



A G E N D A

Meeting of the Scotts Valley Planning Commission

Date: May 10, 2018

Time: 6pm

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 831-440-5630	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted on May 4, 2018 at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvalley.org .
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Appointed Officials	City Staff Members
Derek Timm, Chair Carlos Arcangeli, Vice Chair Robin Donovan, Commissioner Rosanna Herrera, Commissioner Deborah Muth, Commissioner	Taylor Bateman, Acting Community Development Director Michelle Edwards, Senior Planner Brenda Stevens, Assistant Planner

Notice regarding Planning Commission Meetings:

The Planning Commission meets regularly on the 2nd Thursday of each month (unless otherwise noticed) at 6pm in the City Hall Council Chambers located at 1 Civic Center Drive, Scotts Valley, CA 95066.

Agenda and Agenda Packet Materials:

The Planning Commission agenda is available for review the Friday before the Thursday meeting on the Internet at the City's website: www.scottsvalley.org and in the lobby of City Hall at 1 Civic Center Drive, Scotts Valley, CA. Pursuant to Government Code §54957.5, materials related to an agenda item, submitted after distribution of the agenda packet, are available for public inspection in the lobby of City Hall during normal business hours, Monday-Friday, 8am-Noon and 1-5pm. In accordance with AB 1344, such documents will be posted on the City's website at www.scottsvalley.org.

CALL TO ORDER 6pm

(The Planning Commission Chair calls the meeting to order.)

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE

(The Planning Commission Chair leads the pledge of allegiance.)

ROLL CALL

(Planning Department staff conduct roll call of the Planning Commission.)

PUBLIC COMMENT TIME

This is the opportunity for individuals to make and/or submit written or oral comments to the Commission on any items within the purview of the Commission, which are NOT part of the Agenda. No action on the item may be taken, but the Commission may request the matter be placed on a future agenda.

ALTERATIONS TO CONSENT AGENDA

(The Commission 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 Chair. These items will be acted upon in one motion unless they are removed from the consent agenda for discussion by the Commission.)

Approve the Action Meeting Minutes from the April 12, 2018 meeting.

ALTERATIONS TO PUBLIC HEARING AGENDA

(Commission can remove or add items to the Regular Agenda.)

PUBLIC HEARING AGENDA

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

1. **Project Name:** "Four Points by Sheraton - Restaurant and Bar"
Address: 5030 Scotts Valley Drive / APN 022-091-61
Applicant: Katki Patel, Lotus Management Inc.
Property Owner: Scotts Valley Hotel LP, Atascadero Hotel LP, Judy Jacobson
Planning Permit Application No.: U18-001
Project Description: Consideration of a Use Permit to allow a restaurant and bar in the Four Points (hotel) by Sheraton (formerly Lexington Hotel), which are a required guest amenity of the hotel brand. Restaurant hours will be 6:00-10:00AM and 4:00-10:00PM daily, while the bar will be open 4:00-10:00PM daily. The proposed restaurant kitchen (480 sq. ft.), lobby eating area (1,830 sq. ft.), and bar (237 sq. ft.) will be primarily intended for hotel guests, but open to the public.
Staff: Michelle Edwards, Sr. Planner, medwards@scottsvally.org, 440-5632
2. **Project Name:** "Chapman Annexation"
Addresses: 54 Cumbre Lane / APN 023-161-04 (City of Scotts Valley), and 374 Hacienda Drive / APN 070-331-09 (County of Santa Cruz)
Applicant: Ken Hart, Swift Consulting
Property Owners: Chapman Family Trust (City of Scotts Valley) and Boetzer Family Trust (County of Santa Cruz)
Planning Permit Application Nos: GPA17-002, PRE-ZC17-002, A17-001
Project Description: Consideration of a Planning Commission recommendation of approval to the City Council of a General Plan Amendment, Pre-zoning, and

Annexation of vacant land (1.52 acres) from a developed County residential parcel (20 acres) into an adjacent developed City residential parcel (0.849 acre).
Staff: Michelle Edwards, Sr. Planner, medwards@scottsvalley.org, 440-5632

3. **Address/APN:** Nashua Drive and Grace Way
Applicant /Property Owner: David Dauphin (C2G Consultants)/David Bergman
Planning Permit Application Nos: MLD17-001, EA-17-009
Project Description: Consideration of a Minor Land Division requesting to subdivide two existing lots in the R-M-6 zoning district into three lots.
Staff: Brenda Stevens, Assistant Planner, bstevens@scottsvalley.org, 440-5635
4. **Address/APN:** 4627 Scotts Valley Drive / 022-082-34 and 35
Applicant /Property Owner: Larry Abitbol
Planning Permit Application Nos: GPA17-001, ZC17-001, PD17-001, DR16-006, and EA17-002
Project Description: Consideration of a General Plan Amendment, Zone Change, Planned Development Zoning and Permit, and Design Review application proposing the construction of 19 new residential apartment units in two buildings on a 0.93-acre site in the C-S, Service Commercial General Plan and Zoning District. The project proposes four units in a two-story building facing Scotts Valley Drive and 15 units in a three-story building centrally located on site.
Consulting Planner: Scott Harriman, sharriman@rqs.ca.gov 650-587-7300x66

ALTERATIONS TO REGULAR AGENDA

(Commission can remove or add items to the Regular Agenda.)

REGULAR AGENDA

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

5. **Title:** Capital Improvement Program for 2018 - 2022 Consistency Report with the City's General Plan
Address: City-wide
Applicant: City of Scotts Valley
Property Owner: City of Scotts Valley
Project Description: State law requires cities to adopt a Capital Improvement Program (CIP) to implement the cities' General Plan. The CIP is a list of the proposed public works projects. The City's Public Works Department develops the CIP as a 5-year program and updates the program each year. By law, the Planning Commission must review the CIP for consistency with the General Plan.
Staff Contact: Steve Hammack, Interim Public Works Director, shammack@scottsvalley.org, 438-5854
6. **Address/APN:** 2980 El Rancho Drive
Applicant /Property Owner: Jeff Bettencourt / Michael Coulson
Planning Permit Application Nos: DR18-004, EA-18-004

Project Description: Consideration of a Design Review application to allow one new monument sign for a commercial business known as Sutter health Palo Alto Medical Foundation.

Staff: Brenda Stevens, Assistant Planner, bstevens@scottsvalley.org, 440-5635

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS

(The Planning Commission or Community Development Director may request to schedule items on future agendas.)

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY

(City Council Minutes or other items are provided if available.)

DIRECTOR UPDATES

(The Community Development Director may provide any department or city updates that are available.)

ADJOURNMENT

(Adjournment shall be no later than 11pm unless extended by a four-fifths vote of all Planning Commission members or a unanimous vote of the members present per City Municipal Code Section 2.21.010.)

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 Planning Commission 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 Community Development Department at 831-440-5630 five to seven days in advance of the meeting to make arrangements for assistance. If you require the agenda of a Planning Commission meeting be available in an alternative format consistent with a specific disability, please call the Community Development Department. 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.



Minutes

Meeting of the
Scotts Valley Planning Commission

Date: April 12, 2018
Time: 6:00 PM

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5630	MEETING LOCATION City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	POSTING: The agenda was posted at City Hall, SV Senior Center, SV Library and on the Internet at www.scottsvally.org .
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Appointed Officials	City Staff Members
Derek Timm, Chair Carlos Arcangeli, Vice Chair Robin Donovan, Commissioner Rosanna Herrera, Commissioner Deborah Muth, Commissioner	Taylor Bateman, Community Development Dir. Michelle Edwards, Senior Planner Brenda Stevens, Assistant Planner

CALL TO ORDER: Meeting called to order at 6:02 p.m.

PLEDGE OF ALLEGIANCE and MOMENT OF SILENCE: The Planning Commission Chair led the pledge of allegiance.

ROLL CALL: Present: Timm, Herrera, Muth. Absent: Arcangeli with cause, Donovan who recused herself from the one item on the agenda.

PUBLIC COMMENT: None.

ALTERATIONS TO CONSENT AGENDA: None.

CONSENT AGENDA: The Commission approved the minutes.

A. Action Meeting Minutes from the March 8, 2018 meeting.

M/S: Herrera/Muth

To approve the Consent Agenda.

Carried: 3/0/2 (AYES: Herrera, Muth, Timm; NOES: None; ABSENT: Arcangeli Donovan.

ALTERATIONS TO REGULAR AGENDA: None

REGULAR AGENDA:

1. Address: 4859 Scotts Valley Drive / APN 022-072-41

Applicant / Property Owner: Dene Bustichi / Lawrence Ross

Planning Permit Application No's: Design Review DR17-011

Project Description: Consideration of a Design Review request to construct a 905 square foot habitable space with a restroom at the rear of an existing commercial space for the purpose of art storage.

Staff: Brenda Stevens, Assistant Planner

M/S: Herrera/Muth

Carried: 3/0/ **AYES:** Herrera, Muth, Timm; **NOES:** None; **ABSENT:** Arcangeli, Donovan

To approve Resolution No. 1728 with the project modification consisting of an additional exterior access door to the ADA restroom.

DISCUSSION ITEMS AND FUTURE AGENDA ITEMS: None.

WRITTEN COMMUNICATIONS – FOR INFORMATION ONLY: None.

DIRECTOR UPDATES: None.

ADJOURNMENT: 6:30 p.m.

City of Scotts Valley **PLANNING COMMISSION** **STAFF REPORT**

Date: May 10, 2018

Applicant: Katki Patel, Lotus Management Inc.

Property Owners: Scotts Valley Hotel, LP, Atascadero Hotel LP, and Judy Jacobson

Project Name: Four Points Hotel Restaurant & Bar by Sheraton

Application: Use Permit No. U18-001

Location: 5030 Scotts Valley Drive, CA / APN 022-091-61

Size of Parcel: 1.74 acres

General Plan / Zoning: Service-Commercial /
Service-Commercial / Planned Development (C-S/PD)

Environmental Status: Application qualifies for a Categorical Exemption from the California Environmental Quality Act (CEQA) under Section 15301, Existing Facilities, and Section 15303, Conversion of Small Structures.

Request: Consideration of a Use Permit to allow a restaurant and bar in the Four Points Hotel by Sheraton (formerly Lexington Hotel). The restaurant will have a kitchen (480 sq. ft.), lobby eating area (1,830 sq. ft.), and bar (237 sq. ft.).

Staff Planner: Michelle Edwards, Senior Planner, (831) 440-5632,
medwards@scottsvalley.org

STAFF RECOMMENDATION

Staff recommends that the Planning Commission conduct a public hearing, review the proposed project, consider public testimony, and approve the Use Permit U18-001, subject to Conditions of Approval, in Exhibit A in the attached Resolution.

SITE DESCRIPTION

The property is 1.74 acres in size and is located at 5030 Scotts Valley Drive, about 500 feet south of El Pueblo Road, in the Service-Commercial (C-S) zone. As an infill lot, the property is flanked by the “Scotts Valley Sprinkler and Pipe Supply”, “Scotts Valley Car Wash”, and other service commercial businesses. The hotel has 128 rooms, approximately 128 parking spaces, and related property improvements.

PROJECT DESCRIPTION

Earlier this year, a new franchised hotelier bought the property and hotel building. The new brand is “Four Points by Sheraton”. To enhance the hotel business by providing food services and to meet the requirements of the Sheraton franchised brand, the property owners wish to locate a restaurant and bar in the hotel.

The proposed changes include a restaurant kitchen (480 sq. ft., formerly a continental-style eating lounge), lobby eating area (approximately 1,830 sq. ft.), and bar (237 sq. ft.). The dinner menu will be limited to quick-serve bar food. These new amenities are primarily intended for hotel guests, although the restaurant and bar will be open to the public. Parking will be available in the parking garage and in front of the hotel building.

Proposed hours of operation are as follows:

- Restaurant: Monday through Sunday from 6:00-10:00AM (breakfast) and 4:00-10:00PM (dinner), and closed between 10:00AM-4:00PM.
- Bar: Monday through Sunday from 4:00-10:00PM

The owner anticipates having an average of 17 employees working at the hotel before 4:00PM and an average of 10 employees from 4:00-10:00PM. A hotel manager will be on site at all times. For more details, please see the applicant’s conditional use permit information, attached to this report.

DISCUSSION

Staff has reviewed the application for compliance with the City’s regulations and requirements and has prepared the following analysis for Planning Commission consideration.

Use Permit

Restaurants and bars are conditional uses in the Service-Commercial (C-S) zoning district, which require use permit approval by the Planning Commission. Conditional uses require special consideration so that they are located in accordance with the objectives of zoning district, and that any potential negative impacts on surrounding businesses or resources are avoided or reduced. Additionally, the hotel’s original use permit (No. U09-003) requires Planning Commission approval of a use permit for any restaurant or food service.

The primary use of the property is a hotel. Unlike a stand-alone restaurant and/or bar, the proposed restaurant and bar are ancillary uses and additional amenities. Depending on the region, hotels are typically 60%-70% full. Therefore, at any time, available parking is anticipated for hotel guests and public patrons of a hotel's restaurant and bar. Given the approximate 128 hotel parking spaces located along the building frontage and in the garage, parking is expected to be adequate for the proposed project.

The proposed location within the building and hours of operation are expected to be compatible with neighboring uses and properties. The proposed uses are in-keeping with other existing commercial uses in the neighborhood, along the Scotts Valley Drive commercial corridor, and in the City's C-S zone.

PUBLIC NOTICE AND COMMENT

On April 27, 2018, Public Hearing Notices were posted at City Hall, the Scotts Valley Branch Public Library, and the Scotts Valley Senior Center, and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to the City's Municipal Code and State law. To date, no comments have been received.

CONCLUSION

The proposed restaurant and bar will enhance the hotel business by providing food service to hotel guests, or the public and will contribute to the success of the hotel. The project is similar to other restaurants and bars approved in hotels within the City in the same or similar commercial zone.

FINDINGS

Based upon the submitted information and staff analysis, staff believes that the required findings in the attached resolution can be made to approve the requested use permit application for the project, subject to the Conditions of Approval in Exhibit A, in the attached Resolution.

ATTACHMENTS

PAGE NO.

Resolution to: Approve Use Permit U18-001 (Action Item) subject to:	4
Exhibit A - Conditions of Approval	6
1. Location Map.	7
2. Applicant's conditional use permit information.	8
3. Project Plans *.	* Attached

* *Please note that project plans are only provided in the Planning Commission packets. The submitted application and project plans are available for public review in the Planning Department at City Hall, Monday-Thursday from 8:00AM to 12:00PM, or by appointment by calling (831) 440-5630.*

RESOLUTION NO. ____

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF
SCOTTS VALLEY APPROVING USE PERMIT FILE NO. U18-001 TO
ALLOW A RESTAURANT AND BAR IN A HOTEL BUILDING, LOCATED
IN THE C-S ZONING DISTRICT, AT 5030 SCOTTS VALLEY DRIVE /
APN 022-091-61.**

WHEREAS, Katki Patel, Lotus Management Inc., on behalf of Scotts Valley Hotel LP, Atascadero Hotel LP, and Judy Jacobson, property owners, has submitted a Use Permit application (File No. U18-001) to allow a hotel restaurant and bar in the hotel building under construction (Four Points Hotel by Sheraton, formerly Lexington Hotel), which will be primarily intended for hotel guests, but will be open to the public, located in the Service-Commercial (C-S) Zoning District at 5030 Scotts Valley Drive / APN 022-091-16; and

WHEREAS, the project is determined to be categorically exempt from the California Environmental Quality Act (CEQA), Class 1, Existing Facilities, Section 15301, and Class 3, Section 15303, Conversion of Small Structures; and

WHEREAS, the project was reviewed by the Planning Commission at a duly noticed public hearing in accordance with State Law and the City's Municipal Code at a Regular Meeting held on Thursday, May 10, 2018; and,

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgement of the City.

SECTION 2: The categorical exemptions are hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as discussed in the Planning Commission staff report dated May 10, 2018:

- 1. The location of the hotel restaurant and bar are in accordance with the objectives of the zoning ordinance and the purposes of the zoning district in which the site is located.*** The proposed restaurant and bar uses meet the requirements of this finding in that the location of the hotel restaurant and bar will be in the C-S zone, which is one of the appropriate zones for restaurants and bars in the City. The primary use of the property is a hotel. Unlike a stand-alone restaurant and/or bar, the proposed restaurant and bar are ancillary uses and additional amenities that the hotel will offer to hotel guests, or to the public. The City has approved use permits for other restaurants and/or bars on other properties in the same C-S zone.

2. ***The establishment, maintenance, or operation of hotel restaurant and bar will not, under any circumstances of the particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood of the proposed use or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the city.*** The proposed restaurant and bar uses meet the requirements of this finding in that the proposed hours of operation are expected to be compatible with neighboring uses and properties. The proposed uses are in-keeping with other existing commercial uses in the neighborhood, along the Scotts Valley Drive commercial corridor, and in the City's C-S zone.

SECTION 4: After careful consideration of the reconsideration, related materials, plans, maps, facts, exhibits, staff report, testimony, and any other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Use Permit File No. U18-001 to allow a hotel restaurant and bar in the hotel building under construction (Four Points Hotel by Sheraton, formerly Lexington Hotel), which will be primarily intended for hotel guests, but will be open to the public, located in the Service-Commercial (C-S) Zoning District at 5030 Scotts Valley Drive / APN 022-091-16, subject to amended conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

SECTION 5: Use Permit File No. U18-001 shall lapse and shall become void two (2) years after the date of this resolution unless prior to the expiration date, the hotel restaurant and bar is completed or the property owner obtains approval of an extension by the Planning Commission, with application fees bourn by the property owner.

THE ABOVE AND FOREGOING RESOLUTION NO. ____ for Use Permit File No. U18-001, was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a Special Meeting held on the 10th day of May, 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Derek Timm
Planning Commission Chair

Taylor Bateman
Community Development Director

Exhibit A
Conditions of Approval
(#1 - #____)

Standard and Legal

1. The Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. After Planning Commission approval, the property owner shall sign the Conditions of Approval (Exhibit A) agreeing to the Conditions of Approval prior to issuance of any building permits, transfer of title, or within 30 days of approval of this application, which ever occurs first.
3. The property owner/applicant shall obtain any and all required building permits and pay all fees before starting interior tenant improvements.

Planning Department

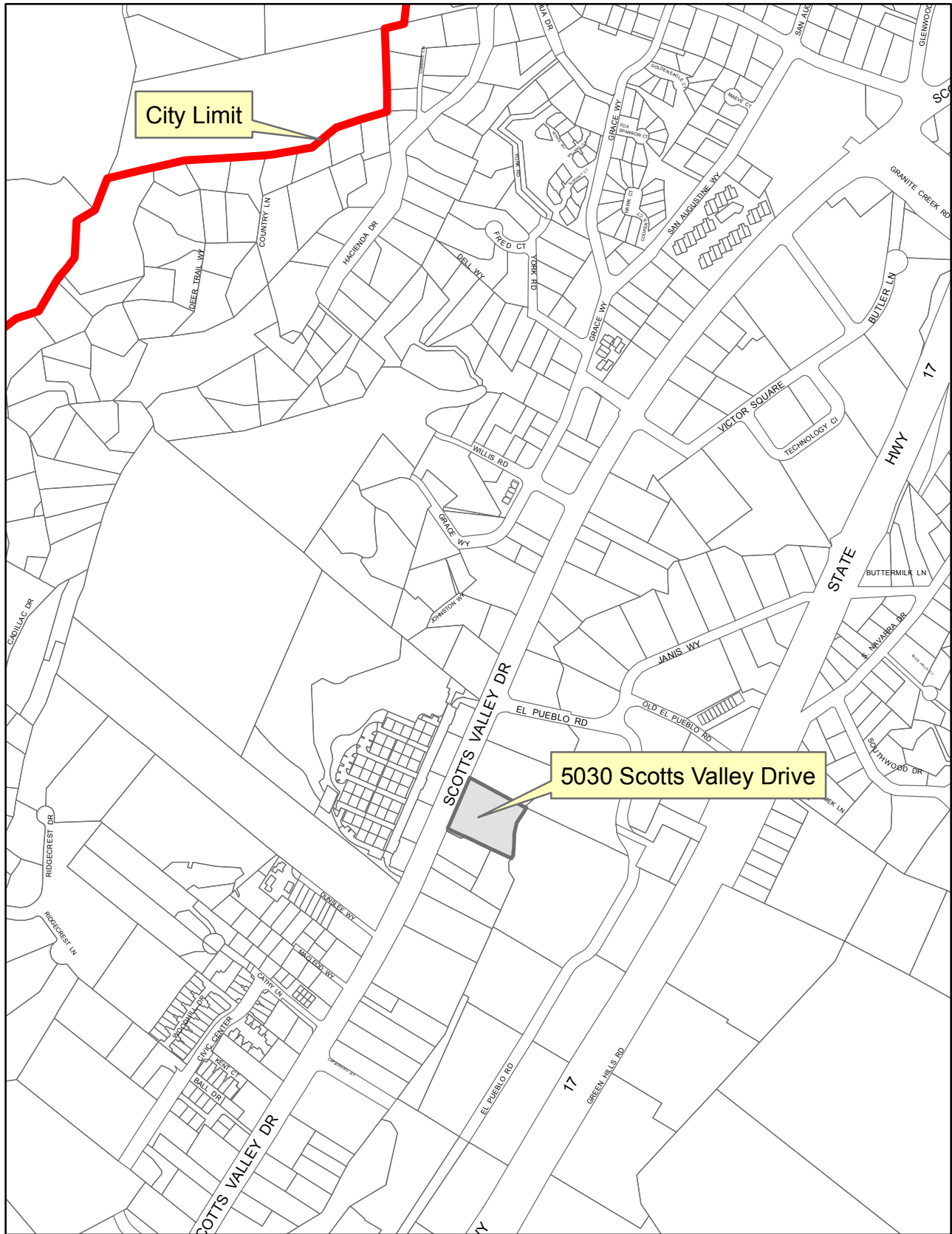
4. Any changes to the approved plans require prior review and approval by the City.
5. This approval does not include any new signage. Approved signage is covered in Design Review No. DR09-002; see Conditions of Approval (Exhibit A) of City Council Resolution No. 1824.1
6. Before a final inspection by the Building Department, the applicant shall obtain written clearance from the Scotts Valley Water District regarding water meter sizes. Refer to the C2G memo dated May 3, 2018, provided to the applicant.

