)</i>	<i>Rebuild overpass to make sidewalks ADA accessible and install Class IV separated bikeway. Install pedestrian-scale lighting.</i>
Hacienda Way at Glenwood Drive (long-term)	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at north corner of intersection.
North Navarra Drive	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access.
Glenwood Drive at Meadow View Drive (short-term)	Upgrade crosswalks to high visibility and install LED flashing stop signs.
Sandraya Heights Road at Glenwood Drive (long-term)	Install curb extension on northwest corner to shorten crossing.
El Pueblo Road	Fill sidewalk gaps and install pedestrian-scale lighting.
Erba Lane	Install sidewalk between Scotts Valley Drive and fire station.
Mount Hermon Road between La Madrona Drive and El Rancho Drive	Widen freeway overpass to construct separated bicycle crossing. Explore intersection redesign and possible roundabout.
Scotts Valley Drive at Bean Creek Road	Install high-visibility crosswalks, curb extensions, and median refuge islands. Install lead pedestrian interval.
Bean Creek Road at school driveway	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility.
Erba Lane	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park.
Mount Hermon Road at La Madrona Drive	Restripe intersection of Mount Hermon Road and La Madrona Drive to move southbound bike lane to the left of the right-turn lane.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Upgrade to standard sidewalk on east side of the street.
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Study options to install Class I facility on east side of the street.
Carbonera Creek	Study options to install shared-use path connecting parks along Carbonera Creek.
Vine Hill School Road	Fill sidewalk gaps on northeast side of street.

Low-Priority	
Location	Recommendation
Bluebonnet Lane (long-term)	Install raised Class IV separated bikeway to narrow travel lanes and decrease pedestrian-crossing distance.
Siltanen Community Park	Study options to improve paths to school campus.
Bean Creek Road at Bluebonnet Lane	Install traffic circle to slow traffic and improve visibility of crosswalk.
Santa's Village Road/Polo Ranch Road between Orchard Run and Granite Creek Road	Widen sidewalk to Class I shared-use path to connect new housing developments with Granite Creek Road.
Glenwood Drive at Meadow View Drive (long-term)	Install curb extensions to shorten crossing distance.
Skypark	Widen path to allow for bike and pedestrian access or install separate path for bicyclists to connect Skypark Drive and Kings Village Road.

Funding Sources

The following table lists potential grant and program funding sources that can be used to implement the projects identified in this plan.

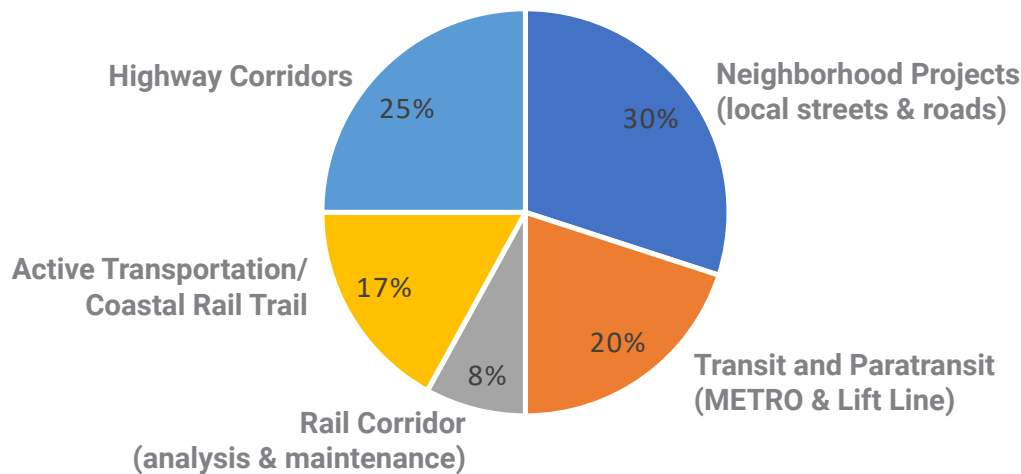
Table 5: Funding Sources for Active Transportation

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement, & Enforcement Programs	Maintenance
Local				
Measure D: Regional Sales Tax	●	●	●	●
Transportation Development Act	●	●	●	●
City General Funds	●	●	●	●
City Gas Tax Revenues	●	●	●	●
Foundations	●	●	●	
Businesses and Corporations	●		●	
Developer Impact Fees	●			
State				
Active Transportation Program	●	●	●	
California Office of Traffic Safety			●	
AB 2766	●	●	●	
State Highway Operations and Protection Program (SHOPP)	●	●		
State Transportation Improvement Program (STIP)	●			
Federal				
Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX)	●	●	●	
Highway Safety Improvement Program	●		●	
Better Utilizing Investments to Leverage Development (BUILD) Program	●			

Measure D

To address the ongoing shortfall in transportation funding, Santa Cruz County voters approved Measure D in 2016. Measure D institutes a half-cent sales tax that will provide approximately \$20 million annually for local transportation projects over the next 30 years. The funds are distributed by formula to cities, the county, Santa Cruz METRO, and other agencies, and funding in the Neighborhood Projects category can be used for active transportation projects.¹⁰ Scotts Valley receives approximately \$230,000 in Measure D funds by formula each year.