_____/_____
Printed Name / Signature, Scotts Valley Hotel LP, Property Owner Date

_____/_____
Printed Name / Signature, Atascadero Hotel LP, Property Owner Date

Signature of Judy Jacobson, Property Owner Date

Location Map



**Address/APN: 5030 Scotts Valley Drive/022-091-61.
Use Permit application (U18-001).**



Lotus Management, Inc.
Lotus Makes Luxury Affordable

RECEIVED
APR 12 - 2018

CITY OF SCOTTS VALLEY

**Four Points by Sheraton / 5030 Scotts Valley Drive, Scotts Valley, CA 95066
Conditional Use Permit**

The hotel being built at 5030 Scotts Valley Drive in Scotts Valley is going to be a Franchised Hotel, specifically the Four Points by Sheraton (bought out by Marriott). The owner of the project is Scotts Valley Hotel LP and Atascadero Hotel LP as tenant in common and Judy Jacobson as tenant in common. The operator of the property will only be Scotts Valley Hotel LP with Lotus Management, Inc. as the property Management Company. The main use and activity of this property is to rent rooms to guests. The hotel will also have other amenities such as a fitness room, meeting room and outdoor patio for guest use. At this hotel, we will serve a limited dinner menu (quick serve bar food) which will include alcoholic beverages per the brand standards to serve our guests. It will be served in the bar area adjacent to the lobby. The timing for serving hotel guests is from 4:00 pm to 10:00 pm daily (Monday-Sunday). The sales for liquor will not be open to any late customers regardless of if they are a hotel guest or not. Alcohol sales will not be a large revenue generator for the hotel. The main revenue generator is the room rentals.

We anticipate the hotel having an average of 17 employees working at the property before 4:00pm and an average of 10 employees working at the hotel from the hours of 4:00pm – 10:00pm. We will have a manager on duty at all times. Currently there is no parking spots on site as we are under construction. We anticipate having 128 parking spots available once construction is complete. Thus, there will be no increase in parking space.

In relation to the alcohol sales, we will not use any noise-generating equipment on site. The water consumption for the property and the bar area will be no different than any other commercial hotel and bar. The water will drain through the sewer lines.

There is no existing signage on the building as we are under construction. The signage that will be placed on the building will only represent the hotel name and brand logo per the brand standards. There will be no building signage to indicate that we have a bar or that we sell alcoholic beverages. We have no intention of marketing or soliciting the alcohol portion of the business. It is only to meet the Franchise and Brand requirements. If a non-guest comes to the hotel during the times that we serve alcoholic beverages and food, they will be served although that is not the focus of the hotel.

**City of Scotts Valley
PLANNING COMMISSION
STAFF REPORT**

Date: May 10, 2018

Applicant: Ken Hart, with Swift Consulting

Property Owners: Chapman Family Trust (in City of Scotts Valley)
Boetzer Family Trust (in County of Santa Cruz)

Applications:

General Plan Amendment	GPA17-002
Pre-zoning	PRE-ZC17-002
Annexation	A17-001
Environmental Assessment	EA17-012

Location: 54 Cumbre Lane / APN 023-161-04 (City of Scotts Valley)
374 Hacienda Drive / APN 070-331-09 (County of Santa Cruz)

General Plan/Zoning: Rural Residential / R-R-2.5 (City of Scotts Valley)
Mountain-Residential / MT (County of Santa Cruz)

Environmental Status: Applications qualify for a Categorical Exemption from the California Environmental Quality Act (CEQA) under Section 15319, Class 19, Annexations of Existing Facilities and Lots for Exempt Facilities.

Request: Consideration of a Planning Commission recommendation of approval to the City Council of a General Plan Amendment, Pre-zoning, and Annexation of vacant land (1.52 acres) from a developed County residential parcel (20 acres) into an adjacent developed City residential parcel (0.849 acre).

Staff Planner: Michelle Edwards, Senior Planner, (831) 440-5632, and medwards@scottsvally.org

STAFF RECOMMENDATION

It is recommended that the Planning Commission recommend to the City Council approval of the General Plan Amendment, Pre-zoning, and Annexation applications, subject to the Conditions of Approval in Exhibit A, in the attached Resolution.

PROJECT DESCRIPTION

The Chapman single-family residential property (0.849 acre) is located at 54 Cumbre Lane, within the City of Scotts Valley. The adjacent Boetzer single-family residential property (20 acres) is located at 374 Hacienda Drive, within the County of Santa Cruz. Both properties abut the City Limit (Attachment 1 - Location Map). The surrounding neighborhood is zoned for single-family dwellings.

The applicant proposes to annex 1.52 acres from the County Boetzer property into the City Chapman property. The annexation will give the Chapmans a desired area to extend their yard, which the Boetzers cannot easily access and use because of steep slopes (Attachment 2 - Site Plan). There are currently no plans for development on the proposed additional land. The main objective is to obtain and preserve the wooded area behind this property, or a guest house or accessory dwelling unit may be proposed in the future.

The applicant proposes to complete a subsequent lot line adjustment after project approval. For more details, see submitted information from the applicant (Attachment 3 - Cover letter, and Attachment 4 - Chapman and Boetzer Environmental Assessment Information).

PROJECT DISCUSSION

Below is a discussion of the project's compliance with the City's General Plan, Zoning Requirements and Policies.

General Plan Amendment

In the City's "Sphere of Influence" and General Plan Map, the County Boetzer property has a General Plan Land Use Designation (GPLUD) of Mountain-Residential, although the County's GPLUD is Agriculture. The existing GPLUD of the City Chapman property is Rural-Residential. Therefore, for consistency, the proposed General Plan Amendment will change the Mountain-Residential GPLUD of the 1.52 acres to match the existing Rural-Residential GPLUD of the Chapman property.

Pre-zoning

The County Boetzer property is currently zoned Mountain-Residential. The applicant is requesting that the City pre-zone the 1.52 acres to Rural-Residential (R-R-2.5), which will be consistent with the R-R-2.5 zone of the City Chapman property. In the R-R-2.5 zone, the minimum lot size for the creation of new parcels is 2.50 acres. The annexation will result in an increased parcel size of the City Chapman property (0.849 acre + 1.52 acres = 2.369 acres). Therefore, the annexation will reduce the existing nonconforming size of City Chapman property. Once the property is pre-zoned, the 1.52 acres may be annexed into the City of Scotts Valley and the pre-zoning designation would become effective.

The County of Santa Cruz Planning Department has confirmed that the reconfigured Boetzer property will conform with County zoning requirements (Attachment 5 - County of Santa Cruz Planning Department letter).

Annexation

In 1995, the City Council adopted an Annexation Policy that provides principals and requirement for the City to consider while reviewing annexation applications (Attachment 6 - Annexation Policy). The four main annexation Policies are listed below in *italics*, followed by staff's analysis:

1. *Maintain consistency with the Mission Statement of the City and further the goals of the General Plan.* The existing City Chapman property is currently vacant and will help reduce the existing nonconforming Chapman property regarding parcel size.
2. *All developed areas proposed for annexation to the City shall demonstrate a positive financial contribution to the City.* The existing City Chapman property is already developed with a single-family residence. The property has a septic system; therefore, the annexation is anticipated to have a neutral fiscal impact on the City.
3. *Areas proposed for annexation shall demonstrate orderly planning and development, as well as efficient utilization of City services and utilities.* The City Chapman property is adjacent to the City Limit on two sides. The property is in both the Scotts Valley Water District and the Scotts Valley Fire Protection District service areas.
4. *Protect open space and conservation areas, with special attention given to groundwater recharge areas.* The City Chapman property is already developed with an existing single-family residence. General Plan Figure OS-5, Hydrological Resources, does not identify the Chapman property or the 1.52-acres as having potential or high protection of recharge areas. The Chapmans intend to leave the annexation area vacant as a vista for personal use.

PUBLIC NOTICE AND COMMENT

On April 27, 2018, Public Hearing Notices were posted at City Hall, the Scotts Valley Branch Public Library, and the Scotts Valley Senior Center, and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to the City's Municipal Code and State law. The City Chapman property was also posted with a notice of development sign.

To date, five (5) comments have been received (Attachment 7 - Comments Received). Four comments are in support of the proposed annexation. One comment is in opposition because of a lawsuit with the City and another property owner in the vicinity, about on-going drainage and erosion issues, located approximately 500-1,000 feet from the subject property at 54 Cumbre Lane. The concern is that future development on the proposed annexed land could cause further erosion problems. The City's Plan Checker has confirmed that future development on the existing property or area proposed to be annexed must meet City drainage requirements at the time a building permit is issued.

CONCLUSION

Approval of the annexation request from the Santa Cruz Local Agency Formation Committee (LAFCO) is also required. Once the City Council has acted on the pre-zoning and annexation application the applicant will then apply for LAFCO approval. After which, the matter will return to the City Council for approval of a negotiated exchange of property tax revenues, pursuant to California Revenue and Taxation Code Section 99.

FINDINGS

Based upon the submitted information and staff analysis, staff believes that the required findings in the attached resolution can be made to approve the requested planning permit applications for the project, subject to the Conditions of Approval in Exhibit A.

ATTACHMENTS

PAGE No.

Resolution No. _____ to Approve General Plan Amendment GPA17-002, Pre-zoning PRE-ZC17-001, and Annexation A17-001 (Action Item), subject to:	5
Exhibit A - conditions of Approval	8
1. Location Map	9
2. Site Plan	* Attached
3. Applicant's Cover Letter	10
4. Chapman and Boetzer Environmental Assessment Information	12
5. Annexation Policy, as amended March 29, 1995	14
6. County of Santa Cruz Planning Department letter, dated March 19, 2018	16
7. Comments Received, dated May 1-3, 2018	17

* *Please note that the project plans are only provided to the Planning Commission. However, the project plans, application, correspondence, and file are available for public review in the Planning Department at City Hall, Monday-Thursday 8:00AM-12:00PM, or by appointment by calling (831) 440-5630.*

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT GPA17-002, PRE-ZONE PRE-ZC17-002, AND ANNEXATION A17-001 TO PRE-ZONE THE 1.52 ACRES (FROM COUNTY OF SANTA CRUZ PARCEL) TO RURAL RESIDENTIAL R-R-2.5) AND TO ANNEX THE ACREAGE INTO THE CITY PARCEL, LOCATED AT 374 HACIENDA DRIVE AND 54 CUMBRE LANE / APNS 070-331-09 AND 023-161-04

WHEREAS, the Planning Department of the City of Scotts Valley has received the General Plan Amendment, Pre-zoning, and Annexation applications filed by Ken Hart with Swift Consulting, on behalf of property owners Chapman Family Trust and Boetzer Family Trust to pre-zone 1.52 acres from 374 Hacienda Drive / APN 070-331-09 (in the County of Santa Cruz) into 54 Cumbre Lane / APN 023-161-04 (in the City of Scotts Valley); and,

WHEREAS, Ken Hart (referred to as "applicant") has presented substantial evidence which supports the application; and

WHEREAS, the application is a "project" pursuant to the California Environmental Quality Act ("CEQA"); and

WHEREAS, the project is Categorically Exempt from the California Environmental Quality Act (CEQA) under Section 15319, Class 19, Annexations of Existing Facilities and Lots for Exempt Facilities; and

WHEREAS, the Planning Commission held a duly published and noticed public hearing on May 10, 2018, pursuant to the requirements of the Scotts Valley Municipal Code and State Law, to review and consider the requested planning permits (entitlements), hear public testimony, and provide comments and recommendations to the City Council; and

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Scotts Valley ("Commission"), that the Commission hereby recommends to the City Council:

SECTION 1: The environmental determination represents the independent judgement and analysis of the City.

SECTION 2: The categorical exemption is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby recommend approval of the following findings, as further clarified in the Planning Commission staff report dated May 10, 2018:

General Plan Amendment

1. ***The change in the General Plan land use designation is consistent with the General Plan.*** The project meets the requirements of this finding in that the project will change the existing General Plan Land Use Designation (GPLUD) of the 1.52 acres from Mountain-Residential to Rural Residential to match the existing City Chapman property's GPLUD of Rural-Residential for consistency.
2. ***That the density is compatible with adjacent uses and densities.*** The project meets the requirements of this finding in that pre-zoning the allowed density in the Rural-Residential GPLUD of one dwelling unit per 2.5-acres will remain the same after the annexation, because after the annexation, the resulting size of the City Chapman property will be 2.369 acres, which will be less nonconforming than the existing size of 0.849 of an acre.

Pre-zoning

3. ***The property is within the City's Sphere of Influence and is designated on the City of Scotts Valley General Plan Map as Residential Estate.*** The project complies with this finding in that pre-zoning the property Residential Estate (R-1-40) is consistent with the City's General Plan land use designation of Residential Estate.

Annexation

4. ***Maintain consistency with the Mission Statement of the City and further the goals of the General Plan.*** The project complies with this finding in that the existing City Chapman property is currently vacant and will help reduce the existing nonconforming Chapman property regarding parcel size, of the General Plan Land Use Designation of Rural Residential.
5. ***All developed areas proposed for annexation to the City shall demonstrate a positive financial contribution to the City.*** The project complies with this finding in that the existing City Chapman property is already developed with a single-family residence. The property has a septic system; therefore, the annexation is anticipated to have a neutral fiscal impact on the City.
6. ***Areas proposed for annexation shall demonstrate orderly planning and development, as well as efficient utilization of City services and utilities.*** The project complies with this finding in that the existing City Chapman property is adjacent to the City Limit on two sides. The property is in both the Scotts Valley Water District and the Scotts Valley Fire Protection District service areas.
7. ***Protect open space and conservation areas, with special attention given to groundwater recharge areas.*** The project complies with this finding in that the existing City Chapman property is already developed with an existing single-family

residence. General Plan Figure OS-5, Hydrological Resources, does not identify the Chapman property or the 1.52 acres as having potential or high protection of recharge areas. The Chapmans intend to leave the annexation area vacant as a vista for personal use.

NOW THEREFORE, BE IT FURTHER RESOLVED that, after careful consideration of the application and related materials, plans, maps, facts, exhibits, staff report, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve General Plan Amendment, Pre-zoning, and Annexation applications filed by Ken Hart with Swift Consulting, on behalf of property owners Chapman Family Trust and Boetzer Family Trust to pre-zone 1.52 acres from 374 Hacienda Drive / APN 070-331-09 (in County of Santa Cruz) into 54 Cumbre Lane / APN 023-161-04 (in City of Scotts Valley), subject to the Conditions of Approval set forth in Exhibit A, which are attached hereto and incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION No. ____ was duly and regularly passed by the Planning Commission of the City of Scotts Valley at a meeting held on the 10th day of May, 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Approved: _____
Derek Timm
Planning Commission Chair

Attest: _____
Taylor Bateman
Community Development Director

Exhibit A - Conditions of Approval (#1 - #8)

LEGAL

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. After City Council approval, the property owner shall sign the Conditions of approval (Exhibit A) agreeing to the Conditions of Approval prior to the issuance of any building permits, transfer of title, or within 30 days of approval of this application, which ever occurs first.
3. All required building permits shall be obtained and the application shall pay all appropriate fees prior to commencement of any construction on the property.

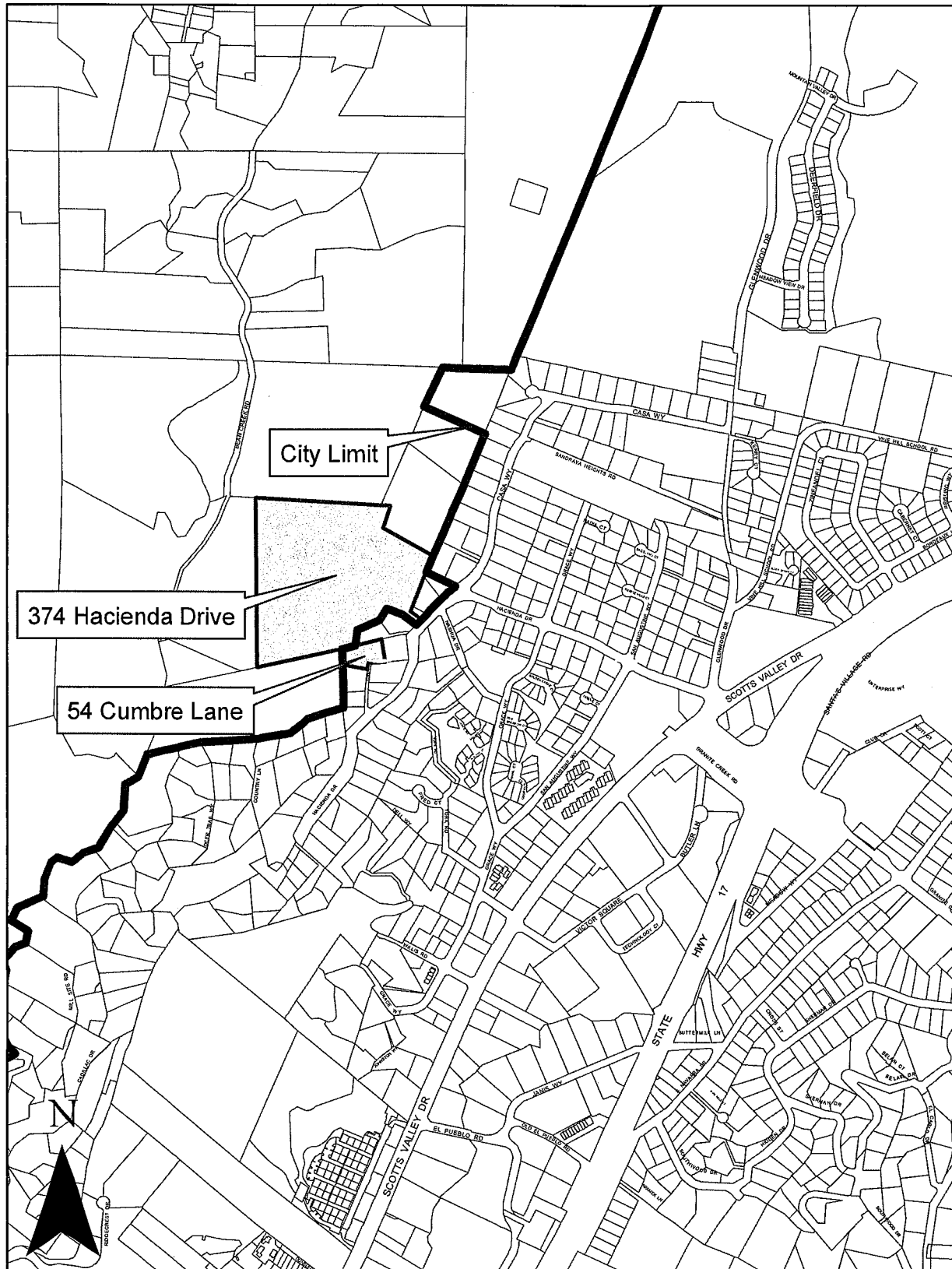
PLANNING DEPARTMENT

4. The applicant shall obtain Lot Line Adjustment approval by the City by May 10, 2019.
5. To ensure that the re-configured parcel will not be split by the municipal boundary, or that the public agency boundaries will be shifted without the lot line adjustment being recorded, the applicant shall record the certificate of compliance for the future lot line adjustment (corresponding to the legal description for the subject reorganization proposal) concurrently with the certificate of completion for this reorganization.
6. In the event the City of Scotts Valley and the County of Santa Cruz are unable to reach a property tax sharing agreement within 24 months of final City and LAFCO approval the annexation shall be null and void.
7. The property owner shall pay all costs to update the City's General Plan Map and Zoning Map for the subject property within 30 days of final City and LAFCO approval.
8. Future development of the property shall comply with all development standards in effect at that time.

Signature of Chapman Family Trust, Property Owner of 54 Cumbre Lane / Date

Signature of Boetzer Family Trust, Property Owner of 374 Hacienda Drive / Date

Location Map



**Address/APN: 54 Cumbre Lane/023-161-04 & 374 Hacienda Drive/070-331-09.
General Plan Amendment (GPA17-001), Pre-zoning application (PRE-ZC17-002),
Annexation application (A17-001), & Use Permit application (U18-001).**

Swift Consulting Services

500 Chestnut Street, Ste. 100
Santa Cruz, CA 95060

TRANSMITTAL

Date: October 12, 2017

To: Michelle Edwards

From: Ken Hart
459-9992
ken@swiftconsultingservice.com

Subject: Lot Line Adjustment, Rezone, General Plan Amendment, and
Annexation Application (APN 023-161-04)

This application involves a Lot Line Adjustment, Rezoning, General Plan Amendment, and an Annexation. Parcel 023-161-04 (Chapman) is a 0.849 acre property located at 54 Cumbre Lane in the City of Scotts Valley. Its western property line and a portion of its northern property line define the municipal boundary of the City of Scotts Valley. The areas to the west and north of these parcel lines are located within the unincorporated area of the County of Santa Cruz.

Parcel 070-331-09 (Boetzer) is a 20 acre property that is accessed off Hacienda Drive (374 Hacienda Drive) and is located in the unincorporated area of Santa Cruz County. This property shares a small portion of its southern boundary with 023-161-04 (Chapman).

There is no development being proposed as part of this application. The project primarily consists of a Lot Line Adjustment between APN's 023-161-04 and 070-331-09. Approximately 1.520 acres is proposed to be transferred from 070-331-09 (Boetzer) to 023-161-04 (Chapman). Because the Chapman property lies within the City of Scotts Valley and the Boetzer parcel is in the unincorporated area of the County, this boundary change will also require an annexation. In addition, the project will require a Rezoning and a General Plan Amendment in order to result in land use designations of the 1.520 acres that are consistent with those currently in place for the Chapman parcel. The current and proposed Zoning and General Plan designations are as follows:

Existing

023-161-04 (Chapman)

1.520 Acre Portion of 070-331-09 (Boetzer)

General Plan
Rural Residential

General Plan
Mountain Residential

Zoning
R-R 2.5 Acres

Zoning
A Agriculture

Proposed

023-161-04 (Chapman)

1.520 Acre Portion of 070-331-09 (Boetzer)

General Plan
Rural Residential

General Plan
Rural Residential

Zoning
R-R 2.5 Acres

Zoning
R-R 2.5 Acres

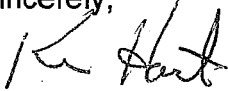
The Chapman parcel (.849 acres) is non-conforming with the minimum parcel size of the zone district (R-R 2.5 acres). The Lot Line Adjustment will result in a larger parcel size that is in greater conformance with the zoning designation.

Both parcels are currently developed with single family residences. Access to the area of the Boetzer property to be combined to the Chapman property is inaccessible from the residence on the Boetzer Parcel. The area is separated from the home by a steep slope. This area to be added to the Chapman property will be a natural extension of the ridge on which their parcel is located and will allow them to enjoy this beautiful natural area.

The proposed new boundary will not result in an unusual or irregular boundary line. The City boundary will be a logical extension of the northern property line of APN 023-252-04. In addition, there will be not be any extension of City or Special District services associated with this boundary change.

We have reviewed the required Findings for the Lot Line Adjustment, Rezone, General Plan Amendment, and Annexation and all Findings can be made. Please do not hesitate to contact our office if you have any questions about the application.

Sincerely,



Ken Hart

Chapman (023-161-04) and Boetzer (070-331-09) Environmental Assessment Information

Parcel 023-161-04 (Chapman) is a 0.849 acre property located at 54 Cumbre Lane in the City of Scotts Valley. Its western property line and a portion of its northern property line define the municipal boundary of the City of Scotts Valley. The areas to the west and north of these parcel lines are located within the unincorporated area of the County of Santa Cruz.

Parcel 070-331-09 (Boetzer) is a 20 acre property that is accessed off Hacienda Drive (374 Hacienda Drive) and is located in the unincorporated area of Santa Cruz County. This property shares a small portion of its southern boundary with 023-161-04 (Chapman).

There is no development being proposed as part of this application. The project primarily consists of a Lot Line Adjustment between APN's 023-161-04 and 070-331-09. Approximately 1.520 acres is proposed to be transferred from 070-331-09 (Boetzer) to 023-161-04 (Chapman). Because the Chapman property lies within the City of Scotts Valley and the Boetzer parcel is in the unincorporated area of the County, this boundary change will also require an annexation. In addition, the project will require a Rezoning and a General Plan Amendment in order to result in land use designations of the 1.520 acres that are consistent with those currently in place for the Chapman parcel. The current and proposed Zoning and General Plan designations are as follows:

Existing

023-161-04 (Chapman)

1.520 Acre Portion of 070-331-09 (Boetzer)

General Plan
Rural Residential

General Plan
Mountain Residential

Zoning
R-R 2.5 Acres

Zoning
A Agriculture

Proposed

023-161-04 (Chapman)

1.520 Acre Portion of 070-331-09 (Boetzer)

General Plan
Rural Residential

General Plan
Rural Residential

Zoning
R-R 2.5 Acres

Zoning
R-R 2.5 Acres

There are currently no plans for development on the portion of the property proposed to be added to the parcel. The primary objective of the applicant is to obtain and preserve the wooded area behind his property and, while a guest house or ADU may be proposed at a future date, these kinds of structures could be constructed on the Chapman parcel without the need for the Lot Line Adjustment and would receive a Categorical Exemption from CEQA (Ministerial Project).

Properties in the vicinity of the subject parcel are all located in the R-R 2.5 zone district and range in size from .30 to .84 acres.

There are no mapped sensitive resources in the vicinity of either parcel involved in this application and the project will not result in any impacts listed on the Environmental Assessment Information Sheet.



CITY OF SCOTTS VALLEY

PLANNING DEPARTMENT

One Civic Center Drive • Scotts Valley • California • 95066
Phone (831) 440-5630 • Facsimile (831) 438-2793 • www.scottsvally.org

Annexation Policy

As amended on March 29, 1995

The City will aggressively pursue annexations only when it is clearly stated as a General Plan policy to do so. Further, the City will consider applications from property owners in accordance with the principles and requirements set forth in this Annexation Policy.

I. Maintain consistency with the Mission Statement of the City and further the goals of the General Plan

- A. Annexation will be considered only if the area or development proposed for annexation supports one or more of the objectives in the Mission Statement of the City Government adopted by the City Council on July 10, 1991, which includes the following:
1. Protecting the hillside forest which provides the essential character of the valley,
 2. Developing the urban core near major transportation corridors,
 3. Fostering a healthy business community which can provide most of the goods and services we need within our own City,
 4. Ensuring a broadly based housing supply,
 5. Establishing a variety of parks which enhance recreational opportunities and allow us to enjoy the forest around us.
 6. Improving pedestrian accessibility to and through the forest around us,
 7. Providing an environment in which we feel safe enough to freely enjoy life,
 8. Providing efficient, courteous, fiscally sound government service which we all trust.
- B. Annexations requiring a General Plan Amendment will be considered only when the City Council deems it to be in the public interest and when the City Council deems it to be in the public interest and when the City finds it to be beneficial to proceed with annexation and to change the General Plan.

II. All developed areas proposed for annexation to the City shall demonstrate a positive financial contribution to the City

- C. Areas annexed to the City will pay all costs associated with providing and/or extending City utilities, including a contribution to cover a proportionate share of system capacity that has already been constructed.

14

- D. Areas annexed to the City will pay a fee equivalent to current development impact fees to cover the cost of providing City services other than utilities (i.e., police, recreation, streets, library, etc.). Dedication of lands or other "non-cash" contributions may be considered in lieu of fee payments. The City may at its discretion allow for the formation of special assessment and/or benefit assessment districts to cover these costs.
- E. Fees may be adjusted or waived to encourage annexations where positive financial return to the City can be demonstrated.
- F. Annexation requests involving already developed land may be required to bring streets, utilities, etc. to City standards. The City Council may at its discretion allow for the formation of an assessment district to accomplish this prior to final acceptance of the annexation.

III. Areas proposed for annexation shall demonstrate orderly planning and development, as well as efficient utilization of City services and utilities

- G. Annexation requests which would result in peninsulas, or other irregular boundaries, will be discouraged. Where such annexations have been requested, an effort will be made to include additional land or modify the proposed boundaries in order to correct the irregularity.
- H. Annexation requests which are not served by special districts such as the Scotts Valley Water or Fire Districts will be discouraged. Where such annexations to special districts are requested, the applicant shall apply for and pay all costs associated with annexation to the designated special district(s).
- I. Annexation requests which are not within the adopted Sphere of Influence of the City shall apply for and pay all costs associated with an amendment to the Sphere of Influence.

IV. Protect open space and conservation areas, with special attention given to groundwater recharge areas

- J. Annexation requests will be considered only when the development proposal which accompanies the annexation request complies with the City's water recharge policies.

4/4/95 per 3/29/95 City Council meeting

15



COUNTY OF SANTA CRUZ

PLANNING DEPARTMENT

701 OCEAN STREET - 4TH FLOOR, SANTA CRUZ, CA 95060
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123

KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR

March 19, 2018

Ken Hart
500 Chesnut Street, Suite 100
Santa Cruz, Ca 95060

Subject: Proposed annexation and lot line adjustment
Application #: PA181006
APN #: 070-331-09, 023-161-04
Owners: Kenneth Boetzer, Matthew Chapman

Dear Ken Hart:

The Planning Department has completed its review of the materials submitted regarding the proposed annexation and subsequent lot line adjustment of a 1.52 acre portion of assessor's parcel number (APN) 070-331-09. The portion of land would be annexed from unincorporated Santa Cruz County to the City of Scotts Valley. In pre-application discussions, it was determined between the applicant and planning staff that the City of Scotts Valley would process the lot line adjustment while County staff would review the project to ensure compliance the County's policies and regulations. The materials submitted were not transmitted to additional agencies for review. The proposed project meets County requirements for both boundary and lot line adjustments and is supported by planning staff.

The project proposes a transfer of approximately 1.52 acres from parcel 070-331-09 (located within the unincorporated County) to parcel 023-161-04 (located in the City of Scotts Valley) via a boundary adjustment. To facilitate the adjustment, annexation of the parcel into the City of Scotts Valley is proposed. The parcel proposed to remain in the County's jurisdiction would be an 18.4 acre Agricultural zoned parcel with a Mountain Residential General Plan Designation. This parcel meets the County's development standards, both before and after the boundary adjustment, including the 10 acre minimum parcel size allowed by its General Plan designation. Additionally, the project meets the findings required to approve a lot line adjustment in that there are just two parcels involved in the boundary adjustment, both sites are developed, and no additional development is proposed as part of the application. Further, the area subject to transfer is located well away from the septic system and existing improvements on the property.

Should you have further questions concerning this application, please contact me at:
(831) 454-3227 or e-mail: evan.ditmars@santacruzcounty.us

Sincerely,

Evan Ditmars
Project Planner
Development Review

16

From: Scott Beam [<mailto:sbeam@ridefox.com>]
Sent: Tuesday, May 01, 2018 4:25 PM
To: Michelle Edwards
Cc: Amy Beam
Subject: Chapman Annexation

Michelle Edwards,

Thank you for taking the time to review the proposed "Chapman Annexation" with me today. I wanted to let you know that I am opposed to the annexation of the County land into the City.

My property is a 12-acre parcel that is located in the County with an address of 1540 Bean Creek Road. My parcel is adjacent to both the Chapman and the Boetzer properties.

Currently the 1.52 acres of land in question would not allow for development as it resides in the County. Annexing the property into the City will allow for development. The City has no means to control storm water runoff in this area if and when the property is developed. This is of great concern to me due to erosion that will adversely affect my property.

In April I filed a lawsuit against the City of Scotts Valley and a nearby property owner because both parties are dumping storm water runoff onto my property. I had participated with the City for 3-1/2 years, in a cooperative effort to resolve the problem. We were unable to find a solution that the City would pursue. This is a situation that has caused several hundred thousand dollars in damages to my property.

The proposed annexation could cause further erosion problems. I would strongly encourage the Planning Commission to not recommend approval of this project. At the very least any decision should be postponed until the Court has made a decision in the above matter.

Thank you,
Scott Beam
1540 Bean Creek Road
Scotts Valley, CA 95066

This e-mail message is intended only for individual(s) to whom it is addressed and may contain information that is privileged, confidential, proprietary, or otherwise exempt from disclosure under applicable law. If you believe you have received this message in error, please advise the sender by return e-mail and delete it from your mailbox.

May 2, 2018

Ms. Michelle Edwards
Scotts Valley Planning Department
1 Civic Center Dr.
Scotts Valley, CA 95066

Re: proposed Chapman annexation of land on Cumbre Lane

Dear Ms. Edwards:

I reside at 21 Cumbre Lane and submit this letter in support of The Chapman's proposed purchase of roughly one acre of land. My home of twenty seven years sits adjacent to the Chapman's home and one lot over from the proposed annexed land. The land which would be annexed from the county to the city is and has always been undeveloped. It is simply an extension of the ridge on which the Chapman's home and my home are situated.

Matt Chapman has spoken to me about the project and given me his assurance that the property, which is too steep for building, will remained undeveloped. I trust Matt as a man of his word. The purchase will enhance their views and allow then better enjoy their home.

I urge the Planning Department's approval of the proposed change in city property line and the annexation of this small parcel.

Sincerely,

Barbara A. Mendenhall
21 Cumbre Lane
Scotts Valley

18

Michelle Edwards

From: John Swift [john@swiftconsultingservice.com]
Sent: Thursday, May 03, 2018 8:44 AM
To: Michelle Edwards
Subject: 54 Cumbre Ln.

Michelle,

Below is a letter of support from a neighbor on Cumbre Ln.

John Swift
john@swiftconsultingservice.com

Swift Consulting Services, Inc.

500 Chestnut St., Ste. 100
Santa Cruz, CA 95060
(831) 459-9992
(831) 459-9998 fax

From: Matt Chapman [<mailto:matt@matt-chapman.com>]
Sent: Wednesday, May 02, 2018 5:18 PM
To: John Swift; Ken Hart
Subject: Fwd: Letting you know about a big sign at our home.

See below

Matt Chapman
Cell: 831-325-3460
Assistant:
Lia Adams - lia@matt-chapman.com

Begin forwarded message:

From: Chuckk Gerwig <chuckk@elevationsc.org>
Date: May 2, 2018 at 2:23:14 PM PDT
To: Matt & Diana Chapman -neighbor cumbre <matt@matt-chapman.com>
Subject: Re: Letting you know about a big sign at our home.

To Whom it may concern,

As The Chapman's neighbors on Cumbre Lane we're fully supportive and in favor of their proposed land purchase here on this beautiful hill. They have worked hard to make the neighborhood more a beautiful and peaceful locale to live in. We hope that they will be allowed to acquire the land they are seeking. If we can answer questions or be of service please feel free to call us.

Signed,

Chuck and Andrea Gerwig
11 Cumbre Lane,
Scotts Valley,

19

Michelle Edwards

From: Tobias Yeh [tobyandtomo@sbcglobal.net]
Sent: Thursday, May 03, 2018 11:19 AM
To: Michelle Edwards
Cc: matt@matt-chapman.com; Tobias Yeh
Subject: Proposed Lot Line Adjustment - Chapmans

May 3, 2018

Michelle Edwards
Senior Planner
Scotts Valley City Planning Dept

RE: Proposed Project - Chapman Annexation
54 Cumbre Lane

Dear Ms. Edwards,

Thank you for your letter informing residents in our neighborhood of the proposed lot line adjustment of the Chapman's property.

We live at 20 Cumbre Lane and have no reason to protest the proposed project to add an acre to the Chapman's property. It will not negatively affect our property in any way.

Sincerely,

Dr. & Mrs. Tobias Yeh

20

Michelle Edwards

From: Laura Beraut [laura@beraut.com]
Sent: Thursday, May 03, 2018 12:21 PM
To: Michelle Edwards
Subject: Letter of Support for Chapman Plans on Cumbre Drive

Michelle Edwards
Scotts Valley City Planning Dept.

Hi Michelle,

I reside at 22 Cumbre Ln. I have reviewed the Chapman's plans to combine a roughly one acre area of their neighbor's property with their own. This property is inaccessible and unusable by their neighbor due to steep slopes. However this area is a natural extension of the Chapman's property along the ridge and will allow the expansion of their beautiful yard.

We support this proposed Lot Line Adjustment and hope that the City will approve it .

Signed,

Laura Beraut
831-359-2386

21

STAFF REPORT

Applicant: David Dauphin / C2G Civil Consultants Group, Inc.

Owner: David Bergman

Application: Minor Land Division No. MLD17-001

Location: Nashua Drive / Grace Way // APN 023-171-05,06

General Plan/Zoning: Medium Density (R-1-10)

Environmental Status: Categorically Exempt from CEQA (15315)

Request: Consideration for recommendation to the Scotts Valley City Council the subdivision of two existing lots totaling 30,536 square foot into three parcels in the R-M-6 zoning district.

Staff Planner: Brenda Stevens, Assistant Planner

RECOMMENDATION

It is recommended that the Planning Commission recommend approval of the Minor Land Division Application MLD17-001 to the City Council by adoption of the attached resolution, subject to the Conditions of Approval in Exhibit A.

PROJECT DESCRIPTION

The project site consists of two parcels totaling 30,536 square feet located southwest of Nashua Drive and Grace Way (Attachment 1 - Location Map). The applicant is proposing to subdivide the existing two parcels into three lots as follows:

Lot 1	13,533 sf
Lot 2	9,180 sf
Lot 3	7,821sf

Each of the proposed lots meets the minimum required lot size (6,000 sf) for the R-M-6 zoning district (Attachment 2 - Tentative Map).

PROJECT DISCUSSION

Below is a discussion of the project's compliance with the City's General Plan and Zoning Regulations.

Site Access

The site is located on Nashua Drive between and connecting to both Grace Way to the east and Hacienda Drive to the west. York Road abuts the proposed Lot 3.

Nashua Drive is a private street approximately 757 feet in length. The upper or west end of the road is paved, the lower portion or the east end is comprised of a dilapidated road surface in need of reconstruction. The project plans call for reconstruction of the damaged lower portion of the road so that it blends with the existing road on the upper portion of Nashua Drive. The end result would allow for a drivable surface the entire 757 foot length of Nashua Drive.

In addition to the improvements made to the road surface, the applicant has proposed a 24 foot wide road with a five foot wide gravel shoulder. Staff has conditioned the project to add an additional foot of width for a total of 30 feet (Conditional No. 8), the reason being that 24 feet is a standard road width and a 30 foot width allows for parking on one side of the roadway. All proposed driveway aprons are shown within 200 feet of each of the three parcel boundaries. An additional driveway apron is shown for York Road for a future possible road extension.

A Road Maintenance Agreement will be shared between four lots that will ultimately benefit from the extension of Nashua Drive. Three of the lots are the proposed lots of this application, the fourth lot is adjacent to Lot 3, across from York Road (Attachment 2 Sheet C0.1).

While Nashua Road is private now and most likely will continue to be, the project is conditioned so that the Public Works Department will work with the applicant to ensure the correct language is on the title pages so that the City can accept dedication of the road as a public street at a later time if necessary (Condition No. 15).

Trees

The site contains vegetation consisting of a dense coverage of tall weeds, scattered shrubs and trees. No trees are proposed for removal at this time. However, one 15 inch Eucalyptus tree, is being conditioned to be removed due to the nuisance issues it will pose for roadway construction (Condition No. 12). Although a "Tree Removal Schedule" is listed on Sheet C1.1, this is shown only for possible future removal of trees at a

potential later development phase. All future development will be subject to the City's Tree Protection Regulations.

Future Development

The site is currently vacant and no development plans are proposed with this application. The R-M-6 zoning district allows for both single-family dwellings and multifamily dwellings. Proposed Lot 1 would have the necessary square footage to develop two dwellings, which require Design Review, potential single-family dwellings on Lots 2 and 3 do not require Design Review. The applicant has noted that the intention is to develop each lot as a single-family dwelling.

Due to the topography of the proposed parcels, each lot is subject to the City's HR Hillside Residential Combining District Regulations (Chapter 17.40). Such regulations will include the potential of increased setbacks as per Section 17.40.060.A.6 which states: "One foot shall be added to each side yard for each one foot of height above which the top plate line exceeds 15 feet in height". This would be evaluated at the time of a development proposal.

PUBLIC NOTICE & COMMENT

On April 27, 2018, Public Hearing Notices were posted at City Hall, the Scotts Valley Branch Public Library, and the Scotts Valley Senior Center, and were mailed to surrounding property owners located within 300 feet of the subject property, pursuant to the City's Municipal Code and State law. To date, no comments have been received.

ATTACHMENTS

PAGE No.

Resolution to recommend approval of MLD17-001 (Action Item)

- | | | |
|----|--|----------|
| 1. | Location Map. | 11 |
| 2. | Tentative Parcel Map and Site Plan.. . . . | Attached |
| 3. | Preliminary Geotechnical Evaluation letter (5/11/17).. . . . | Attached |
| 4. | Geotechnical Report prepared by Quantum Geotechnical, Inc (1/24/18). | Attached |

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY RECOMMENDING APPROVAL TO THE CITY COUNCIL OF MINOR LAND DIVISION NO. MLD17-001 TO CREATE THREE PARCELS FROM TWO EXISTING PARCELS TOTALING 30,536 SQUARE FEET INTO THREE PARCELS LOCATED SOUTHWEST OF NASHUA DRIVE AND GRACE WAY IN THE R-M-6 ZONING DISTRICT (APN 023-171-05,06).

WHEREAS, the Planning Department of the City of Scotts Valley has received the application filed by David Dauphin, for a Minor Land Division MLD17-001 to create three parcels from two existing parcels totaling 30,536 square feet located southwest of Nashua Drive and Grace Way in the R-M-6 zoning district(APN 023-171-05,06); and,

WHEREAS, the application was reviewed for completeness and is determined to be a "project" as defined by the California Environmental Quality Act (CEQA); and,

WHEREAS, the project is determined to have a Class 15 exemption (Minor Land Division) pursuant to Section 15315 of CEQA; and,

WHEREAS, the project was reviewed by the Planning Commission at a duly noticed public hearing on May 10, 2018,

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgement of the City.