Figure 11: Measure D Expenditure Categories



Maintenance

The need for maintenance of bicycle and pedestrian facilities is often reported by residents walking and bicycling on local roadways. The Santa Cruz County Regional Transportation Commission maintains the Bicycle and Pedestrian Hazard Report program, which is a webpage where any issue related to bicycle and pedestrian safety can be reported. Reports are forwarded to the appropriate jurisdiction for action.

The City of Scotts Valley currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair. Facilities constructed on private property and programs implemented by others and outside of City jurisdiction are not maintained by the City.

- » City streets, including bike lanes, are resurfaced and restriped in accordance with the CIP.
- » Signage is maintained and replaced as needed.
- » The City performs monthly street sweeping.
- » Bike lanes on City-maintained streets are swept once a month in accordance with the street-sweeping schedule. Additional cleaning is done as needed.

10. Measure D: www.sccrtc.org/MeasureD; RTP: www.sccrtc.org/rtp

APPENDICES

Scotts Valley Safe Active Transportation Plan

Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
1	Bean Creek Road at Bluebonnet Lane		Install traffic circle to slow traffic and improve visibility of crosswalk	0	0	15	10	0	25
2	Bean Creek Road at school driveway		Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility	15	0	15	10	0	40
3	Bean Creek Road between Lakeview Drive and Bluebonnet Lane		Work with property owners at 400 Bean Creek Road to include sidewalk in any future development/permitting	25	0	15	10	15	65
4	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Work with property owners to trim vegetation to clear bike lane and increase visibility at intersection of Bean Creek Road and Bluebonnet Lane	25	20	10	10	0	65
5	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Upgrade to standard sidewalk on east side of the street.	0	20	10	10	0	40
6	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Install traffic calming measures.	15	20	10	10	0	55
7	Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane		Study options to install Class I facility on east side of the street.	0	20	10	10	0	40
8	Bluebonnet Lane (long term)		Install raised Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance.	0	20	15	0	0	35
9	Bluebonnet Lane (short term)		Install Class IV separated bikeway using plastic bollards.	25	20	15	0	0	60
10	Bluebonnet Lane (short term)		Close sidewalk gaps on south side of the street	15	10	15	0	15	55
11	Bluebonnet Lane at path to Montevalle		Study options to install high-visibility raised crosswalk	25	10	15	0	15	65
12	Carbonera Creek	Private Property	Study options to install shared-use path connecting parks along Carbonera Creek.	0	10	15	0	15	40
13	Casa Way at Glenwood Drive		Upgrade crosswalk to high visibility	25	20	10	10	0	65
14	Citywide		Upgrade all white sharrows in City limits to green backed sharrows	25	0	15	10	0	50
15	Citywide		Update pedestrian facilities to current ADA standards. Implement recommendations of City of Scotts Valley Access Audit & Transition Plan for City facilities	0	30	15	15	15	75
16	Citywide		Restripe bike lanes	0	30	15	15	0	60
17	Citywide		Study options to install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic.	25	30	10	10	0	75
18	Citywide		Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves.	0	30	15	15	0	60
19	Citywide		Install pedestrian countdown signal heads	15	30	15	15	0	75
20	Citywide		Upgrade crosswalks near schools to high visibility.	15	30	15	15	0	75
21	Dirt paths at southwest extent of Bean Creek Drive		Pave (asphalt or concrete) existing dirt paths	25	20	0	15	0	60
22	El Pueblo Road		Fill sidewalk gaps and install pedestrian-scale lighting.	0	20	10	0	15	45
23	Erba Lane		Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park	15	0	10	0	15	40
24	Erba Lane		Install sidewalk between Scotts Valley Drive and fire station	0	20	10	0	15	45
25	Glen Canyon Road at Hwy 17 overpass	Caltrans	Study options to install pedestrian pathway under freeway bridge. If overpass is reconstructed, install Class II bike lanes between Camp Evers Park and Green Hills Road.	15	20	15	0	15	65
26	Glenwood Drive at Meadow View Drive (long term)		Install curb extensions to shorten crossing distance.	0	0	10	10	0	20
27	Glenwood Drive at Meadow View Drive (short term)		Upgrade crosswalks to high visibility and install LED flashing stop signs.	25	0	10	10	0	45
28	Glenwood Drive between Meadow View Drive and Scotts Valley Drive		Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.	0	30	10	10	0	50
29	Granite Creek Road overpass (long term)	Caltrans	Rebuild overpass to make sidewalks ADA accessible and install Class IV separated bikeway. Install pedestrian-scale lighting.	0	10	10	15	15	50