SECTION 2: The categorical exemption is hereby recommended for approval to the City Council.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the staff report dated May 10, 2018:

1. *The Minor Land Division will meet the design standards for the City of Scotts Valley, because the design was developed considering the City's General Plan and related zoning ordinances. The land division will create three parcels, each conforming to the General Plan designation of Medium High Density, and the development standards of the R-M-6 zoning district.*

2. *The Minor Land Division will be carried out in a manner which is not detrimental to the surrounding uses and will be consistent with the overall planning goals of the City.* The new parcels will be similar in size and use of the surrounding parcels. The density of development will remain consistent with the General Plan.
3. *The design of the subdivision will not cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.* The project site is not within any known critical fish or wildlife habitat. The surrounding parcels have been developed, therefore, the project site is not expanding the boundaries of urban development.
4. *The design of the subdivision will not cause serious public health problems.* The use proposed for the new parcel is single family residential, which would not have adverse health effects on the surrounding single family residential uses.
5. *The design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of property within the subdivision.* All necessary easements shall be obtained prior to issuance of a Final Map.
6. *The proposed road is adequate for the use of the subdivision.* The proposed road will be in compliance with the City's regulations, the road will be adequate to serve the existing homes in the area.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff report, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby recommend approval to the City Council of Minor Land Division No. MLD17-001 to create three new parcels from two existing parcels with a combined square footage of 30,536 located at Nashua Drive and Grace Way (023-171-05,06), subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on May 10, 2018 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair Derek Timm

Taylor Bateman, Community Development Director

EXHIBIT A

CONDITIONS OF APPROVAL (Nos. 1-XX)

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. After City Council approval, the property owner shall have a signed and notarized copy of the Notice of Conditions of Approval recognizing this application (provided by the City) recorded at the County Recorder's Office prior to issuance of any building permits or operation of the use.
3. After City Council approval, the property owner shall have a signed and notarized copy of the Notice of Conditions of Approval recognizing this application (provided by the City) recorded at the County Recorder's Office prior to issuance of any building permits or operation of the use.
4. All required building permits shall be obtained and the applicant shall pay all appropriate fees prior to commencement of any construction on the property.

PLANNING DEPARTMENT

5. The design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission or City Council at the discretion of the Community Development Director.
6. The newly created lots shall have a maintenance agreement for all property owners who will have legal access to the roadway prior to Final Map approval. Such agreement shall be reviewed and approved by the City Attorney, time to be paid by the applicant.

7. Driveways shall be an all-weather surface (i.e. concrete or asphalt).
8. An additional foot of width shall be added to the road for a total of 30 feet as 24 feet is a standard road width and a 30 foot width will allow for parking on one side of the roadway.
9. A maintenance agreement for all property owners who have legal access to the roadway shall be established prior to Final

Archaeology

10. The project is located in an area of moderate sensitivity for archaeological resources and monitoring by a qualified archaeologist shall be conducted during all grading activities of four cubic yards or more.

Trees

11. All required permits shall be obtained prior to the removal of any protected trees.
12. The existing Eucalyptus (#5) tree shall be removed prior to completion of the proposed Nashua Road improvements.

BUILDING DEPARTMENT

13. A soils/civil engineer shall approve site grading, drainage, erosion control and foundation plans.

WASTEWATER DEPARTMENT

14. Each parcel shall have own its separate sanitary sewer lateral.

DEPARTMENT OF PUBLIC WORKS

Site Specific

15. The applicant shall work with Public Works Department staff to ensure the correct language is on the title pages so that the City can accept dedication of the road as a public street at a later time if needed.

16. Existing and new driveways shall be to City of Scotts Valley Standards and Specifications.
17. Driveway approach shall be per City of Scotts Valley Standards and Specifications.
18. Encroachment permits will be required prior to construction.
19. Storm water technical guide requirements must be met.

Standard

20. A final subdivision or parcel map in conformance with the California Government Code, Section 66410 *et seq*, and with the City Subdivision Ordinance, and including the conditions of the tentative subdivision map, shall be filed to the satisfaction of the Public Works Director/City Engineer.
21. All required documents, final or parcel map sheets, covenants, developer and city improvement agreements and bonds, shall be provided to the satisfaction of the Public Works Director/City Engineer prior to the recordation of any final map or application for any building permit. (Applicant should be advised that officials of Santa Cruz County, such as the Auditor-Controller, Recorder and Clerk of the Board have requirements, such as payment of taxes and present title guarantee, which precede recordation of the map.)
22. Engineered Improvement Plans shall be submitted for all on site and off site work and will be approved by the Public Works Director/City Engineer. On-site and off-site (encroachment) civil engineering permits must be issued by the City prior to commencing any work. Improvement Plans shall include any necessary grading, drainage, masonry retaining walls, driveway, utilities, utility pole relocation, frontage improvement and/or repair of sidewalk, curb and gutter or similar facilities required satisfying tentative map conditions to the satisfaction of the Public Works Director/City Engineer. All improvements shall conform to the design standards contained in text and illustration in the "City of Scotts Valley Standard Details", latest revision adopted by the City Council.
23. Pursuant to City Council action on March 3, 2010, the Applicant shall modify the Traffic Impact Study to address the Mount Hermon Road/Scotts Valley Drive and Mount Hermon Road /La Madrona Drive intersections to determine the additional

peak hour trips through the intersections. Specifically AM and PM peak hour trips for Mount Hermon Road /Scotts Valley Drive and PM only peak hour trips for Mount Hermon Road /La Madrona Drive. The study will also determine if the additional trips will degrade the Level of Service (LOS) of the intersections. The findings of the study will determine the amount owed for the Mount Hermon Road traffic mitigations fair share contribution. The Applicant shall conclude this study and pay any associated fees at the time of tentative map submittal.

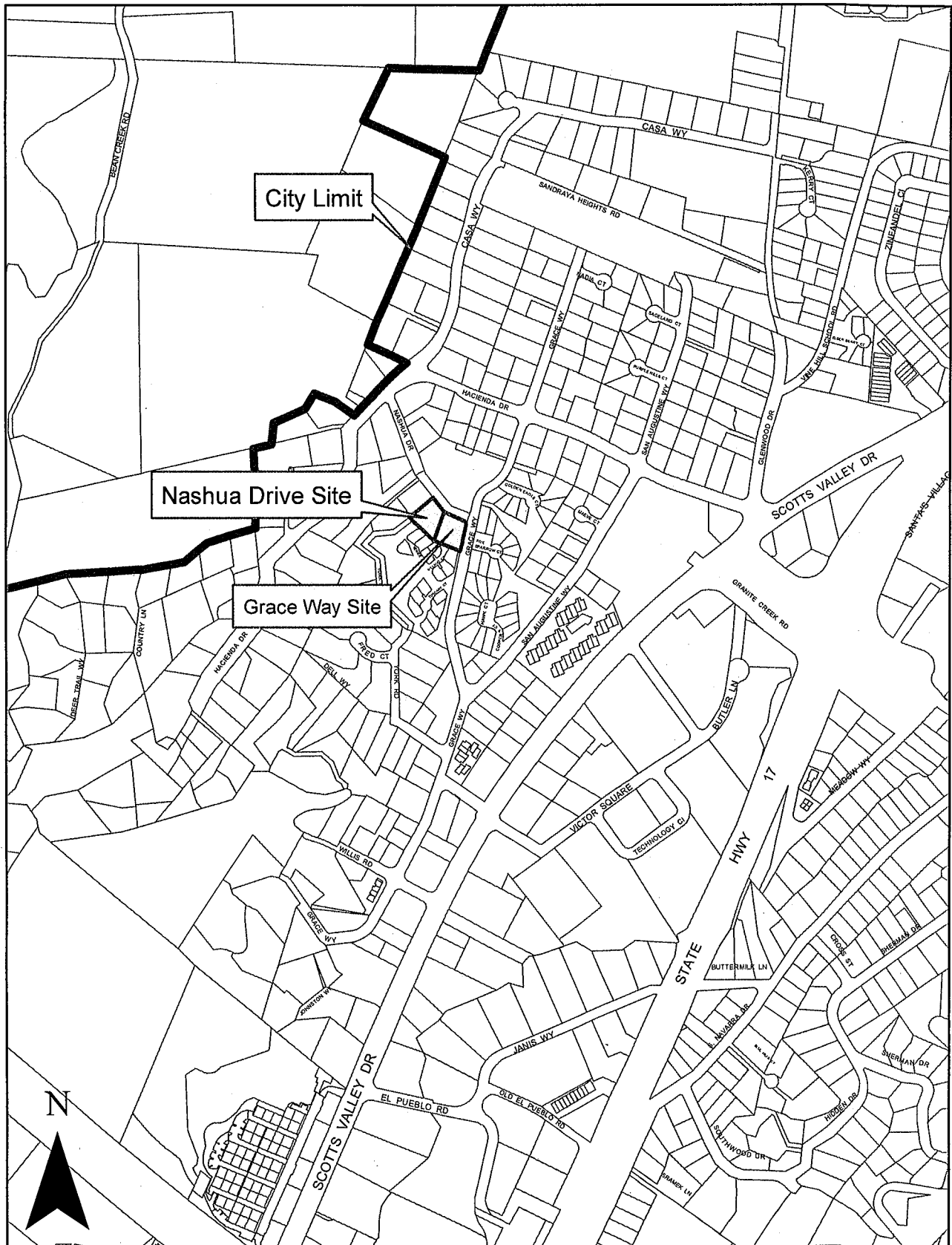
24. Applicant shall construct street improvements for the full parcel frontage in accordance with the City of Scotts Valley Standard Details, latest revision, adopted by the City Council.
25. Engineered improvement plans for all work, signed and prepared under the direction of a registered civil engineer, shall be approved by the Public Works Director/City Engineer prior to commencing work.
26. All work in the public right-of-way will require an encroachment permit application made to the satisfaction of the Public Works Director/City Engineer. The civil on-site work, as plan reviewed by the Public Works Department, will require an on-site civil engineering permit and inspection.
27. All public improvements shall be guaranteed by written Agreement with the city, Faithful Performance Bond, and Labor and Material men's Bond, to the satisfaction of the Public Works Director/City Engineer.
28. All signing and striping shall be approved and completed as required by the Public Works Department, and shall be in conformance with current editions of Transportation and Traffic Engineering Handbook, by the Institute of Transportation Engineers, and the State Department of Transportation "Standard Specifications".
29. The project shall connect to the sanitary sewer system and existing septic systems, if any, shall be properly abandoned.
30. Applicant shall construct storm drain facilities in conformance with data and analysis in the adopted City of Scotts Valley Storm Drain Master Plan, December 1989 and in accordance with the city's SWMP Ordinance No. 184.1.

31. Applicant shall pay the cost to accomplish the utility design and construction to underground the telephone, electric power, and television cables in each project contained easement, private or public road frontage. This undergrounding of utilities to remove utility poles comes in addition to the state required undergrounding of transmission for the project and any new service connections.
32. The final map shall be submitted to the City's Public Works Department on an AutoCAD drawing up to version 2004 electronic version prior to recording.
33. Applicant shall submit a completed "segregation of assessment" form for each assessment district in which the subdivision participates.
34. Prior to the filing of the final/parcel map, applicant shall contact the Santa Cruz County Assessor's Office or the Local Agency Formation Commission (LAFCO) to ensure that the subdivided property is within a single tax code.
35. Applicant shall provide used motor oil reclamation services for the general public (applies to services stations).
36. The applicant shall repair any damage caused to the City streets [or the private roadway] by applicant or its contractors, consultants, and/or employees prior to issuance of a certificate of occupancy. A videotape log, DVD format, clearly showing the existing condition of [the applicable street] to the project site shall be presented to the Department of Public Works prior to the start of construction. Applicant is advised that, absent clear video evidence to the contrary, road damage must be repaired to the satisfaction of the City prior to issuance of a certificate of occupancy. Damage assessment will be at the sole discretion of the City.

FIRE DISTRICT

37. Project shall comply with all SVFPD code requirements.
38. The roadway shall connect with the existing improved section of Nashua in a manner that allows emergency vehicle traffic thru access from Grace way to Hacienda Drive without obstructions.

Location Map



**Address/APN: Nashua Drive/023-171-05 & Grace Way/023-171-06.
Minor Land Division application (MLD17-001).**

QUANTUM GEOTECHNICAL INC.

Project No. D026.G

May 11, 2017

Mr. David Bergman
5270 Scotts Valley Drive
Scotts Valley, CA 95066

RECEIVED

MAY 11 2017

CITY OF SCOTTS VALLEY

Subject: Proposed 3 lot Subdivision
Nashua Drive
Scotts Valley, California
PRELIMINARY GEOTECHNICAL EVALUATION

Reference: Tentative Improvement Plan
APN # 023-171-059 and 06
By C2G Civil Consultants Group, Inc

Dear Mr. Bergman,

At the request of Mr. Dave Dauphin, of C2G, we have performed a site reconnaissance of the site for the purpose of providing a preliminary geotechnical review for the proposed project. The purpose of our preliminary geotechnical evaluation is to identify if any geologic or geotechnical constraints exist on the site that may affect the proposed development. It is noted that Quantum Geotechnical, Inc., did not perform any fieldwork, laboratory testing, analysis, or calculations as part of this review.

PROJECT DESCRIPTION

It is our understanding that the proposed project consists of developing the site for 3 single family lots and associated construction of a private drive (Nashua Drive) and improvements. Planned grading for the site, consists of minor cuts and fills to achieve the design grades.

SITE DESCRIPTION

The site is located in the north western part of Scotts Valley within hilly terrain. The site is located within an established residential neighborhood at the south west corner of Grace Way and Nashua Drive. The topography on the site is generally undulating and varies from moderate/steep slopes to flat areas, but has an overall slope to the south. Remnants of a deteriorated asphalt access road in the

approximate alignment of Nashua Drive is present on the eastern part of the site. Vegetation cover consists of a dense coverage of tall weeds and scattered shrubs and trees.

There were several areas where erosion had occurred, particularly along the deteriorated asphalt access road. Small excavations were present on and off the site and several areas on site had walking or biking paths, exposing the native soil. In all these areas Purisima sandstone bedrock was observed at or near the surface.

PRELIMINARY GEOTECHNICAL EVALUATION

Based on our site reconnaissance, the site does not contain any significant geologic or geotechnical constraints or hazards to preclude development or require mitigation. The site is suitable for the planned development.

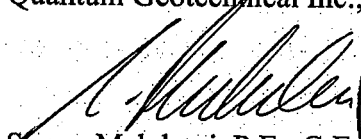
The bedrock is excavatable using normal grading and trenching equipment. Standard grading recommendations are applicable. If the lot pads contain bedrock at the surface, we recommend the bedrock be subexcavated and recompactd in the upper 18 to 24 inches for landscaping purposes to allow for trenching of irrigation and planting.

Spread footing foundations are suitable for residence structures and retaining walls.

Cut and fill slopes will be stable inclined at 2:1.

Should there be any questions or should you require any additional information, please contact our office at your convenience.

Sincerely,
Quantum Geotechnical Inc.,


Simon Makdessi, P.E., G.E.
President



GEOTECHNICAL INVESTIGATION

On

PROPOSED RESIDENTIAL DEVELOPMENT

At

**Nashua Drive
Scotts Valley, California**

For

Mr. David Bergman

By

Quantum Geotechnical, Inc.

Project No. D026.G

January 24, 2018

QUANTUM GEOTECHNICAL INC.

Project No. D026.G
January 24, 2018

Mr. David Bergman
5270 Scotts Valley Drive
Scotts Valley, CA 95066

Subject: Proposed Residential Development
Nashua Drive
Scotts Valley, California
GEOTECHNICAL INVESTIGATION

Dear Mr. Bergman:

In accordance with your authorization, *Quantum Geotechnical, Inc.*, has investigated the geotechnical conditions at the subject site located in Scott's Valley, California

The accompanying report presents the results of our field investigation. Our findings indicate that development of the site for the proposed residential development is feasible provided the recommendations of this report are carefully followed and are incorporated into the project plans and specifications.

Should you have any questions relating to the contents of this report or should additional information be required, please contact our office at your convenience.

Sincerely,
Quantum Geotechnical, Inc.



Simon Makdessi, P.E., G.E.
President



TABLE OF CONTENTS

LETTER OF TRANSMITTAL

GEOTECHNICAL INVESTIGATION

Purpose and Scope	4
Proposed Development	4
Site Location and Description	4
General Geologic Conditions	5
Investigation	6
Subsurface Conditions	6
2016 CBC Seismic Design Criteria	7

DISCUSSION, CONCLUSIONS AND RECOMMENDATIONS

General	8
Grading	8
Surface and Subsurface Drainage	9
Foundations	10
Spread Footing Foundations	10
Interior Concrete Slab-On-Grade Floor	11
Miscellaneous Concrete Flatwork	12
Retaining Walls	12
Pavements	14
Utility Trenches	15
Project Review and Construction Monitoring	16

REFERENCES	17
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LIMITATIONS AND UNIFORMITY OF CONDITIONS	18
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APPENDIX A

Figure 1, Site Vicinity and Fault Map	20
Figure 2, Site Plan	21
Logs of Test Pits TP-1 to TP-5	22

APPENDIX B

The Grading Specifications	28
Guide Specifications for Rock Under Floor Slabs	33

GEOTECHNICAL INVESTIGATION

PURPOSE AND SCOPE

The purpose of the investigation for the proposed new residential subdivision located on Nashua Drive in Scott's Valley, California, was to determine the surface and subsurface soil conditions at the subject site. Based on the results of the investigation, criteria were established for the grading of the site, the design of foundations for the proposed development, and the construction of other related facilities on the property.

Our investigation included the following:

- a. Field reconnaissance by the Soil Engineer;
- b. Determine the general seismicity of the site in accordance with the 2016 CBC;
- c. Excavation of five exploratory test pits;
- c. Laboratory testing of soil samples;
- d. Analysis of the data and formulation of conclusions and recommendations; and
- e. Preparation of this written report.

PROPOSED DEVELOPMENT

It is our understanding that the proposed project consists of developing the site for five individual single family residential lots and construction of an extension of Nashua Drive. The layout for the residences has not been performed and therefore individual lot grading is unknown, however, preliminary grading is expected to consist of cuts and fills up to 3 feet. The buildings are expected to consist of wood frame construction.

SITE LOCATION AND DESCRIPTION

The site is located in the north eastern part of Scotts Valley as shown in the Site Vicinity and Fault Map, Figure 1, attached to the Appendix. The site is located within an established residential neighborhood at the south west corner of Grace Way and Nashua Drive. west of Highway 17. The site is located within hilly terrain at elevation approximately 762 feet above mean sea level (2). The

site is irregular in shape and bounded by Grace Way to the east, Nashua Drive to the north, and existing residences on the other sides.

The topography on the site is generally undulating and varies from moderate/steep slopes to flat areas, but has an overall slope to the south. Remnants of a deteriorated asphalt access road in the approximate alignment of Nashua Drive is present on the eastern part of the site. Vegetation cover consists of a dense coverage of tall weeds and scattered shrubs and trees.

There were several areas where erosion had occurred, particularly along the deteriorated asphalt access road. Small excavations were present on and off the site and several areas on site had walking or biking paths, exposing the native soil. In all these areas Purisima sandstone bedrock was observed at or near the surface.

Vegetation cover consists mainly 2-3 foot tall vegetation (grasses and shrubs) with scattered trees and bushes. A grove of large trees is present near the corner of York Drive and Nashua Drive..

GENERAL GEOLOGIC CONDITIONS

The site lies within the heart of the southern Santa Cruz Mountains. The site resides on the western side of the northeast to southwest trending valley which defines Scotts Valley, and to which highway 17 runs approximately parallel. The site appears to lie on the southern limb of the northwest trending Scott's Valley syncline.

According to the geologic map of Brabb et al. (USGS, 1997), the site is underlain by Purisima Formation sandstone of the Pliocene to upper Miocene and Santa Cruz Mudstone of the upper Miocene. The bedrock may be overlain by a thin cap of soil, consisting of degraded sandstone intercalated with alluvial and colluvial soils from the ridges nearby.

The nearest active faults to the site are the Zayante-Vergales Fault located approximately 3 miles northeast of the site and the San Andres fault approximately 5.6 miles northeast of the site (4). There are no faults within direct proximity to the site as indicated on Figure 1, "Site Vicinity Map", attached to the Appendix.

The California Geological Survey has not produced a seismic hazard zone report for the Scott's Valley area. The site lies outside of any hazard zones demarcated on the Santa Cruz County Hazard

Maps. The CA Department of Water Resources, water data library (1), indicates that groundwater may be found approximately 300 feet or more below the ground surface.

The California Geological Survey has not yet published a Seismic Hazard Zone Report for the site vicinity.

INVESTIGATION

The field investigation was performed on January 9, 2018, and included a reconnaissance of the site and the excavation of five exploratory test pits at the approximate locations shown on Figure 2, "Site Plan". The pits extended to depths ranging from 2 to 5 feet below current ground surface.

The stratification of the soils and bedrock and descriptions are shown on the respective "Logs of Test Pits" contained within Appendix A.

Laboratory testing was conducted for Atterberg Limits, moisture density, gradation analysis, consolidation, and corrosion potential. The data received from the lab are presented on the test pit logs in Appendix A.

SUBSURFACE CONDITIONS

The subsurface conditions as encountered in the five test pits were found to be consistent and comprised a surface layer of stiff sandy silt to clay to depths ranging from 0 to 1.5 feet, underlain by bedrock. The bedrock encountered in test pit TP-1 consisted of hard, highly weathered mudstone of the Santa Cruz Formation, and bedrock in each other pit consisted of hard, massive sandstone of the Purisima Formation. The backhoe encountered refusal at depths ranging from 2 to 5 feet depth. Bedding attitudes in the bedrock were measured to strike in a north west direction dipping 14 to 16 degrees to the north east.

Groundwater was not encountered in the test pits at the time of our exploration. Fluctuations in the groundwater table may occur due to tidal influences, seasonal rainfall and urbanization.

A more thorough description and stratification of the soil conditions are presented on the respective "Logs of Test Pits" in Appendix A. The approximate locations of the pits are shown on Figure 2, "Site Plan" in Appendix A.