Scotts Valley Safe Active Transportation Plan

Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
30	Granite Creek Road overpass (short term)	Caltrans	Narrow travel lanes to 11' to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane.	25	30	10	15	15	95
31	Hacienda Way at Glenwood Drive (long term)		Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection.	0	30	10	10	0	50
32	Hacienda Way at Glenwood Drive (short term)		Work with property owner to trim vegetation and improve visibility.	25	30	10	10	0	75
33	Highway 17	Caltrans	Study options to install bike/ped bridge over highway as a long term project	0	30	15	15	15	75
34	Kings Village Road		If housing development is constructed, install bike/pedestrian connection between 440 Kings Village Road and Town Center property	15	10	15	10	15	65
35	Kings Village Road at Mount Hermon Road		Fill sidewalk gaps on west side of street	15	30	15	10	15	85
36	Kings Village Road between Mount Hermon Road and Skypark		Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible	0	30	15	10	0	55
37	La Madrona Drive		If/when Gateway South project is developed, install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane.	15	0	10	10	15	50
38	Lockwood Lane (long term)		Install Class I shared-use path between Mount Hermon Road and Whispering Pines Drive	0	20	10	10	15	55
39	Lockwood Lane (short term)		Fill sidewalk gaps on south side of street. Install green backed sharrows.	15	20	15	10	15	75
40	Lockhart Gulch Road		Study options to install Class I shared-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway.	25	0	10	0	15	50
41	Mount Hermon Road - Torrey Oaks Linear Park		Install 'Pedestrian Route' signs at all four path entrances that are visible from Mount Hermon Road	25	20	10	15	15	85
42	Mount Hermon Road at La Madrona Drive		Restripe intersection of Mount Hermon Rd. and La Madrona Dr. to move southbound bike lane to the left of the right-turn lane.	15	0	10	15	0	40
43	Mount Hermon Road between Glen Canyon Road and Scotts Valley Drive		Reduce lane widths to provide buffered bike lane or Class IV separated bikeway	25	30	15	15	0	85
44	Mount Hermon Road between La Madrona Drive and El Rancho Drive	Caltrans	Widen freeway overpass to construct separated bicycle crossing. Explore intersection redesign and possible roundabout.	0	0	15	15	15	45
45	Mount Hermon Road between Lockwood Lane and Scotts Valley Drive		Install bike and pedestrian improvements including high-visibility crosswalks, pedestrian countdown heads, green bike lane treatments, and curb radius reduction.	0	30	15	15	0	60
46	Mount Hermon Road between Skypark Drive and Scotts Valley Drive		Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop	15	30	15	15	0	75
47	Mount Hermon Road near Kings Village Road		Fill sidewalk gap.	15	30	15	15	15	90
48	North Navarra Drive		Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access	25	0	10	0	15	50
49	North Navarra Drive/South Navarra Drive		Install green backed sharrows. Install bike wayfinding signage on South Navarra Drive to highlight Green Hills Road connection.	25	0	10	0	0	35
50	Quien Sabe Road		Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard.	15	30	10	0	15	70

Scotts Valley Safe Active Transportation Plan

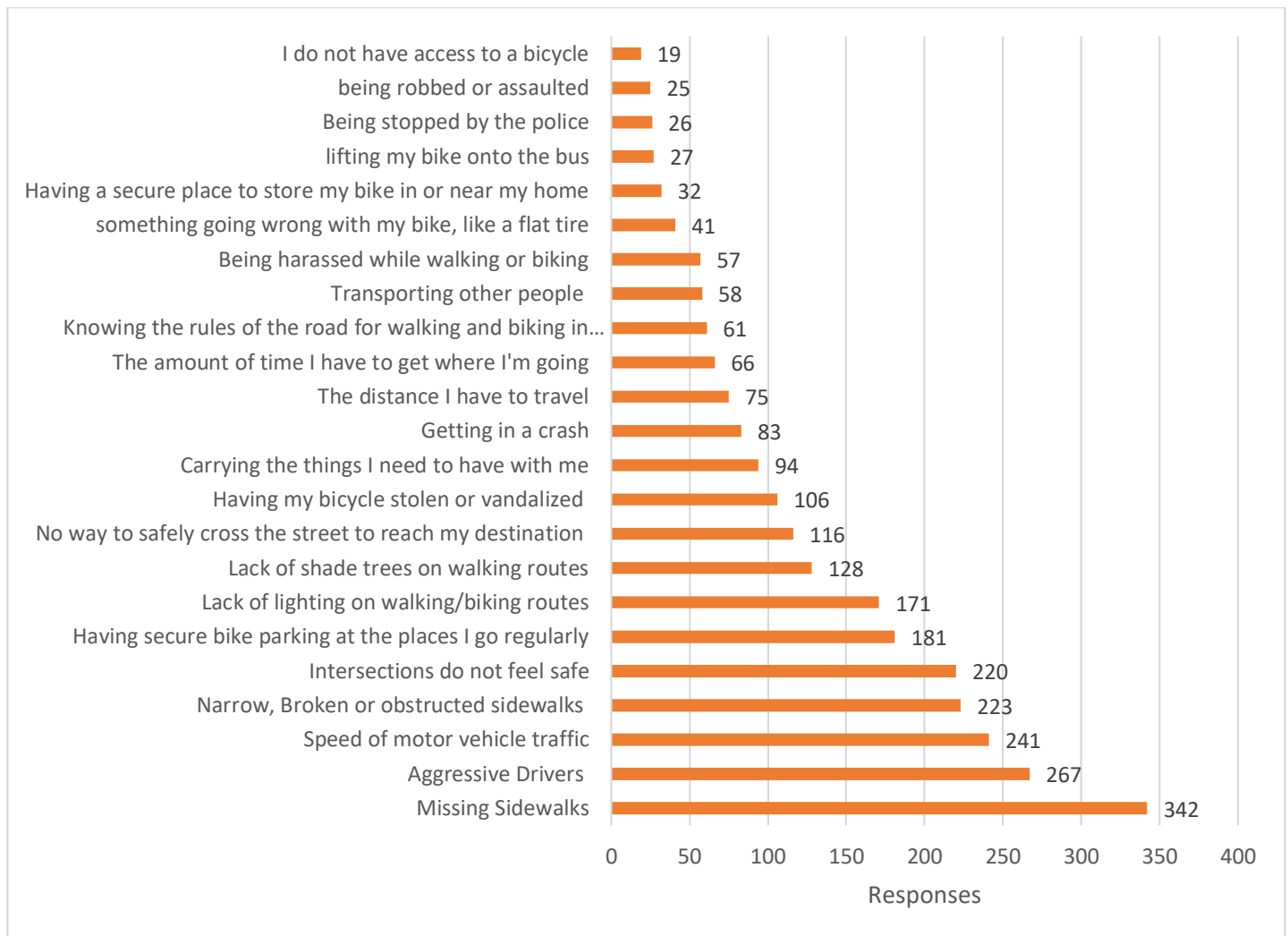
Project List with Prioritization Scoring

Rec. Number	Location	City Jurisdiction unless noted	Recommendation	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	ROADWAY TYPE	CONNECTIVITY AND ACCESS	TOTAL SCORE
51	Sandraya Heights Road at Glenwood Drive (long term)		Install curb extension on northwest corner to shorten crossing.	15	10	10	10	0	45
52	Sandraya Heights Road at Glenwood Drive (short term)		Install high-visibility crosswalk	25	10	10	10	15	70
53	Santa's Village Road/Polo Ranch Road between Orchard Run and Granite Creek Road		Widen sidewalk to Class I shared-use path to connect new housing developments with Granite Creek Road	0	0	10	0	15	25
54	Scotts Valley Drive		Study options to install new marked crosswalks with pedestrian hybrid beacon to reduce distance between crossings. Possible crossing locations include Quien Sabe Road, Victor Square (south leg), and Willis Road.	0	30	15	15	15	75
55	Scotts Valley Drive at Bean Creek Road		Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval	0	20	10	15	0	45
56	Scotts Valley Drive at Bean Creek Road		Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance.	25	20	10	15	0	70
57	Scotts Valley Drive at Mount Hermon Road		Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility.	15	30	15	15	0	75
58	Scotts Valley Drive at Victor Square (north leg)		Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads.	25	30	0	15	0	70
59	Scotts Valley Drive at Victor Square (north leg)		Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance.	25	30	10	15	15	95
60	Scotts Valley Drive between Quien Sabe Road and Victor Square (north leg)		Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeways.	0	30	15	15	0	60
61	Scotts Valley Drive between Vine Hill School Road and Glenwood Drive		Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.	0	30	15	15	0	60
62	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (long term)	Caltrans	Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Study options to redesign intersection to simplify movements for cyclists, pedestrians and drivers.	15	30	15	15	15	90
63	Scotts Valley Drive/Glenwood Drive/Hacienda Drive/ Highway 17 on- and off-ramps (short term)	Caltrans	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches.	0	30	15	15	0	60
64	Siltanen Community Park		Study options to improve paths to school campus.	15	0	10	0	0	25
65	Skypark		Widen path to allow for bike and pedestrian access, or install separate path for bicyclists to connect Skypark Drive and Kings Village Road.	0	0	10	0	0	10
66	Town Center property		Consider safe pedestrian and bicycle connections between Skypark Drive and Kings Village Road (east-west connection), as well as between Skypark and Mount Hermon Road (north-south connection) in future Town Center project	25	30	15	0	15	85
67	Vine Hill School Road		Fill sidewalk gaps on north/east side of street	0	10	15	0	15	40
68	Vine Hill School Road at Tabor Drive/Scotts Valley Drive		Upgrade crosswalks to high visibility.	25	30	15	15	0	85
69	Vine Hill School Road between Glenwood Drive and Tabor Drive		Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.	15	30	10	0	15	70
70	Whispering Pines Drive between Mount Hermon Road and Lundy Lane		Upgrade bike lanes to buffered bike lanes or Class IV separated bikeways.	15	30	10	0	0	55