2016 CBC SEISMIC DESIGN CRITERIA

The potential damaging effects of regional earthquake activity should be considered in the design of structures. As a minimum, seismic design should be in accordance with Chapter 16 of the 2016 California Building Code (CBC). The 2016 CBC utilizes the design procedures outlined in the 2010 ASCE 7-10 Standard.

The seismic design parameters have been developed using the online U.S. Geological Survey, US Seismic Design Maps tool (5), version 3.1.0, last updated 11 July 2013, and a site location based on longitude and latitude. The parameters generated for the subject site for a latitude of 37.06361° N, and longitude of -122.01039W, are presented in the following Table 1:

Table I
2016 CBC Seismic Design Criteria

Seismic Parameter	Coefficient	Value
Mapped MCE Spectral Acceleration at Short-Period 0.2 secs	S_s	1.776
Mapped MCE Spectral Acceleration at a Period of 1.0s	S_1	0.678
Site Class		A
Adjusted MCE, 5% Damped Spectral Response Acceleration at Short Period of 0.2s	S_{MS}	1.421
Adjusted MCE, 5% Damped Spectral Response Acceleration at Period of 1.0s	S_{M1}	0.542
Design 5% Damped Spectral Response Acceleration at Short Period of 0.2s for Occupancy Category I/II/III	S_{DS}	0.947
Design 5% Damped Spectral Response Acceleration at Period of 1.0s for Occupancy Category I/II/III	S_{D1}	0.361

DISCUSSIONS, CONCLUSIONS AND RECOMMENDATIONS

GENERAL

1. From a geotechnical point of view, the site is suitable for the construction of the proposed residential development provided the recommendations presented in this report are incorporated into the project plans and specifications.
2. The most prominent geotechnical features of the site as encountered in the test pits is the presence of shallow depth to bedrock and shallow depth to refusal. The bedrock appears excavatable within the proposed depths of cut, however, the underground contractor must evaluate the bedrock and determine the method of excavating for utility trenches within the new street alignment.

GRADING

3. In areas to receive fill stripping of the topsoil and surface vegetation must be performed to remove all organic soil. Any areas of loose soil, old fill or yielding subgrade must be excavated until non-yielding native soil is encountered. After site preparation, the top 8 inches of exposed ground should be scarified and compacted to a degree of relative compaction of at least 90% at 2 to 3 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.
4. The site may be brought to the desired finished grades by placing engineered fill in lifts of 8 inches in uncompacted thickness and compacting to a minimum relative compaction of 90% at 2 percent above optimum moisture content as determined by ASTM D1557-12 Laboratory Test Procedure.
5. Any street subgrades created by cut and fill will require the cut portion to be sub-excavated and recompact as engineered fill to create a near uniform subgrade support. The depth and extent of sub-excavation will be determined in the field based on actual conditions, but is expected to be of the order of 1 to 2 feet.
6. Where fills are to be constructed on existing slopes inclined at 6:1 (horizontal to vertical) or steeper, keyways should be provided at the base of the fill and should be a minimum of 10 feet in width

(or 1.5 times the equipment width), cut at least 2 feet in depth into firm, natural ground, and sloped into the hillside at a gradient of no less than 5%. For existing slopes inclined flatter than 6:1, keyways are not needed, however, a flat bench should be provided at the base of the fill. Keying and benching into the upslope ground surface should be performed as the filling progresses. The fill slope could then be constructed by placing engineered fill as previously specified in this section. We recommend that slopes be overbuilt and cut back to grade. Track walking of a slope surface is not an acceptable means for achieving slope compaction. At this time, subsurface drains at the back base of the key and within the keyed benches are not considered necessary; however, this will be evaluated by the Soil Engineer during grading.

7. All soils encountered during our investigation except those within the top few inches of predominantly organic material, are suitable for use as engineered fill when placed and compacted at the recommended moisture content and provided it does not contain any debris.

8. If any of the lot pads contain bedrock at the surface, we recommend the bedrock be subexcavated and recompactd in the upper 18 to 24 inches for landscaping purposes to allow for trenching of irrigation and planting.

SURFACE AND SUBSURFACE DRAINAGE

9. All finish grades should be provided with a positive gradient to an adequate discharge point in order to provide rapid removal of surface water runoff away from all foundations. No ponding of water should be allowed on the pad or adjacent to the foundations. Surface drainage must be designed by the project Civil Engineer and maintained by the property owners at all times. The pad should be graded in a manner that surface flow is to a controlled discharge system. Surface drainage is not allowed to be directed to tops of slopes or flow over slopes.

10. Lot slopes and drainage must be provided by the project Civil Engineer to remove all storm water from the pad and to minimize storm and/or irrigation water from seeping beneath the structures. Should surface water be allowed to seep under the structure, foundation movement resulting in structural cracking and damage will occur and excess moisture below the slab may create elevated moisture vapor that may impact floor coverings and cause mold or mildew. Finished grades around the perimeter of the structure should be compacted and should be sloped at a minimum 2% gradient

away from the exterior foundation. Surface drainage requirements constructed by the builder should be maintained during landscaping. In particular, the creation of planter areas confined on all sides by concrete walkways or decks and the residence foundation is not desirable since any surface water due to rain or irrigation becomes trapped in the planter area with no outlet. If such a landscape feature is necessary, surface area drains in the planter area or a subdrain along the foundation perimeter must be installed.

11. Continuous roof gutters are recommended. According to recent local government requirements, roof downspout and drain flows should be directed to bio-filtration areas next to the building perimeter, where possible. From a geotechnical and maintenance point of view it is undesirable to discharge water into bio-filtration areas near foundations, because of the possibility of water ponding for sustained periods of time causing potential structural or slab moisture problems as stated earlier. If any bio-filtration areas are planned next to foundations, we should be consulted for additional recommendations.

FOUNDATIONS

12. Provided the site is prepared as recommended in the "Grading" section, a spread footing foundation system may be satisfactorily used. The spread footings may be used in conjunction with a raised wood floor or with an interior concrete slab-on-grade floor.

Spread Footing Foundations

13. Depending on the planned grading, the footings may extend into bedrock or be founded within soil material. Continuous and spread footing foundations should extend to the minimum depths and designed using the allowable bearing pressure in the following table;

	Minimum Footing Depth (inches)	Allowable Bearing Pressure (psf)	
		Continuous Footings	Isolated Footings
Soil Material	18	2,500	2,800
Bedrock	12	3,500	3,800

14. The above allowable bearing pressures may be increased for transient loads such as wind or seismic. The specification of structural reinforcement for all foundations is to be performed by a structural engineer.

15. The settlements of footings designed and constructed in accordance with the aforementioned criteria are estimated to be less than one-half inch. The differential settlement between individual column or wall footings can be estimated as the difference between the settlements at any two points and should not exceed one-quarter inch.

16. Lateral loads resulting from wind or earthquake may be resisted in the form of passive pressure on the site of footings and friction between the bottom of the footings and soils on which these are supported. The passive soil resistance against footings may be taken equal to a fluid having an equivalent fluid pressure of 300 p.c.f. below a depth of 1 foot. This assumes that the footings are placed neat against the soil face or that properly compacted backfill is placed in the space between the footings and the soil faces. A coefficient of friction of 0.30 for soil and 0.40 for bedrock may be used at the base of the footing.

Interior Concrete Slab-on Grade Floors

17. It is expected that the interior concrete slab-on-grade floor may experience some cracking due to normal concrete shrinkage. To reduce the potential cracking of the concrete slab floor, the following are recommended:

- a. The surficial soil is non-expansive and therefore no slab subgrade saturation is required. Prior to construction of the slab, the slab subgrade should be observed by the Soil Engineer to verify that all under-slab utility trenches greater than 18 inches in width have been properly backfilled and compacted, and that no loose or soft soils are present on the slab subgrade.
- b. Slabs should be underlain by a minimum of 4 inches of angular gravel or clean crushed rock material placed between the finished subgrade and the slabs to serve as a capillary break between the subsoil and the slab. The gravel or crushed rock material should consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample. The material shall be $\frac{3}{4}$ " minus material with no more than 3% passing the #200 sieve, as specified in Appendix B, "Guide Specifications for rock Under Floor Slabs".

- c. The thickness of the slab and reinforcement is to be determined by the project Structural Engineer. We recommend that the slabs be reinforced with reinforcing bars or welded wire fabric sheets. Wire mesh must not be used for reinforcement.
- d. It is expected that moisture sensitive floor coverings will be used on the slab. We recommend that a minimum 10 mil Class A vapor retarder membrane, such as Stego® Wrap is used between the rock cushion and the slab to provide an effective vapor barrier and to minimize moisture condensation under floor coverings. The typical 2 inch sand layer placed between the slab and vapor retarder can be eliminated provided the concrete has a maximum water/cement ratio of 0.45. The vapor retarder/barrier should have a maximum perm rating of 0.3 in accordance with ASTM E 1745. Seams in the moisture vapor retarder/barrier should be overlapped no less than 6 inches or in accordance with the manufacturer's recommendations. Joints and penetrations should be sealed with the manufacturer's recommended adhesives, pressure-sensitive tape, or both. The contractor must avoid damaging or puncturing the vapor retarder/barrier and repair any punctures with additional polyethylene properly lapped and sealed.

MISCELLANEOUS CONCRETE FLATWORK

18. Miscellaneous flatwork, driveways, and walkways may be designed with a minimum thickness of 4.0 inches. Control joints should be constructed to create squares or rectangles with a maximum spacing of 15 feet on large slab areas. Walkways should be separated from foundations with a thick expansion joint filler. Control joints should be constructed into walkways at a maximum of 5 feet spacing.

RETAINING WALLS

19. The retaining walls should be designed to resist lateral pressures exerted from a media having an equivalent fluid weight as follows:

Active Condition	=	35 p.c.f. for horizontal backslope of bedrock
Active Condition	=	45 p.c.f. for horizontal backslope of clayey soil
At-rest Condition	=	65 p.c.f.
Passive Condition	=	300 p.c.f.(soil)
	=	400 p.c.f. (bedrock)
Seismic Condition	=	30 p.c.f. (regular triangular distribution in addition to static pressure) for walls retaining greater than 6 feet in exposed height.
Coefficient of Friction	=	0.30 (soil)
	=	0.40 (bedrock)

20. For a non-horizontal backslope, the active condition equivalent fluid weight can be increased by 1.5 p.c.f. for each 2 degree rise in slope from the horizontal.

21. Active conditions occur when the top of the wall is free to move outward. At-rest conditions apply when the top of wall is restrained from any movement.
22. It should be noted that the effects of any surcharge, traffic or compaction loads behind the walls must be accounted for in the design of the walls.
23. The above criteria are based on fully drained conditions. If drained conditions are not possible, then the hydrostatic pressure must be included in the design of the wall. An additional linear distribution of hydrostatic pressure of 63 p.c.f. should be adopted, in this case.
24. In order to achieve fully-drained conditions, a drainage filter blanket should be placed behind the wall. The blanket should be a minimum of 12 inches thick and should extend the full height of the wall to within 12 inches of the surface. If the excavated area behind the wall exceeds 12 inches, the entire excavated space behind the 12-inch blanket should consist of compacted engineered fill or blanket material. The drainage blanket material may consist of either granular crushed rock and drain pipe fully encapsulated in geotextile filter fabric or Class II permeable material that meets CalTrans Specification, Section 68, with drainage pipe but without fabric. A 4-inch perforated drain pipe should be installed in the bottom of the drainage blanket and should be underlain by at least 4 inches of filter type material. A 12-inch cap of clayey soil material should be placed over the drainage blanket. All back drains should be outlet to suitable drainage devices. Retaining wall less than 3 feet in height should be provided with backdrains or weep holes.
25. As an alternate to the 12-inch drainage blanket, a pre-fabricated strip drain (such as Miradrain) may be used between the wall and retained soil. In this case, the wall must be designed to resist an additional lateral hydrostatic pressure of 30 p.c.f.
26. Piping with adequate gradient shall be provided to discharge water that collects behind the walls to an adequately controlled discharge system away from the structure foundation.
27. It is recommended that the retaining walls be founded on a spread footing foundation system, using the criteria used under the heading "Foundations".

PAVEMENT AREAS

28. R-value tests were not performed as part of this investigation, as the soil expected at subgrade level is not known and depends on the planned grading. Assuming the subgrade material will consist of the on-site surficial soil material mixed with rock, we will assume an R-value of 20 for preliminary design. However, the final pavement section design will be based on collecting actual subgrade samples during construction.

29. Based on an R-Value of 20, the following flexible pavement sections are recommended.

Traffic Index	AC (inches)	Class II¹ AB (inches)
4.5	4.0	6.5
5.0	4.0	7.5
5.5	4.0	9.0
6.0	4.0	10.5
7.0	4.0	13.5

Notes:

¹Minimum R-Value = 78

R-Value = Resistance Value

All Layers in compacted thickness to Cal-Trans Standard Specifications

30. After underground facilities have been placed in the areas to receive pavement and removal of excess material has been completed, the upper 6 inches of the sub-grade soil shall be scarified, moisture conditioned, and compacted to a minimum relative compaction of 95% in accordance with the grading recommendations specified in this report.

31. All aggregate base material placed subsequently should be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure of D1557-12 (latest edition). The construction of the pavement areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportations of the State of California and/or City of Scotts Valley, Department of Public Works.

32. If planter areas are provided within or immediately adjacent to the pavement areas, or if permeable pavers are used for some areas of pavement, provisions should be made to control irrigation and surface water from entering the pavement subgrade. Water entering the pavement section at subgrade level, which does not have a means for discharge, could cause softening of this zone and lead to pavement failure.

UTILITY TRENCHES

33. Applicable safety standards require that trenches in excess of 5 feet must be properly shored or that the walls of the trench slope back to provide safety for installation of lines. If trench wall sloping is performed, the inclination should vary with the soil type. The underground contractor should request an opinion from the Soil Engineer as to the type of soil and the resulting inclination.

34. As noted earlier, trenches deeper than 5 feet may prove difficult with standard equipment. The underground contractor is to assess the bedrock conditions and evaluate the means and methods to excavate the trenches for utilities.

35. With respect to state-of-the-art construction or local requirements, utility lines are generally bedded with granular materials. These materials can convey surface or subsurface water beneath the structures. It is, therefore, recommended that all utility trenches which possess the potential to transport water be sealed with a compacted impervious cohesive soil material or lean concrete where the trench enters/exits the building perimeter.

36. Utility trenches extending underneath all traffic areas must be backfilled with native or approved import material and compacted to a relative compaction of 90% to within 6 inches of the subgrade. The upper 6 inches should be compacted to 95% relative compaction in accordance with Laboratory Test Procedure ASTM D1557 (latest edition). Backfilling and compaction of these trenches must meet the requirements set forth by the City of Scotts Valley, Department of Public Works. Utility trenches within landscape areas may be compacted to a relative compaction of 85%.

PROJECT REVIEW AND CONSTRUCTION MONITORING

37. All grading and foundation plans for the development must be reviewed by the Soil Engineer prior to contract bidding or submitted to governmental agencies so that plans are reconciled with soil conditions and sufficient time is allowed for suitable mitigative measures to be incorporated into the final grading specifications.

38. *Quantum Geotechnical, Inc.* should be notified at least two working days prior to site clearing, grading, and/or foundation operations on the property. This will give the Soil Engineer ample time to discuss the problems that may be encountered in the field and coordinate the work with the contractor.

39. Field observation and testing during the demolition and/or foundation operations must be provided by representatives of *Quantum Geotechnical, Inc.* to enable them to form an opinion regarding the adequacy of the site preparation, the acceptability of fill materials, and the extent to which the earthwork construction and the degree of compaction comply with the specification requirements. Any work related to the grading and/or foundation operations performed without the full knowledge and under the direct observation of the Soil Engineer will render the recommendations of this report invalid. This does not imply full-time observation. The degree of observation and frequency of testing services would depend on the construction methods and schedule, and the item of work.

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. It should be noted that it is the responsibility of the owner or his representative to notify *Quantum Geotechnical, Inc.*, in writing, a minimum of two working days before any clearing, grading, or foundation excavations can commence at the site.
2. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings and from a reconnaissance of the site. Should any variations or undesirable conditions be encountered during the development of the site, *Quantum Geotechnical*, will provide supplemental recommendations as dictated by the field conditions.
3. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are brought to the attention of the Architect and Engineer for the project and incorporated into the plans and the necessary steps are taken to see that the Contractor and Subcontractors carry out such recommendations in the field.
4. At the present date, the findings of this report are valid for the property investigated. With the passage of time, significant changes in the conditions of a property can occur due to natural processes or works of man on this or adjacent properties. In addition, legislation or the broadening of knowledge may result in changes in applicable standards. Changes outside of our control may render this report invalid, wholly or partially. Therefore, this report should not be considered valid after a period of two (2) years without our review, nor should it be used, or is it applicable, for any properties other than those investigated.
5. Notwithstanding all the foregoing, applicable codes must be adhered to at all times.

APPENDIX A

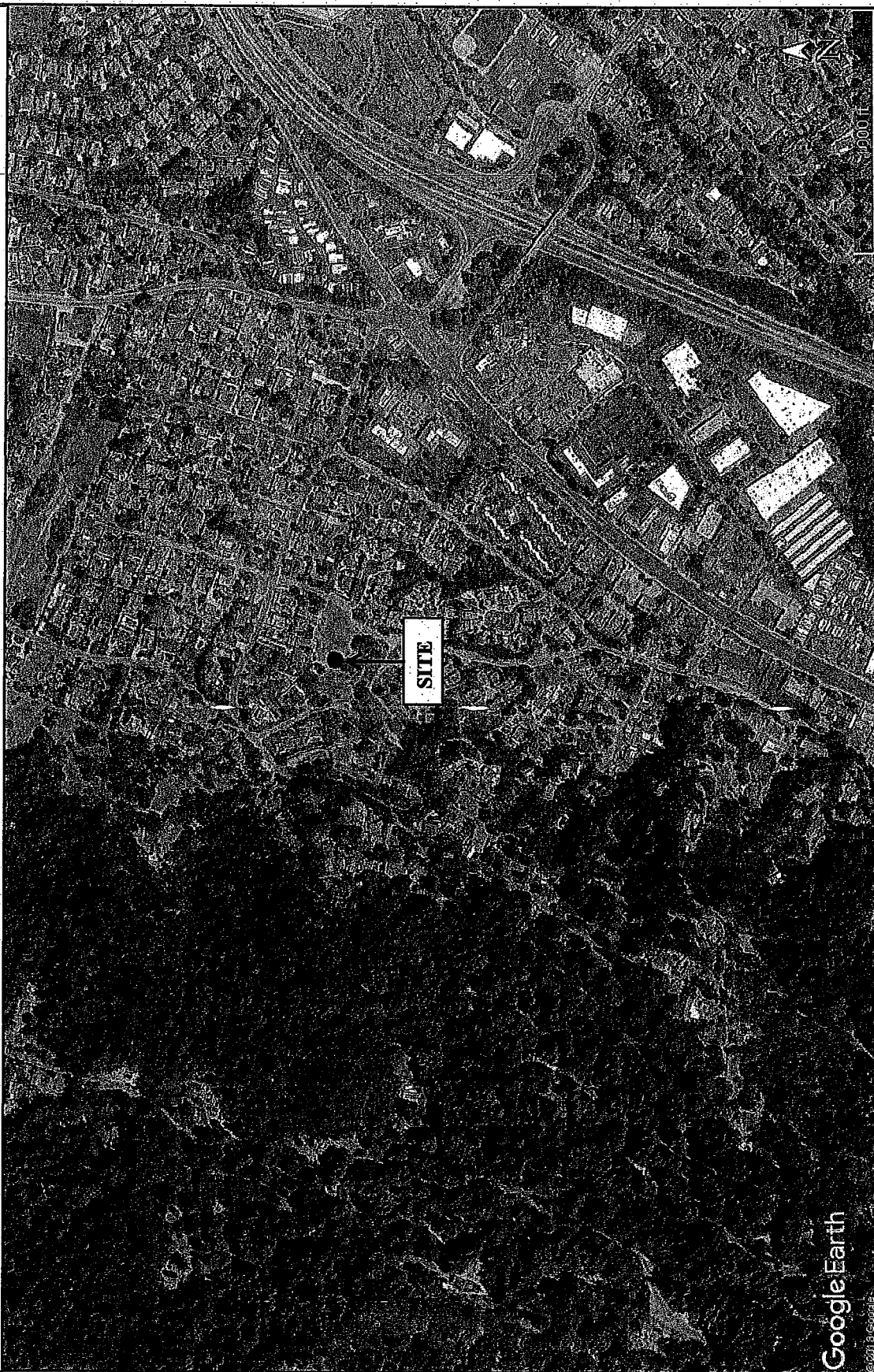
Site Vicinity and Fault Map

Site Plan

Logs of Test Pits

1. Base Map: Google Earth, 2018

2. Fault Map Overlay: U.S. Geological Survey and California Geological Survey, 2006. Quaternary fault and fold database for the United States. Accessed January 24, 2018 from USGS web site: <http://earthquakes.usgs.gov/regional/qfaults/>.



SITE VICINITY MAP

**QUANTUM
GEOTECHNICAL, INC.**

Proposed Residential Development

**Nashua Drive,
Scott's Valley**

Project No.

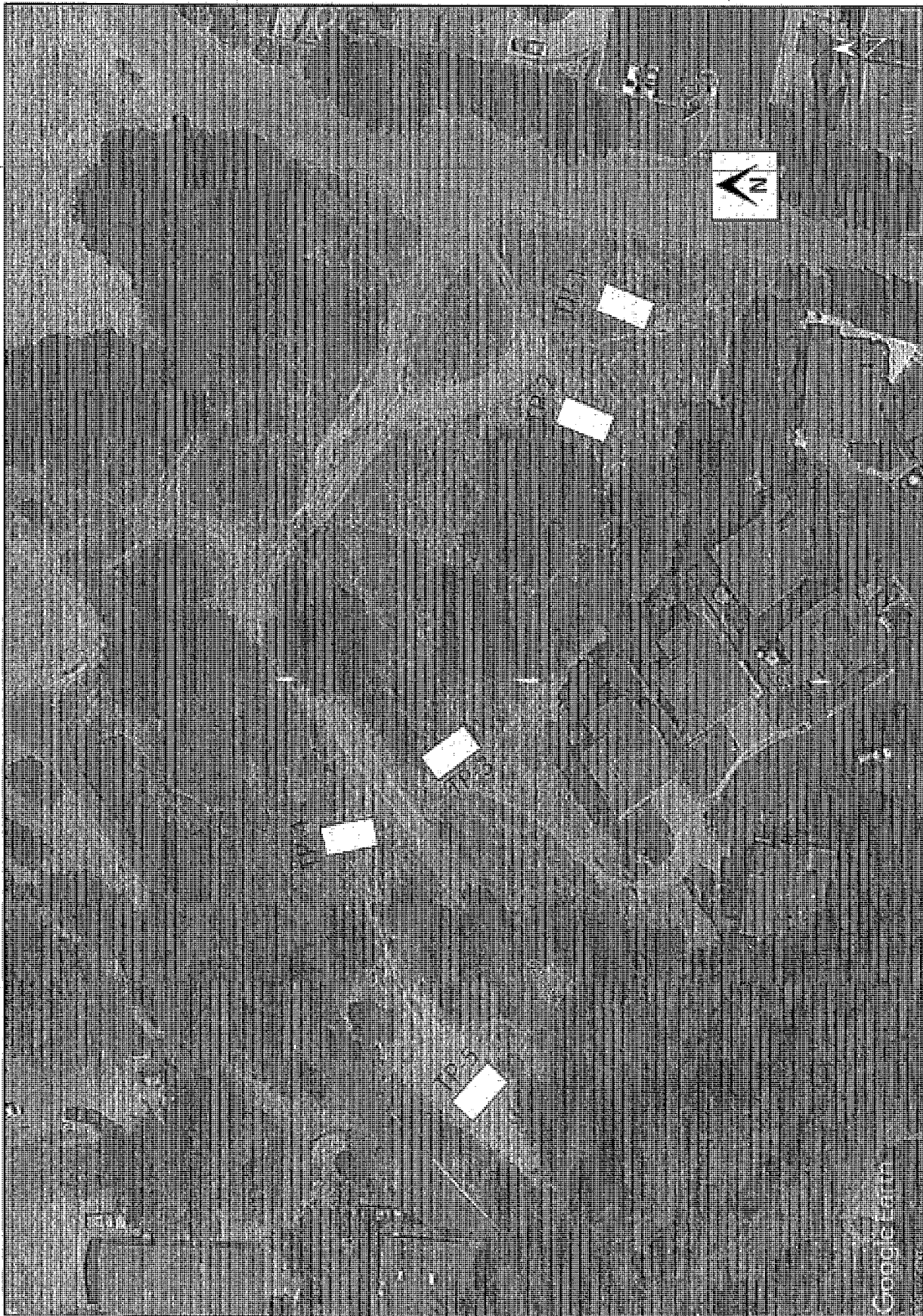
D026.G

Drawn by:

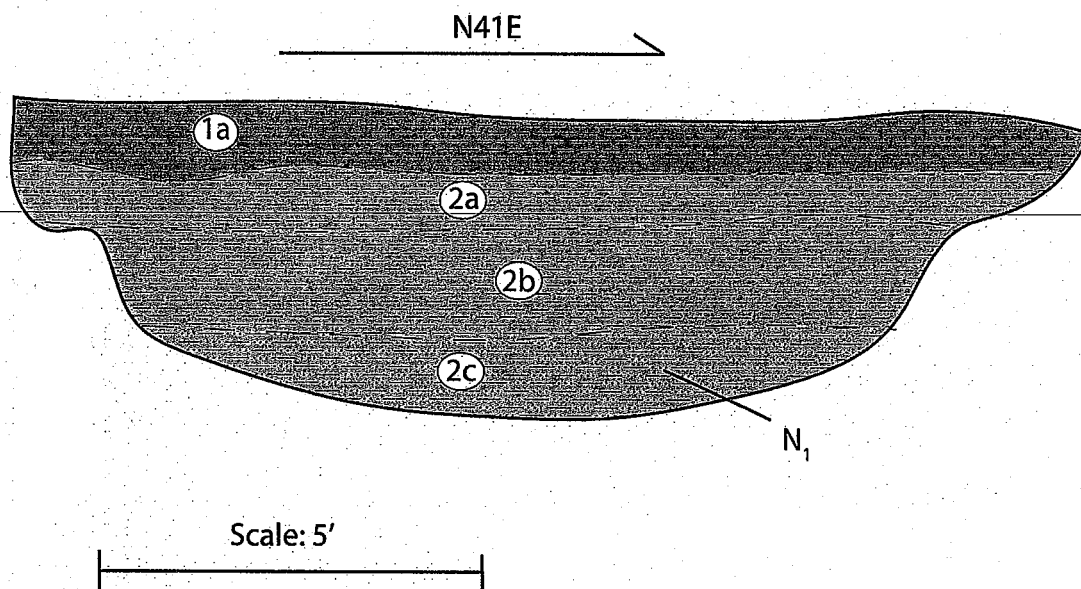
D.T.

Figure No.

1



QUANTUM GEOTECHNICAL, INC.	SITE PLAN			
	Proposed Residential Development Nashua Drive, Scott's Valley	Project No.	Drawn by:	Figure No.
		D026.G	D.T.	3



Unit Descriptions:

1a: Sandy CLAY (CL): Dark brown; moist; very fine sand; medium stiff; trace coarse gravel. [Colluvium]

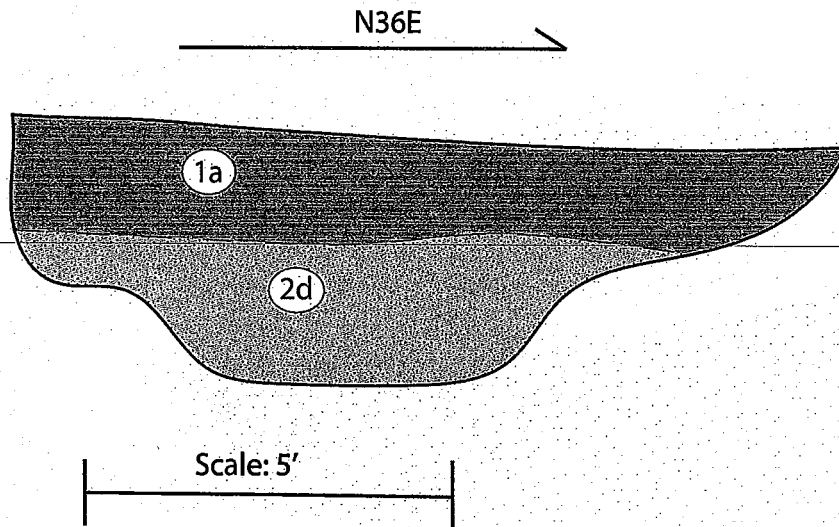
2a: CLAYSTONE: Dark bluish grey to orange brown; hard; highly weathered; highly friable; well indurated; platy.

2b: CLAYSTONE: Tan brown; hard; very fine laminations to 1 mm; friable.

2c: SILTSTONE: Dark bluish grey; hard; massive; moderately to well indurated; friable; low weathering. [Santa Cruz Fm.]

Note:

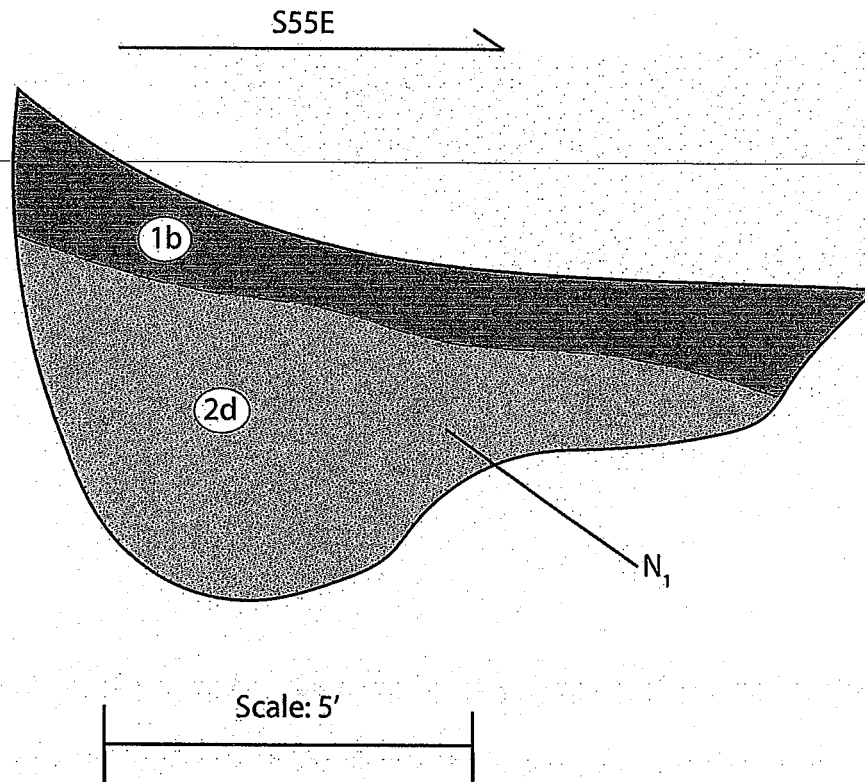
N₁ - Bedding Attitude: N28W: 16 NE.



Unit Descriptions:

1a: Sandy CLAY (CL): Dark brown; moist; very fine sand; medium stiff; trace coarse gravel. [Colluvium]

2d: Sandstone: Light grey with veins of orange brown; dry; hard; well indurated; highly weathered; friable. [Purisima Fm.]



Unit Descriptions:

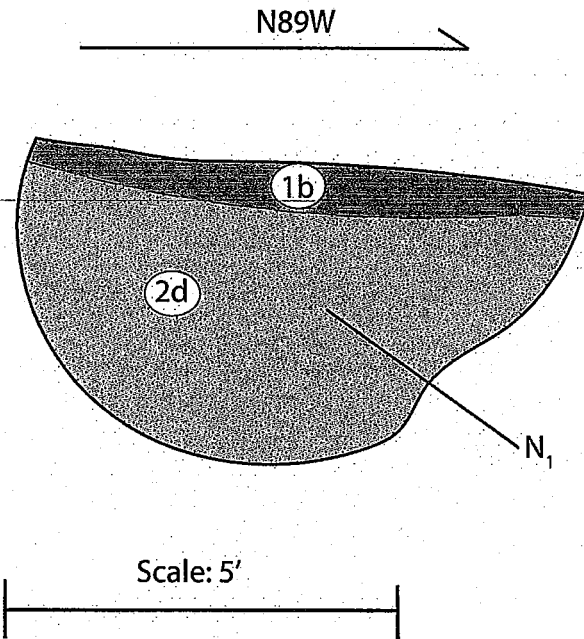
1b: Sandy SILT (ML): Moderate to olive brown; slightly moist; medium stiff. [Colluvium]

2d: Sandstone: Light grey with veins of orange brown; hard; friable; well indurated; moderate weathering; highly fractured. [Purisima Fm.]

Note:

N₁ - Bedding: N55W: 16NW

TP-4



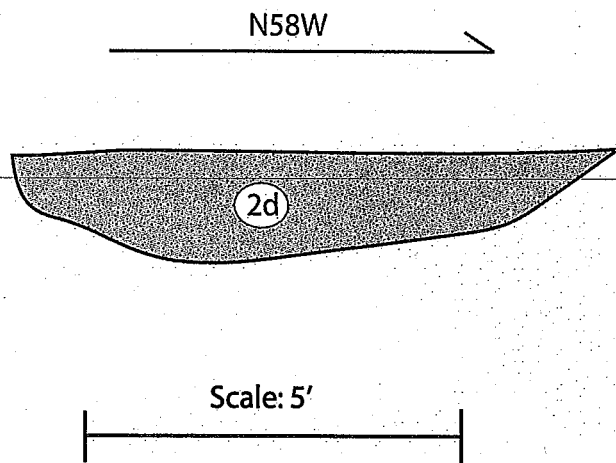
Unit Descriptions:

1b: Sandy SILT (ML): Moderate to olive brown; slightly moist; medium stiff. [Colluvium]

2d: Sandstone: Light grey with veins of orange brown; hard; friable; well indurated; moderate weathering; highly fractured. [Purisima Fm.]

Note:

N₁ - Bedding: N87W: 14N



Unit Descriptions:

2d: Sandstone: Light tan to light grey; dry; fine grained; hard; moderate induration; moderate weathering; friable. [Purisima Fm.]

Appendix B

The Grading Specification

Guide Specifications for Rock Under Floor Slabs

THE GRADING SPECIFICATIONS
on
Proposed Residential Development
Nashua Drive
Scotts Valley, California

1. General Description

1.1 These specifications have been prepared for the grading and site development of the subject residential development. *Quantum Geotechnical Inc.*, hereinafter described as the Soil Engineer, should be consulted prior to any site work connected with site development to ensure compliance with these specifications.

1.2 The Soil Engineer should be notified at least two working days prior to any site clearing or grading operations on the property in order to observe the stripping of organically contaminated material and to coordinate the work with the grading contractor in the field.

1.3 This item shall consist of all clearing or grubbing, preparation of land to be filled, filling of the land, spreading, compaction and control of fill, and all subsidiary work necessary to complete the grading of the filled areas to conform with the lines, grades, and slopes as shown on the accepted plans. The Soil Engineer is not responsible for determining line, grade elevations, or slope gradients. The property owner, or his representative, shall designate the person or organizations who will be responsible for these items of work.

1.4 The contents of these specifications shall be integrated with the soil report of which they are a part, therefore, they shall not be used as a self-contained document.

2. Tests

The standard test used to define maximum densities of all compaction work shall be the ASTM D1557-12 Laboratory Test Procedure. All densities shall be expressed as a relative compaction in terms of the maximum dry density obtained in the laboratory by the foregoing standard procedure.

3. Clearing, Grubbing, and Preparing Areas To Be Filled

3.1 If encountered, all vegetable matter, trees, root systems, shrubs, debris, and organic topsoil shall be removed from all structural areas and areas to receive fill.

3.2 If encountered, any soil deemed soft or unsuitable by the Soil Engineer shall be removed. Any existing debris or excessively wet soils shall be excavated and removed as required by the Soil Engineer during grading.

3.3 All underground structures shall be removed from the site such as old foundations, abandoned pipe lines, septic tanks, and leach fields.

3.4 The final stripped excavation shall be approved by the Soil Engineer during construction and before further grading is started.

3.5 After the site has been cleared, stripped, excavated to the surface designated to receive fill, and scarified, it shall be disked or bladed until it is uniform and free from large clods. The native subgrade soils shall be moisture conditioned and compacted to the requirements as specified in the grading section of this report. Fill can then be placed to provide the desired finished grades. The contractor shall obtain the Soil Engineer's approval of subgrade compaction before any fill is placed.

4. Materials

4.1 All fill material shall be approved by the Soil Engineer. The material shall be a soil or soil-rock mixture which is free from organic matter or other deleterious substances. The fill material shall not contain rocks or lumps over 6 inches in greatest dimension and not more than 15% larger than 2-1/2 inches. Materials from the site below the stripping depth are suitable for use in fills provided the above requirements are met.

4.2 Materials existing on the site are suitable for use as compacted engineered fill after the removal of all debris and organic material. All fill soils shall be approved by the Soil Engineer in the field.

4.3 Should import material be required, it should be approved by the soil Engineer before it is brought to the site.

5. Placing, Spreading, and Compacting Fill Material

5.1 The fill materials shall be placed in uniform lifts of not more than 8 inches in uncompacted thickness. Each layer shall be spread evenly and shall be thoroughly blade mixed during the spreading to obtain uniformity of material in each layer. Before compaction begins, the fill shall be brought to a water content that will permit proper compaction by either (a) aerating the material if it is too wet, or (b) spraying the material with water if it is too dry.

5.2 After each layer has been placed, mixed, and spread evenly, either import material or native material shall be compacted to a relative compaction designated for engineered fill.

5.3 Compaction shall be by footed rollers or other types of acceptable compacting rollers. Rollers shall be of such design that they will be able to compact the fill to the specified density. Rolling shall be accomplished while the fill material is within the specified moisture content range. Rolling of each layer shall be continuous over its entire area and the roller shall make sufficient trips to ensure that the required density has been obtained. No ponding or jetting shall be permitted.

5.4 Field density tests shall be made in each compacted layer by the Soil Engineer in accordance with Laboratory Test Procedure ASTM D1556-15 or D6938-10. When footed rollers are used for compaction, the density tests shall be taken in the compacted material below the surface disturbed by the roller. When these tests indicate that the compaction requirements on any layer of fill, or portion thereof, has not been met, the particular layer, or portion thereof, shall be reworked until the compaction requirements have been met.

5.5 No soil shall be placed or compacted during periods of rain nor on ground which contains free water. Soil which has been soaked and wetted by rain or any other cause shall not be compacted until completely drained and until the moisture content is within the limits hereinbefore described or approved by the Soil Engineer. Approval by the Soil Engineer shall be obtained prior to continuing the grading operations.

6. Pavement

6.1 The proposed subgrade under pavement sections, native soil, and/or fill shall be compacted to a minimum relative compaction of 95% at 2% above optimum moisture content for a depth of 12 inches.

6.2 All aggregate base material placed subsequently should also be compacted to a minimum relative compaction of 95% based on the ASTM Test Procedure D1557-12. The construction of the pavement in the parking and traffic areas should conform to the requirements set forth by the latest Standard Specifications of the Department of Transportation of the State of California and/or City of Scotts Valley, Department of Public Works.

6.3 It is recommended that soils at the proposed subgrade level be tested for a pavement design after the preliminary grading is completed and the soils at the site design subgrade levels are known.

7. Utility Trench Backfill

7.1 The utility trenches extending under concrete slabs-on-grade shall be backfilled with native on-site soils or approved import materials and compacted to the requirements pertaining to the adjacent soil. No ponding or jetting will be permitted.

7.2 Utility trenches extending under all pavement areas shall be backfilled with native or approved import material and properly compacted to meet the requirements set forth by the City of Scotts Valley, Department of Public Works.*

7.3 Where any opening is made under or through the perimeter foundations for such items as utility lines and trenches, the openings must be resealed so that they are watertight to prevent the possible entrance of outside irrigation or rain water into the underneath portion of the structures.

8. Subsurface Line Removal

8.1 The methods of removal will be designated by the Soil Engineer in the field depending on the depth and location of the line. One of the following methods will be used.

8.2 Remove the pipe and fill and compact the soil in the trench according to the applicable portions of sections pertaining to compaction and utility backfill.

8.3 The pipe shall be crushed in the trench. The trench shall then be filled and compacted according to the applicable portions of Section 5.

8.4 Cap the ends of the line with concrete to prevent entrance of water. The length of the cap shall not be less than 5 feet. The concrete mix shall have a minimum shrinkage.

9. Unusual Conditions

9.1 In the event that any unusual conditions not covered by the special provisions are encountered during the grading operations, the Soil Engineer shall be immediately notified for additional recommendations.

10. General Requirements**Dust Control**

10.1 The contractor shall conduct all grading operations in such a manner as to preclude windblown dirt and dust and related damage to neighboring properties. The means of dust control shall be left to the discretion of the contractor and he shall assume liability for claims related to windblown material.

GUIDE SPECIFICATIONS FOR ROCK UNDER FLOOR SLABS

Definition

Graded gravel or crushed rock for use under slabs-on-grade shall consist of a minimum thickness of mineral aggregate placed in accordance with these specifications and in conformance with the dimensions shown on the plans. The minimum thickness is specified in the accompanying report.

Material

The mineral aggregate shall consist of broken stone, crushed or uncrushed gravel, quarry waste, or a combination thereof. The aggregate shall be free from deleterious substances. It shall be of such quality that the absorption of water in a saturated dry condition does not exceed 3% of the oven dry weight of the sample.

Gradation

The mineral aggregate shall be of such size that the percentage composition by dry weight, as determined by laboratory sieves (U.S. Sieves) will conform to the following gradation:

<u>Sieve Size</u>	<u>Percentage Passing</u>
$\frac{3}{4}$ "	90-100
No. 4	25-60
No. 8	18-45
No. 200	0-3

Placing

Subgrade, upon which gravel or crushed rock is to be placed, shall be prepared as outlined in the accompanying soil report.

City of Scotts Valley
PLANNING COMMISSION
STAFF REPORT

Date: May 10, 2018

**Applicant /
Property Owner:** Larry Abitbol

Applications: General Plan Amendment GPA17-001, Zone Change ZC17-001, Planned Development PD17-001, Design Review DR16-006, and Environmental Assessment EA17-002

Location: 4627 Scotts Valley Drive / APN 022-082-34 and 35

General Plan / Zoning: Service Commercial / C-S

Environmental Status: Negative Declaration.

Request: Consideration of a General Plan Amendment (GPA), Zone Change, Planned Development Zoning and Permit, and Design Review application proposing the construction of 19 new residential apartment units in two buildings on a 0.93-acre site in the C-S, Service Commercial General Plan and Zoning District. The project proposes four units in a two-story building facing Scotts Valley Drive and 15 units in a three-story building centrally located on site.