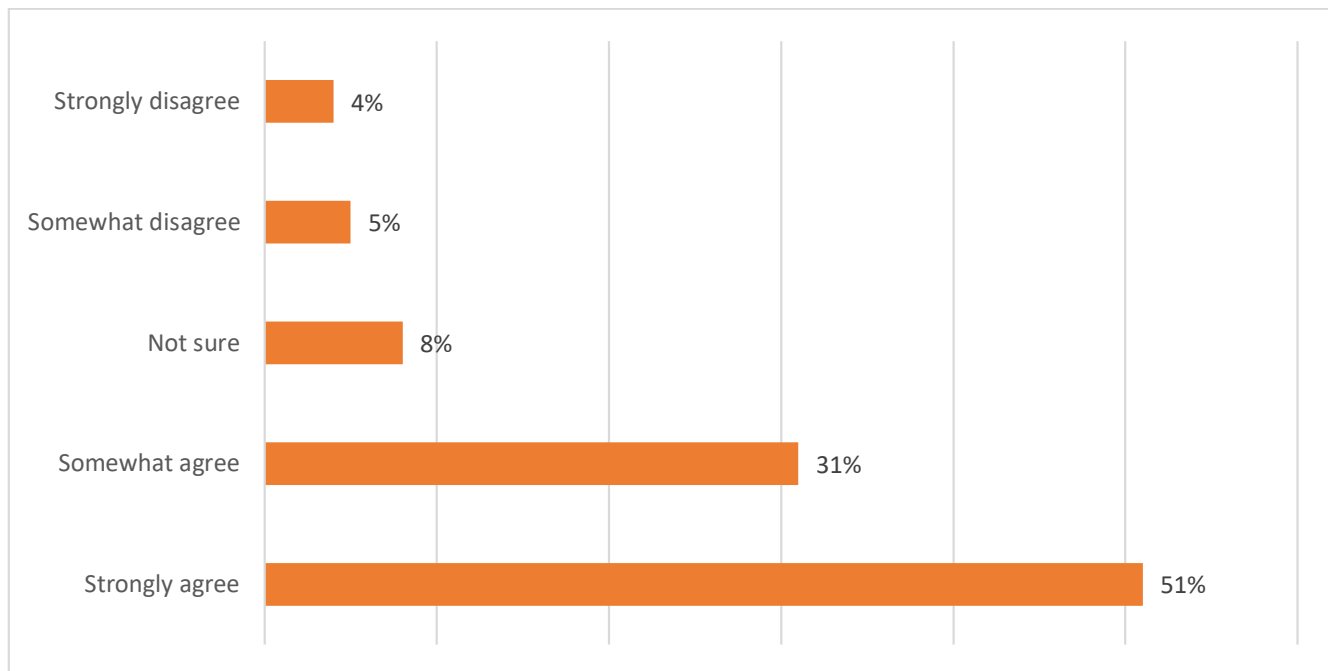
Scotts Valley Active Transportation Plan Community Survey Results

Below are results of the Scotts Valley Active Transportation Plan Community Survey, conducted between August and November 2019. The survey was distributed in person at outreach events as well as online, and 588 responses were received.