Staff Planner: Scott Harriman, Consulting Planner, (650) 587-7300 x66
sharriman@rgs.ca.gov

STAFF RECOMMENDATION

Staff recommends that the Planning Commission provide comments and direction on the proposed residential development, including: 1) the requested General Plan Amendment and Zone Change from Service-Commercial to Residential, Very-High for a 100% residential development, 2) the proposed Planned Development Zoning and requested exceptions to parking aisle dimensions and number of stalls, building height, building setbacks and site coverage, and 3) Design Review for the project's site and architectural design.

BACKGROUND

This development proposal represents over a year of preliminary review by the City. The project site, owned by Larry Abitbol, the applicant and owner of Bay Photo, whose international headquarters is located nearby, across Scotts Valley Drive. A formal application for the site, in the C-S, Service Commercial General Plan and zoning district, was first submitted in January 2017.

The original project proposed two three-story buildings; Building A, facing onto Scotts Valley Road with commercial and office on the first and second floor, and three residential units on the second and third floors. Building B, proposed 15 residential apartment units.

In October 2017, a revised project was submitted reducing Building A from three stories to two stories providing four apartment units and eliminating all of the commercial and office components. Building B remains substantially unchanged with 15 apartment units. The applicant is requesting a General Plan Amendment and Zone Change to allow a 100% residential development.

The applicant has indicated that the objective of the project is to create housing opportunities for Bay Photo employees. The applicant has expressed difficulties in attracting and retaining employees due to the lack of housing, particularly affordable workforce housing. According to the applicant, the close proximity of Bay Photo operations to the project site, makes it an ideal location for workforce housing.

The project site is located within the City's Redevelopment Plan Area, which requires at least 15% of the housing units to be designated as affordable units. Therefore, of the proposed 19 units, the project is required to provide two (2) units and pay in-lieu fees of 0.85 of a unit. The sale and resale prices are restricted over a 55-year period to provide housing opportunities to qualifying first-time-buyer households.

The income-levels of the units requires review and recommendation by the City Council affordable Housing Subcommittee. Before City Council review, the applicant shall submit the proposed income-levels for the proposed two (2) and 0.85 of a unit for review by the City Council Affordable Housing Subcommittee for recommendation to the City Council.

SITE AND PROJECT DESCRIPTIONS

The project proposes to redevelop a 0.93-acre site, currently used as a fully paved and landscaped parking lot, for a residential apartment development totaling 19 units within two buildings, and associated parking and landscape site improvements.

Building A, is a proposed two-story, four-unit residential building, 28-feet in height, with front facing patios/balconies projecting approximately 11-feet from the front Scotts Valley Drive property line.

Building B is a proposed three-story, 15-unit residential building, centrally located on the site. Building B is approximately 40-feet in height, requiring a height exception from the 35-foot

height limit, with ground level patios and second and third floor balconies on the north and south elevations. Second and third floor balconies on the rear elevation are setback nine feet from the northern property line, which requires an exception for reduced side yard setbacks.

Proposed site improvements include 40 parking stalls, a detached trash/recycling storage building behind Building B, irrigated landscaping, and storm water retention basins. An exception to the parking aisle dimension standards and a reduction of two parking stalls is requested as part of the PD Zone and Permit. The proposed development and site improvements result with an impervious site coverage of 74.5-percent, which requires an exception to the 55-percent residential site coverage standard.

The site contains two existing driveways; one along the Scotts Valley Drive frontage and one onto Civic Center Drive to the west. The site has a moderate slope of approximately six-percent along the central portion of the site, with steeper slopes of approximately 15-percent on the driveway leading up from Scotts Valley Drive. The driveway up to Civic Center Drive would be retained as existing. Pedestrian access to Civic Center Drive would be difficult due to the site's slope, narrow flag lot style configuration and significant tree coverage.

The project site is encumbered with a parking and access easement in favor of the Scotts Valley Water District office, which is located at the northwest corner of the site. The project site also has a number of utility easements along the southern property line.

Existing land uses on adjacent parcels include a public utility switching facility to the south, the Scotts Valley Water District building to the west, and an existing commercial dive shop to the north. All public utilities necessary to serve the proposed development are available to the site.

PROPOSED ENTITLEMENTS

The project requires the following planning permits:

1. General Plan Amendment – to amend the property from Commercial to Residential
2. Zone Change – to change the property from Commercial to Residential
3. Planned Development Zoning – to establish specialized development standards that reflect exceptions from the proposed R-VH residential zoning regulations
4. Design Review / Planned Development – to evaluate the architecture and related site improvements.

DISCUSSION AND ANALYSIS

The project is requesting a General Plan Amendment (GPA) and Zone Change (ZC) from Service Commercial to Residential, Very-High Density, a Planned Development Zoning and Permit (PD), Design Review (DR), and Environmental Review. The following sections provide

an analysis of the relevant planning, entitlement and environmental issues associated with the proposed project.

General Plan Amendment

The project site is located on Scotts Valley Drive which is one of two primary commercial corridors in the City of Scotts Valley. A majority of the properties along Scotts Valley Drive are designated Service Commercial (C-S). The site is currently designated Service Commercial (C-S) which provides for retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. Mixed use (Commercial with Residential) is also permitted in the C-S district, provided that adjacent uses are compatible and the residential use is secondary to the retail use. The project is requesting a General Plan Amendment to allow the site to be developed solely as residential.

The project is requesting a GPA to R-VH, Residential Very High-Density. The General Plan density range for R-VH, Residential Very High-Density development is 15.1 - 20 units per acre. The proposed 19-unit project represents a residential density of 20 units per acre.

Overtime a development pattern has emerged along the west side of Scotts Valley Drive as parcels have changed their land use designation from Commercial to Residential. The pattern typically maintains a Commercial presence along Scotts Valley Drive and the area behind the Commercial property is converted to Residential. The project as proposed would introduce residential uses directly onto the Scotts Valley Drive commercial corridor that would represent a change that may not be consistent the existing development pattern established in areas designated C-S, Service Commercial in the General Plan. Implications of the proposed changes on neighboring properties are discussed in the Zone Change section below.

Residential land uses are sensitive to noise and privacy and require additional buffering and setback from commercial parcels. Placing a residential development with a reduced side yard setback, between two commercial parcels could potentially create land use conflicts with any future development or redevelopment on the neighboring commercial sites, unless particular attention is provided through a careful site planning process.

The General Plan states that when considering a General Plan Amendment, the City Council must find that the project is in the public interest. In considering the requested General Plan Amendment, a fundamental determination to be reached is whether a multi-family residential use is appropriate in close proximity to a major commercial corridor. If not, then the existing General Plan and land use pattern would apply with commercial uses fronting and taking access from the commercial corridor and residential use, being secondary, and taking access from Civic Center Drive. If it is determined that multi-family, very high-density uses are appropriate in close proximity to the commercial corridor, then the question becomes what development and design standards should apply.

Zone Change

The existing zoning on the project site is C-S, Service Commercial. This district is designed to create and maintain areas accommodating city-wide and regional services that may be

inappropriate in neighborhood or pedestrian-oriented shopping areas and which generally require automotive access for customer convenience, servicing of vehicles or equipment, loading or unloading, or parking of commercial service vehicles. C-S zoning district also allows for multiple-family dwellings located either above the ground-level commercial use or at ground level at the rear of a commercial space.

The project proposes to change the zoning of the site to Residential Very High-Density (R-VH). The R-VH zoning classification is designed to provide areas for apartments, townhouses, condominiums and similar developments with open space and other amenities which will enhance the living qualities of the development and promote the housing goals of the General Plan.

The C-S, Service Commercial and the Residential, Very High-Density zoning districts have different development standards relating to allowable land uses, building placement, setbacks and site coverage. The following section is a discussion of their interrelationship when adjacent to one another.

Effect of Zone Change: The minimum front yard setback in the C-S zoning district is 20-feet, which is intended to provide adequate setback from major roadways that provide vehicle and truck access to the site. Multi-family residential is conditionally permitted in the C-S zoning district, if there are located above and behind the primary commercial use and are set back a minimum of 20-feet from the commercial corridor.

The minimum front yard setback in the R-VH zone is ten feet, which is intended to preserve as many of the desirable characteristics of one-family residential districts as possible while permitting higher densities. As currently proposed, the project would locate residential patios and balconies of the Building A units approximately 11-feet from the property line with Scotts Valley Drive. An acoustical study was prepared for the proposed development that analyzed vehicle noise levels of Scotts Valley Drive, and proposes construction materials and techniques that reduce interior noise levels within the units to less than significant levels. However, locating multi-family residences with front doors and balconies facing and in close proximity to Scotts Valley Drive may not be a desirable condition for residences nor consistent with the existing development pattern of the area. Typically R-VH properties are located in residential areas and front onto residential streets that do not have elevated noise levels.

Neighboring commercial properties would retain the existing C-S, Service Commercial zoning designation, which allows commercial structures, with building heights up to 35-feet, to be located with no side yard setback, except when located next to a residential land use. Where a C-S zone adjoins any residential zoning district, a solid wall or a fence, vine-covered fence or compact evergreen hedge six feet in height is required be located on the property line (except in a required front yard). In addition, a minimum of five feet adjoining the property line shall be landscaped with plant material and permanently maintained when such landscaping is necessary to insure privacy or to screen views.

If the requested zone change were approved, the proposed residential development would cause the imposition of an increased side yard setback on the neighboring commercial properties and a five-foot landscape-screening requirement. In comparison, the proposed

residential project, as currently designed, provides less than three-feet for landscape area adjoining the property line to insure privacy for future residents from the existing neighboring commercial property to the north.

PLANNED DEVELOPMENT ZONING

According to the General Plan, the purpose of Planned Development Zoning is to “provide the means to tailor zoning regulations and to apply specific standards for the development of a particular site. This process enables the City Council to consider the unique characteristics of a site and its surroundings to better implement the citywide objectives, goals and policies of the General Plan and to provide site-specific development standards. Anytime Planned Development zoning is utilized, the standards established for the zoning district, which reflects the General Plan designation are tailored as part of a General Development Plan. Tailored zoning regulations include, but are not limited to, site intensities, location, height, coverage and appearance of structures.”

The Zoning Code requires every Planned Development District to be combined with an alternative base zoning district. In this case, the alternative base zone requested for this development is the Very High Density Residential District (R-VH). The project is requesting a Planned Development to establish specialized development standards that reflect exceptions from the proposed R-VH residential zoning regulations to accommodate the proposed residential development.

The project is requesting development exceptions through the PD, Planned Development permit process for: 1) increased building height; 2) increased site coverage; 3) reduced side yard setback; 4) reduction in the drive aisle dimension; and 5) reduced number of parking stalls.

The following table describes the projects compliance with the R-VH, zoning standards and the requested development exceptions.

R-VH, Very High-Density Residential Standards			
Standard	Required	Proposed	Compliance
Density	1 unit per 2,100sf of lot area	40,637 / 2,100=19 units	Yes
Setbacks - Front	10-feet	11-feet	Yes
- Rear	25-feet	45-feet (from Bldg B to adjacent Water District property line)	Yes
- Side	14.5-feet (10% of lot width)	9-feet	No
Site Coverage	55% max	74.5%	No
Height	35-feet	40-feet	No
Fence	6-foot adjacent to residential	6-foot redwood fence	No*

Trash Disposal	Adequate/Screened/Accessible	One trash collection area, uphill, at rear of site. Conveniently accessible to Building A subject to review.	See trash collection section below
Parking: Count	42	40	No
Dimension	20-feet x 9-feet	18-feet x 9-feet	No
Aisles	26	24	No

* Easily corrected with revised fence detail.

As shown in the table above, the project does not comply with all of the base R-VH zoning standards and therefore the applicant is requesting Planned Development approval to provide adjustments from the base zoning standards to accommodate the proposed development. The requested exceptions are discussed in the Design Review / Planned Development Permit section below.

DESIGN REVIEW / PLANNED DEVELOPMENT PERMIT

The Design Review process requires architectural and site plan review for all structures by the Planning Commission. The Design Review process is established to carry out the objectives of the City's General Plan and related zoning regulations and to ensure that permits for construction as set out hereinafter will be carried out in a manner which is not detrimental to the surrounding uses and is consistent with the overall planning goals of the city. The building design is finalized at the Planned Development permit stage.

Architectural and Site Plan Design Review is required for all (new) structures in the R-VH zoning district and as part of the Planned Development rezoning subject to design criteria specified in Section 17.50.030. A project's architectural and site details must be found to be consistent with the following design review criteria:

1. The siting of any structure on the property as compared to the siting of other structures in the immediate neighborhood;
2. Materials, colors, proportion, mass and detail. All structures shall be in good proportion, have simplicity of mass and detail and be compatible in appearance with surrounding structures. There shall be an appropriate use of materials; colors shall be appropriate within the context of use and should blend with surrounding structures;
3. The size, location, design, color, number, lighting and materials of all signs and outdoor advertising structures. No sign shall be approved in excess of the maximum limits set by this title, but the size or number of signs in any area subject to design control may be reduced below this maximum number or limit;
4. Landscaping and Irrigation. Landscaping and irrigation plans shall be required on the site. Landscaping shall be in keeping with the character or design of the building. Existing trees shall be preserved wherever possible.

5. The size, location and arrangement of on-site parking and paved areas;
6. Ingress, Egress and Internal Traffic Circulation. All the above factors shall be related to the setting or established character of the neighborhood or surrounding area.
7. Height and access to sunlight, setbacks, landscaping and use of materials for articulation and visual relief for fences and walls over eight feet tall or fences over three feet tall in front yards when across from Hwy. 17.
8. Arbors in front yards, over twenty square feet in roof area or between eight and ten feet in height: the design compatibility with the main structure and structures in the neighborhood, the mass and scale of the arbor, line of sight visibility for pedestrians and motorists in addition to other applicable standards of this section.

Building architecture and site design: Both buildings, A and B, incorporate vertical board and batt wood exterior siding with natural earth tone body colors. Medium dark brown, heavy trim tab, composition roof shingles are proposed on both buildings. Medium tan Eldorado stone base is proposed along ground level patio walls and as wainscot on each building. Both buildings incorporate roof dormers, eave brackets, and wall shingles on gable roof ends. Residential wood or vinyl windows and doors are proposed with wood trim.

Steel stairway systems with precast treads and landings are proposed on the exterior of both buildings. Second and third floor balconies utilize open-rail steel guardrails and columns. The open-rail system allows views from off-site into balconies that may reduce privacy for residents as well as visual concerns from off-site locations if balconies are used for storage. A semi-solid second floor wood balcony railing is proposed on the front of Building A to increase residential privacy and reduce views of items on balconies from Scotts Valley Drive.

Building A is oriented with front doors, patios and balconies facing directly onto Scotts Valley Drive. Covered patios and second floor balconies are located 11-feet from the front property line. The building pad for Building A is cut into the site and includes perimeter landscaping and a retaining wall of approximately 6-feet in height located three feet behind the rear of Building A. The site's front slope along the Scotts Valley Drive frontage creates the need for an accessible ADA ramp to achieve the five to six-foot elevation change from the public sidewalk up to the ground floor level of Building A. The ADA ramp is screen by a seven-foot wide landscape strip within the public right-of-way. Cross-sections of Building A, the ADA ramp, and the public sidewalk are shown on the project plans, Sheet A2.

Building B would be located on the central portion of the site, which has a moderate slope of approximately four and one half percent (4.5%). To accommodate the slope without significant site grading, Building B is designed with three grade breaks that step the building up the site totaling approximately five feet across the buildings 110-foot length. Cross sections of Building B are included on Sheet A4 of the project plans.

Building B provides two ADA accessible apartment units and three adaptable units on the ground floor. Therefore, an elevator is not required for access to the ten units on the second and third floors. Exterior, ground level patios and, second and third floor balconies are situated on the north and south elevations. Building B does not have a distinctive front

architectural façade or design feature that provides a primary focal point or building entry. The two major façades of the building look and function the same with four sets of precast stairways and balcony systems that attach to the building's rectilinear exterior. The ground level facades that face the parking area and rear walkway, feature five-foot high patio screen walls composed of a matching Eldorado stone base, topped with decorative lattice. Projecting gable roof elements provide cover for the four attached steel stairway systems on the front and rear elevations providing articulation to the exterior elevations.

The applicant team has indicated that the four exterior stairways limits access to units vertically, increasing privacy and eliminates the motel-style access that has tenants walking past neighboring units. The applicant also indicated that the four exterior stairways provide efficient access to upper floors and eliminates the need for an elevator.

Staff has expressed concern throughout the review process that a three story building of this scale would benefit from having a front entry feature, lobby or central core and has recommended including an elevator in the proposed development. As currently proposed, access to the rear stairways is along a narrow and isolated walkway that some tenants must take to get to their front door. The walkway behind building B is nine-feet wide, flanked on both sides with landscape strips, with a six-foot high property line fence on one side and five-foot patio screen walls and three-story building on the other.

In addition, the width of the stairway treads are three feet wide, with a stacked switch-back design, which may be difficult to navigate to upper floors with larger or heavy items, or for two-way use. The stairway-access design may also isolate tenants and reduce interaction with neighbors. Neighboring second and third floor tenants would have to descend two or three flights of stairs and then ascend another set of stairs two or three floors up to meet.

Staff is requesting Planning Commission input and direction on the project's architectural design.

Additional Design Note: Plans for Building A show the two ground floor units labeled "live/work" and include a front office space and full bathroom, which could also be used as bedrooms. Scotts Valley does not have specific zoning or design standards for live/work units, such as parking, signage, use regulations, etc., nor does the project propose such standards, therefore, for the purpose of this review, the live/work rooms are considered bedrooms and limited to those activities permitted as a home occupation.

Height: Building A is two stories and 28 feet in height, which is consistent with the R-VH, Very High-Density Residential height limitation. Building B is three stories and has a proposed ridgeline height of 40-feet, which exceeds the 35-foot height limit of the R-VH zoning district. The two north-facing exterior stairway gabled roofs on Building B are approximately 35 and 38-feet in height and extend approximately seven and one half-feet from the north property line. The increased building height would be an exception and require City Council authorization through the Planned Development Permit.

The applicant has stated that the additional height is necessary to allow for nine-foot interior ceiling heights for the apartment units and to maintain a 4:12 roof pitch. Apartment units on the third floor would have vaulted ceilings that extend from nine feet at the exterior walls to

17-feet along the interior central ridgeline. The applicant has stated that the additional interior room height and vaulted ceilings will create a more open and desirable interior than the minimum ceiling height. In review of proposed floor plans, much of the interior space on the third floor that would have 17-foot ceiling heights are shown as bathrooms, kitchens, and closets, which are typically smaller scale rooms (with features within arms reach) that would not necessarily benefit from 17-foot tall vaulted ceilings.

Staff is seeking Planning Commission input on the proposed building height exception.

Front yard Setback: The minimum front yard setback in the C-S zone is 20-feet, which is intended to provide adequate setback from major roadways that provide vehicle and truck access to the site.

The minimum front yard setback in the R-VH zone is ten feet, which is intended to preserve as many of the desirable characteristics of one-family residential districts as possible while permitting higher densities. When implemented in the C-S zone, mix-use projects are intended to be above and behind the primary commercial uses, set back a minimum of 20-feet from the commercial corridor; not necessarily utilizing a residential front yard setback of ten-feet, as currently proposed. Typically R-VH properties are located in residential areas and front onto residential streets.

Staff is requesting Planning Commission input and direction on the project's proposed front yard setback from Scotts Valley Drive.

Side yard Setback: The minimum side yard setback in the R-VH district is ten (10) feet or ten-percent (10%) of the lot width, whichever is greater. In this case, the project site has a lot width of 147-feet, therefore the side yard setback is 14.7-feet. The project proposes covered patios and balconies on Building B that extend into the required side yard with a proposed setback of nine feet from the north side property line. Establishing a reduced side yard setback would be an exception and require authorization through the Planned Development approval.

Staff is seeking Planning Commission input and direction on the request for reduced side yard setback.

Site Coverage: Site coverage is defined as the percentage of site area that may be covered by impervious surfaces, including all structures, open or enclosed or projections of structures.

The maximum allowable impervious site coverage in the R-VH zoning district is 55-percent, which allows landscaping and other open space areas to occupy the remaining 45-percent of the lot. Project plans indicate a site coverage of 74.5-percent, which exceeds the maximum allowable site coverage. Project plans also identify 5.7% of the site area for permeable parking lot pavers. Effectively increasing the area of the lot that is not available for landscape planting to 80.2% of the site. The project proposes a landscape area of 19.8-percent. Establishing the higher site coverage would be an exception and require approval through the PD permit process.

Staff is seeking Planning Commission input and direction on the request for increased site coverage.

Landscaping: The project proposes irrigated landscaping interspersed throughout the site including a variety of ground covers, vines, and medium height bushes. Planting areas surround the two residential buildings and along the perimeter of the site. Many of these landscape areas are narrow, in the range of three to five feet. Planter edges along parking stalls are also used vehicle overhangs, which reduce the possibility of these areas for shrubs or screening. Two bioretention swales would be located on both sides of the driveway from Scotts Valley Drive.

Overall, the project proposes approximately 20-percent of the site area for landscaping, which is a result of the request to increase impervious areas on site from 55-percent to 74.5-percent.

Staff is seeking input from the Planning Commission on the proposed landscape plan.

Lighting: The project proposes five 12.5-foot pole light fixtures along the southern property to illuminate the parking areas. Three 16.5-foot light poles are proposed at the front and rear driveways. Wall-mounted area light fixtures and soffit lighting is proposed on Building A; and 42" bollard walkway lighting and wall-mounted area lights are proposed surrounding Building B. Preliminary plans do not yet include photometric studies or detailed specification sheets for proposed light fixtures. Exterior lighting details will be reviewed as part of a future design review.