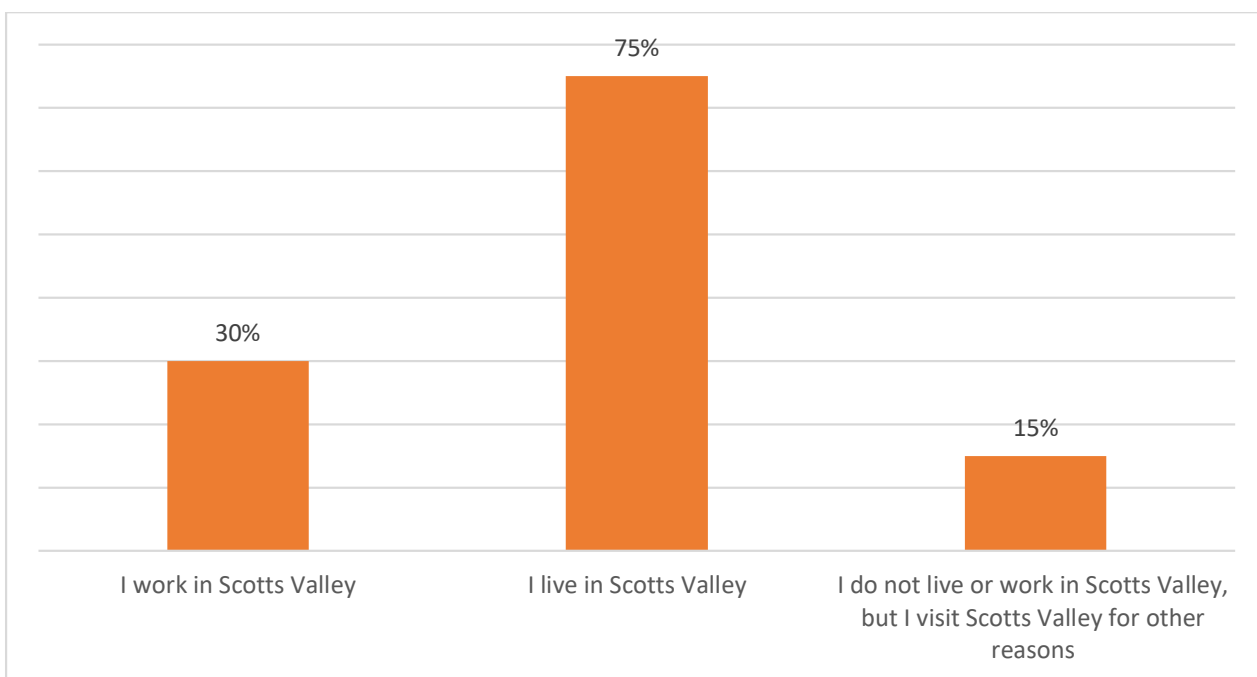
Question 1: Please indicate which concerns you have regarding walking and bicycling to get around in Scotts Valley:



Question 2: Please indicate your response to the following statement: *I would like to travel by bicycle or on foot in Scotts Valley for my daily commute, errands, and other activities more than I do now.*

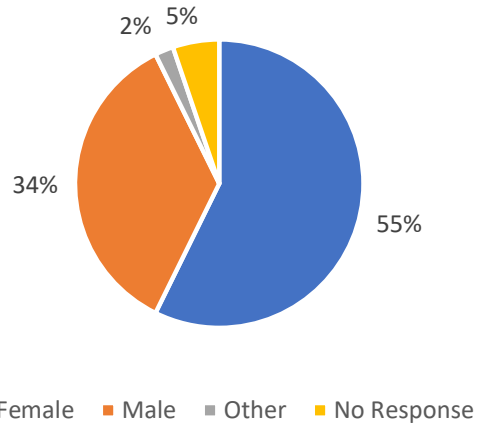


Question 3: Do you live or work in Scotts Valley?

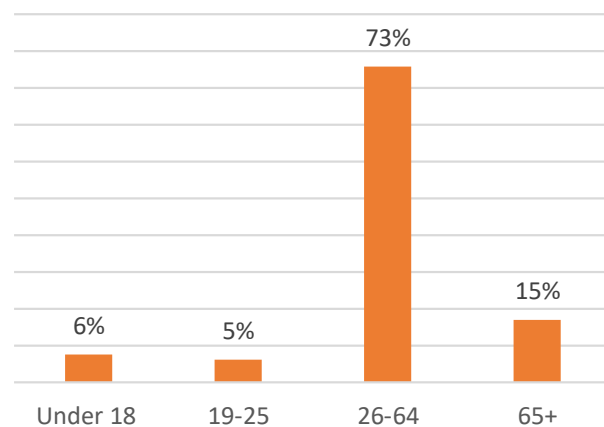


Respondent Demographic Information

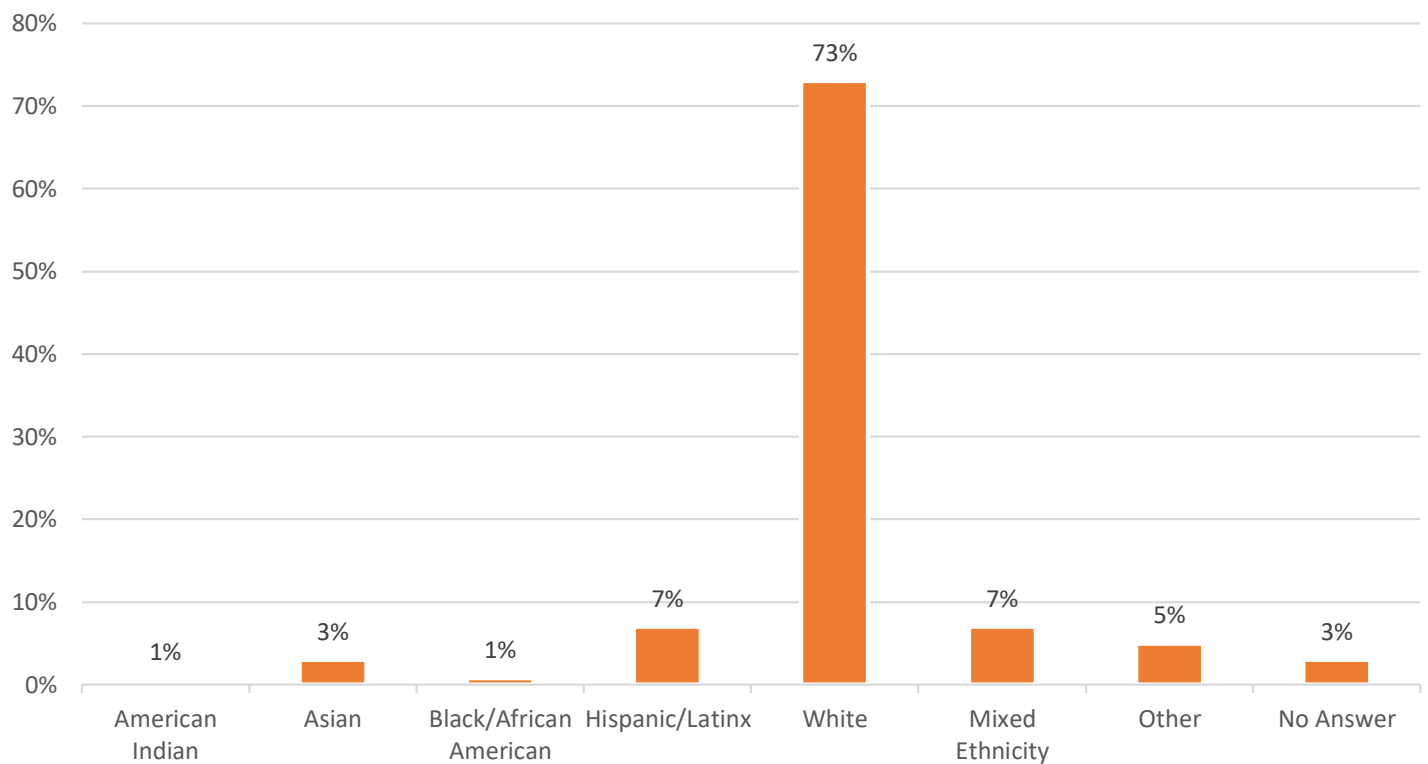
What is your gender?



What is your age?



What is your race?





Help Us Plan for a Walkable, Bikeable Scotts Valley

Over the next 18 months, the City of Scotts Valley will develop an Active Transportation Plan to provide a roadmap for future improvements for walking and bicycling. Join us for a public meeting to learn more about the planning process, share your concerns, and give input on ways to make it easy, comfortable, and safe to walk and bike around Scotts Valley.



Dinner, childcare, and Spanish translation provided.

Can't make the meeting? Share your input at ecoact.org/ScottsValleyATP

Thursday, October 24th, 6:30-8 pm
Scotts Valley Senior Center, 370 Kings Village Road



Ayúdenos a Planear un Scotts Valley Seguro Para Peatones y Ciclistas

En los próximos 18 meses, la ciudad de Scotts Valley desarrollará un Plan de Transporte Activo para brindar futuros mejoramientos a la ciudad. El enfoque será aumentar la seguridad de peatones y ciclistas. Acompáñenos a la junta pública para aprender más acerca del proceso de planificación, compartir sus preocupaciones acerca del tema y compartir comentarios acerca de cómo hacer sus caminatas o andar en bicicleta más cómodo y seguro en Scotts Valley.



Comida, guardería y traducción al Español serán disponibles.

¿No puede atender la junta? Comparta sus comentarios por medio de ecoact.org/ScottsValleyATP

Jueves, 24 de Octubre de 6:30-8 pm
Scotts Valley Senior Center, 370 Kings Village Road



City of Scotts Valley CITY COUNCIL STAFF REPORT

DATE: March 17, 2021

TO: Honorable Mayor and City Council

FROM: Tina Friend, City Manager
Kirsten Powell, City Attorney

SUBJECT: **IMPLEMENTATION OF SENATE BILL 1383 “REDUCING SHORT LIVED CLIMATE POLLUTANTS IN CALIFORNIA” (ORGANICS RECYCLING AND WASTE MANAGEMENT MANDATES)**

SUMMARY OF ISSUE

Governor Jerry Brown signed Senate Bill (SB) 1383, Short Lived Climate Pollutants, on September 19, 2016. SB 1383, which goes into effect on January 1, 2022, is the most significant waste reduction mandate to be adopted in California in the last 30 years. The legislation addresses methane emissions created by organic materials. Organic materials include green waste, wood waste, food waste, and fibers, such as paper and cardboard. SB 1383 requires a 75% reduction of organic material disposed in landfills and a 20% increase in edible food recovery by 2025.

There are specific implementation tasks required of local governments. Among the requirements to comply with SB 1383, the City of Scotts Valley (City) must:

- Provide organic material collection to all residents and businesses.
- Establish an edible food recovery program for all Tier 1 and 2 commercial edible food generators (grocery stores, restaurants, etc).
- Conduct education and outreach to all residential and commercial customers.
- Procure organic waste products such as compost, mulch, and renewable natural gas.
- Plan and secure access for recycling and edible food recovery capacity.
- Monitor compliance and conduct enforcement.

Immediate Next Steps for City

Given the scope of SB 1383’s requirements, a team of City staff has been meeting regularly to ensure progress. The next steps include:

1. Revised waste management contract. City staff is in the process of negotiating revised contracts with the City’s waste hauler and processor that are compliant

with SB 1383 requirements. The additional requirements will result in increased rates for customers.

2. Ordinance. The City Council must adopt several, new, enforceable ordinances requiring compliance with SB 1383.
3. Outreach and education for generators. The education/outreach requirements will be critical for successful implementation. Customers will need to have sufficient notice about the changes and will have to rethink how they dispose of waste. Staff is strategizing on the most effective means of translating these changes to customers.
4. Outreach and education for businesses that generate edible food waste. Provide Tier 1 and Tier 2 edible food generators with information about the food recovery program, generator requirements and food recovery organizations. Some local commercial generators, including grocery stores, already participate in this practice.
5. Procurement policy. Develop and enact procurement policies whereby the City procures a quantity of recovered organic waste, such as compost, that meets or exceeds the organic waste product procurement target as determined by Cal Recycle. Ensure the City is complying with existing procurement policies on purchase of recycled paper products.
6. Recordkeeping and reporting. Determine most effective means of recording data for compliance reports. This could be tied into the new contracts with waste hauler and processor.
7. Compliance and enforcement. Determine best approach for monitoring, inspections and enforcement. This could be tied into the new contracts with waste hauler and processor.

FISCAL IMPACT

There is no fiscal impact in receiving this report.

To implement the requirements of SB 1383, there will be increased rates to customers in an amount yet to be determined, pending contract negotiations with waste hauler and processor. The City will also expend money on outreach/education efforts and compliance procurement, in amounts to be determined.

STAFF RECOMMENDATION

Staff recommends the City Council receive a presentation on Senate Bill 1383 and its impacts on the City.

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Implementation Timeline 3

SB 1383 Implementation Timeline

Requirement	When	Approach
Funding / Agreements	By July 1, 2021	Increase rates for recycling and diversion of organics to fund new obligations.
Initial Education / Outreach	Spring 2021	Provide information on upcoming changes to waste recovery and organics recycling to residential and commercial accounts
Policy / Enforcement	Complete by Jan 1, 2022	Adopt ordinances, prepare community for rate increases, distribute collection bins where needed, and collaborate with county to develop food recovery infrastructure.
Collection	Jan 1, 2022	3-bin system in place for residential and commercial accounts
Education / Outreach	Feb 1, 2022	Annually provide generators utilizing the three-container system with information on properly separating materials, organic waste prevention, on-site recycling, methane reduction benefits, how to recycle organic waste, a list of approved haulers, and information related to food recovery.
Inspection	Quarterly after Jan 1, 2022	Conduct route reviews of randomly selected containers for contaminants such that all routes are inspected quarterly. Generator must be contacted, if contamination is found. Containers along routes must be physically inspected, if contamination is reported. City must impose fines on repeat offenders.