Private outdoor space: Pursuant to Section 17.09.040(F), each dwelling shall have private, usable outdoor space, i.e. decks, balconies, yards, or patios of one hundred square feet per residential unit. If the design is not suitable for private open space, usable common open space may be provided two hundred square feet per residential unit if approved by the Planning Commission.

In this case, each unit in Building B includes a useable outdoor deck space that exceeds the minimum 100-square foot requirement. Building A's front facing balconies and ground level patios have been identified in the project's noise study to exceed the maximum 60 dBA noise limit for useable outdoor areas. However, a 910-square foot common outdoor area is provided behind Building A, which exceeds the minimum 200-foot area for each of the Building A units. Therefore, the project can be considered in compliance with the residential useable outdoor space requirements.

Trash Enclosure: A single trash and recycling building is proposed to serve all 19 residential units. The trash enclosure would be located behind Building B, which may not be conveniently situated for tenants of Building A. The trash building has been enlarged in size following the initial staff review, however an alternative, more centralized, or a second trash collection area has not been included in the proposed plan.

Staff is seeking Planning Commission input on the adequacy of the trash enclosure location.

Perimeter Fencing: A new six-foot high wood fence is proposed along the north property line separating the new residences from the existing commercial property. The fence detail shown on Sheet A4, depicts a wood fence with 1-1/2 inch air gaps between vertical fence boards. The open wood fence design may be proposed to increase the visual openness within the narrow walkway behind Building B. A typical fence detail for use between a commercial and residential boundary includes a six or eight-foot high solid wood design with over-lapping fence boards and no air gaps to provide greater sound attenuation and privacy. Revisions to the fence plan, if so determined, can be easily accomplished.

Trees: An arborist report, dated December 2016 and amended on August 31, 2017, was prepared for the proposed development which evaluates 29 “protected” trees associated with the proposed development including 12 Coast Live Oaks, 6 Coast Redwoods, 7 Monterey Cypress, 3 Eastern Redbuds and 1 Strawberry tree. 22 of the 29 protected trees are located on the project site and six protected trees are located on immediately adjacent properties with canopies that over-hang the project site.

The arborist report, included in Attachment 3, states that of the 29 “protected” trees evaluated for the proposed project, 22 are rated suitable for retention in a development project, exhibiting any combination of fair or good health and structure. Seven trees were rated not suitable for retention due to poor health or containing significant structure defects. The project proposes to remove a total of 23 protected trees, including the seven trees rated in poor condition and 16 trees rated in fair or good health and condition that would be removed due to construction impacts associated with the proposed development. The arborist report provides an appraised valuation of \$71,410 for the six trees (five Coast Redwoods and one Coast Live Oak) that would be retained and protected during any construction activities.

Preliminary landscape plans propose a total approximately 44 replacement 15-gallon trees; approximately 34 of which are Mexican Fan, Windmill and Dracaena palm trees. Palm trees are not listed in the City’s “Trees species that perform well in Scotts Valley” reference document. Preliminary staff comments to the applicant have expressed concerns that the size, scale and appearance of the various palms trees proposed throughout the project site are not consistent with the community’s natural mountain character or suitable as the primary replacement species for the loss of nine healthy Live Oak trees and five Monterey Cypress trees. The use of few larger-scale accent palm trees may be appropriate, however staff is concerned that 34 15-gallon palms trees will not create significant visual appearance, provide significant shade coverage or provide any air filtration benefit afforded by other native tree species.

Ten coral bark Japanese maple trees are also proposed along the north property line behind Building B in the three-foot perimeter planter strip adjacent to the perimeter fence line. Staff is concerned that the Japanese maple trees, although listed as a tree that performs well in Scotts Valley, are noted for their broad, 15 to 30-foot wide, branch structure. A three-foot wide planter adjacent to narrow nine-foot wide walkway, as proposed, may not be sufficiently wide to accommodate this tree species. Additional, Japanese maple trees are deciduous and may not be ideal to provide year-round screening separating the proposed residential property from the existing adjacent commercial property.

Staff is requesting Planning Commission input and direction on the proposed tree removal and replacement plan.

Traffic Analysis: In January 2017, a Traffic Impact Analysis (TIA) was prepared by Pinnacle Traffic Engineering for the original project that proposed commercial and residential uses on the site. As part of the project's current proposal, Pinnacle Traffic Engineering has prepared a supplemental trip generation and parking analysis, dated September 26, 2017. The supplemental traffic analysis provides updated information based on the current project proposing 19 residential apartment units, with no commercial or office uses proposed. The report also provides an analysis of the number of parking stalls proposed, and the proposed parking stall and drive aisle dimensions, which vary from the city's parking standards. The supplemental TIA is attached to this report.

Trip Generation: The 19 residential apartments, based on data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition), is anticipated to generate 10 - A.M. peak hour trips (2 in, 8 out) and 12 - P.M. peak hour trips (8 in, 4 out), and a total of 126 daily trips. The report concludes that the proposed residential apartment project will not significantly impact local traffic.

Parking: The project proposes 40 on-site parking stalls for the 19-unit development. The City of Scotts Valley parking standards for the 19 unit multi-family residential development requires 42 parking stalls - 2 per unit (38 stalls), plus one guest stall for each 5 units (4 stalls). Therefore, as proposed, the residential project has a deficit of two (2) stalls. The project site contains a parking easement in favor of the Scotts Valley Water District that preserves nine stalls along the southern property line for exclusive use by the Water District. These nine stalls are not included as available or shared in the parking evaluation of the 19-unit project.

The project TIA provides an evaluation of parking standards from other public agencies of similar size, which indicates that not all agencies require guest parking and that the number of stalls required per bedroom also varies. For example, the TIA reports that the parking requirements for the Cities of Santa Cruz and Salinas, are 38 stalls for a 19 unit multi-family development made up of 2 and 3 bedroom units (no guest stalls required); and the City of Gilroy, which would require 35 total stalls, based on a standard of 1.5 stalls per 2 bedroom unit, 2 stalls per 3-bedroom units and 4 guest stalls.

While evaluating the project it was noted that the project has several unique characteristics that could affect the number of needed parking spaces. The first is that the site has access to Civic Center Drive which allows for some overflow parking onto a public street, second is that Bay Photo and other workplaces are nearby, and third is the site's location along a major bus corridor and the presence of secured on-site bicycle parking provides additional alternative transportation options to potentially reduce a resident's dependence on vehicle ownership. These site characteristic and project features may be sufficient to allow a reduction of two parking stalls.

Staff is seeking Planning Commission input on the requested parking reduction.

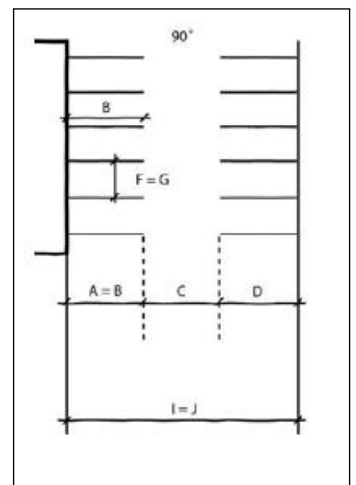
Parking Dimensions: The project also requests modifications from the City of Scotts Valley parking stall and aisle dimension standards. The City's full size parking stall dimensional

standard is 20-feet in length and nine-feet in width, exclusive of aisles and access drives. City code allows for a 17-foot stall depth with a three-foot vehicle overhang. Compact parking spaces shall not be less than 16-feet in length and nine-feet in width. 20-percent of the stalls may be compact. The two-way drive aisle width requirement between rows of parking stalls is 26-feet. Therefore, the City standard parking “module” for two parking rows and travel aisle is 66-feet ($20' + 26' + 20' = 66'$).

The project proposes full size parking stall dimensions of 18-feet in depth ($16' + 2'$ overhang) and nine feet in width. The two-way travel aisle is proposed with a width of 24-feet. The parking “module” for the projects two parking rows and travel aisle, as proposed, would be 60-feet ($18' + 24' + 18' = 60'$).

The image at the right shows the basic 90-degree, two-way parking lot design. The parking “module” is represented in this graphic as the total width of the two parking rows and the aisle width.

The TIA provides parking stall and aisle dimension standards from other similarly sized cities, as examples on how jurisdictional standards vary based on community trends and expectations. Many cities utilize a parking dimension standard of 18-foot deep and 8.5-feet in width with travel aisle widths from 24 to 26 feet. The TIA notes that a wider parking stall dimension, such as nine-feet as required in Scotts Valley, facilitates earlier back out turning movements, which may allow a narrower drive aisle.



Scotts Valley parking stall dimensions were designed intentionally to accommodate larger vehicles, which have inherently larger maneuvering requirements. Hence, the 20-foot deep, nine-foot wide parking stall dimensions with a 26-foot travel aisle standard. Also, Scotts Valley parking lot design criteria discourage the use of “wheel stops” stating a preference for continuous curbs and expanded width sidewalks or planter beds to accommodate vehicle overhang areas. The applicant should consider widening the sidewalk by two-feet at west end of Building B to accommodate the vehicle overhang for the five compact stalls shown there and eliminating the wheel stops.

The TIA notes that the 19-unit project has relatively low trip generation and can be accommodated with the proposed parking stall and aisle dimensions. It should be noted that any increase in the parking stall depth or aisle dimension would result in a proportional decrease in the side yard landscaping or building size. Staff also notes that proposed parking lot, with a reduced drive aisle dimension, could be noticeably smaller than other parking lots in the community, and require slower and more precise turning movements. Larger vehicles that extend into the drive aisle, by virtue of a vehicles size or operator error, would further reduce the drive aisle width, which could result in restricted vehicle maneuverability. Residents of the development would have to adapt to the proposed parking design.

Staff is requesting Planning Commission comments on the proposed parking plan, including the reduction of two spaces and reduced stall depth and aisle width.

ENVIRONMENTAL DETERMINATION

A Negative Declaration was prepared for the proposed development consistent with the requirements of the California Environment Quality Act. No significant project related environmental impacts were found to be present that were not reduced to less than significant levels. The Negative Declaration was circulated for 20 days as required, from April 16, 2018 through May 7, 2018. No public comments have been received.

PUBLIC NOTICE & COMMENT

A public notice was posted on site and mailed to surrounding property owners within 300 feet pursuant to State law. No comments have been received.

FINDINGS AND CONCLUSION

As a study session, this report does not include a resolution and request for action other than to provide input and direction on the proposed project. Staff will come back to the Planning Commission at a subsequent hearing with a formal recommendation, which will be forwarded to the City Council for action on the requested General Plan Amendment and PD, Planned Development Zoning and Permit.

In summary, the project is requesting a General Plan Amendment that would change the use of the site from commercial to residential. As part of the land use change, the project is also requesting a number of exceptions through the Planned Development Permit process to increase the building height and allowable impervious site coverage; and reduce the side yard setback, parking drive aisle dimensions and the number of parking stalls required. Individually, any one of these requested exceptions may be considered acceptable within a particular design scenario. However, all these requested exceptions in the context of a project at the high end of the density range, may be seen as exceeding the site's development potential.

In addition, the project's three story building design with access to upper floors limited to narrow exterior stairways and no elevator and a narrow walkway at the rear of the building may not be considered ideal design features.

Development Options and Alternatives: The City of Scotts Valley is currently in the process of updating its General Plan. An option would be to direct the applicant to participate in the General Plan update process and submit a development proposal that conform to policies, programs or actions that may be adopted with the General Plan update. It should be noted that a General Plan update is typically a lengthy process.

If it is determined that the project could be redesigned or reduced in scale to better address the existing development pattern of the area, such as placing the commercial uses within front portion of the with residential uses on the back portion of the site, the Planning Commission could provide input and direction on the project and continue the item allowing the applicant an opportunity to prepare revised plans.

If it is determined that project's proposed multi-family, high density residential land use along with the proposed site and architectural design, and development standards are appropriate for the site and surrounding neighborhood as proposed, the Planning Commission could direct staff to prepare a resolution for approval. The recommendation would then be forwarded to the City Council for consideration.

If it is determined that the issues associated with the proposed project are not adequately addressed; or that the General Plan Amendment or Zone Change is not appropriate for the site; or that the development is not well designed for the location, the Planning Commission could direct staff to prepare a recommendation of denial. The recommendation would then be forwarded to the City Council for consideration.

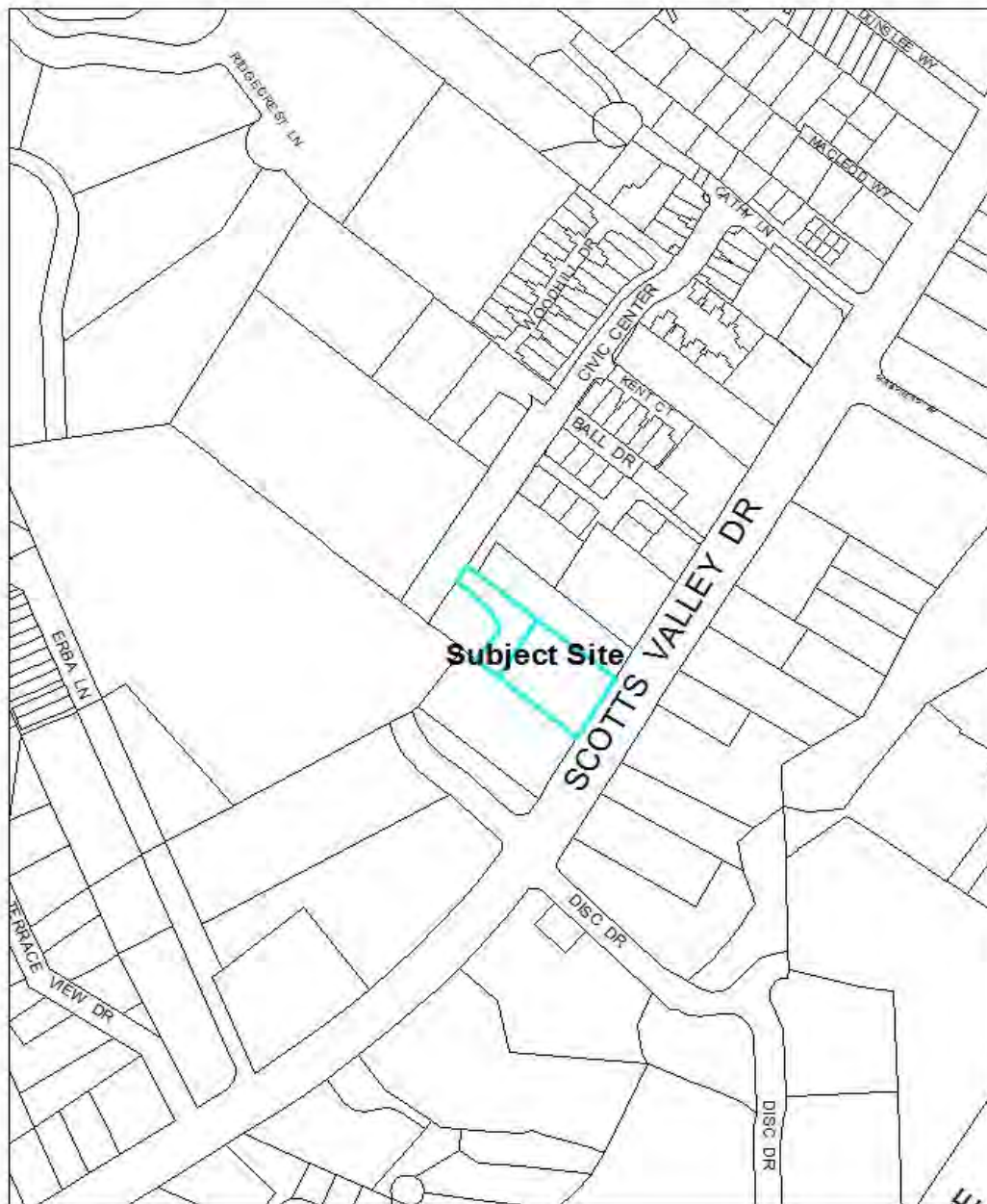
Staff is seeking Planning Commission input and direction on the proposed project and requested General Plan Amendment, Zone Change, Planned Development District and Permit, and Design Review.

ATTACHMENTS

1.	Location Map.....	17
2.	Project Plans*.....	Attached
3.	Arborist Report (08/31/17).....	18
4.	Acoustical Engineering Study (09/22/17)	57
5.	Preliminary Stormwater Control Plan (09/13/17)	69
6.	Traffic Impact Analysis (01/4/17) & (09/26/17)	80
7.	Draft Initial Study (04/16/18).....	114
8.		

**Please note that the project plans are provided in the Planning Commission packets. However, the project plans and file are available for public review in the Planning Department Monday-Thursday 8AM-12PM, or by appointment, at City Hall, One Civic Center Drive, Scotts Valley. Please call the Planning Department at (831) 440-5630 if you have any questions.*

Location Map



Subject Site – 4627 Scotts Valley Drive

ARBORIST REPORT- Amended Version- 8/31/17
Preliminary Tree Inventory & Assessment for:

Mixed Use Housing Project – Scotts Valley
SCOTTS VALLEY DRIVE – APN 022-081-34 &35

December 2016



Prepared for:
Larry Abitol
Scotts Valley Housing LLC
505 Ironwood Drive
Soquel, CA 95



Note: This report was amended to in response to City Comments Letter dated 8/24/2017.

Table of Contents

Introduction & Overview.....2

Assignment/Scope of Services.....2-3

Tree Evaluation and Recording Methods.....3

Summary Tree and Site Description4

Protected Trees in the City of Scotts Valley.....5

Protected Trees at New Housing Development.....6

Tree Condition.....6-7

Suitability for Preservation (amended sections in red print).7-9

Tree Protection Zones.....9

Tree Removals.....10

Tree Replacement Recommendations (chapter added for amended version)11

Tree Protection Guidelines & Restrictions.....11-12

Project Arborist Duties and Inspection Schedule.....13

Development Site Tree Health Care Measures.....13-14

Attachments:

- Appendix A - Tree Assessment Chart
- Tree Location Map
- Appendix B - Appraised Value of Retained Trees – ADDED TO AMENDED VERSION
- Subject Tree Images
- Aerial Image Tree Inventory
- Assumptions & Limiting Conditions

INTRODUCTION and OVERVIEW

Scotts Valley Properties LLC is proposing to develop a property currently utilized as a commercial use parking lot. The property is located along Scotts Valley Drive in Scotts Valley. As an element of the development, the developers requested certified arborist services for a preliminary tree inventory and assessment. The purpose of this report is to inventory and evaluate the health and structural condition of the trees and assess their suitability for preservation.

A **"tree resource evaluation"**, sometimes called a "tree inventory", or "tree survey report" is the first step in documenting the existing trees on a proposed development or building project site. This survey is used to aid in planning and project review, for the identification and location of existing trees on the site during the design of the project, placement of structures, driveways, utilities, and landscape components.

It also is used to identify trees of designated size and species that are protected under the municipal or county code that is applicable for the site location.

Suitability for preservation of individual trees is included in this evaluation, with the criteria for retention based on an evaluation of the health, structural condition and the specific development features impacting each tree.

Preliminary development parameters such as grading, paving, retaining walls, building construction footprint, and the proposed distance each of these elements are to be located from individual trees is evaluated.

Tree protection zones based on tree species, size and condition are prescribed for those trees recommended for retention.

When final plan sets have been completed, protective fencing and tree protection treatments will be prescribed by the arborist consultant. Tree replacement numbers will be calculated when a final tree removal count is established.

ASSIGNMENT/SCOPE OF SERVICES

Kurt Fouts an independent certified arborist, has been contracted by Scotts Valley Properties LLC, to inventory and evaluate the condition of the existing "Protected Trees" on this site. Additionally, to make recommendations to retain or remove each tree, based on tree condition and proposed site improvements.

The inventory is oriented to trees that are protected under the City of Scotts Valley Municipal Code – Section 17.44.080 *Tree Protection Regulations* & Section 17.44.080(7) *"Protected Tree"*.

To complete this assignment, the following services were performed:

- **Plan Review:** Reviewed provided plans including: Preliminary Grading Plan provided by Roper Engineering, Dated 12/13/16. Building A & B Exterior Elevations & Floor Plans provided by David B Zulim Inc, Civil Engineering, dated 11/3/16 & Landscape Plan provided by Gregory Lewis, Landscape Architect, Dated 11/7/16.
- **Ordinance Review:** Reviewed the City of Scotts Valley Municipal Code, Section 17.44.080 *Tree Protection Regulations*.
- **Tree Preservation Evaluation:** Site visits by the arborist for orientation and tree inspection. Visually examining each tree and measuring as necessary to confirm City of Scotts Valley, 'protected' tree status. Measuring and evaluating each city protected tree for health and structural condition. Assessing each tree for suitability for preservation.
- **Mapping:** Tagged tree numbers were plotted and overlaid onto preliminary grading plan provided by Jeff Roper engineer. For reference, an aerial map of tagged tree locations is also provided.

Unless expressed otherwise, the information contained in this report covers only those items that were examined and reflects the condition of those items at the time of inspection. The inspection is limited to visual examination of accessible items without dissection, excavation, probing, or coring. There is no warranty or guarantee, expressed or implied, that problems or deficiencies of the trees in questions may not arise in the future.

TREE EVALUATION AND RECORDING METHODS

Site evaluations were made on December 28th and Jan 1st. *The assessments included all protected trees, located within the dripline of the project limits.* The trees were tagged with numbered metal tags. The health and structural condition of each tree was assessed and recorded. Based on the trees health and structural condition, each trees suitability for preservation was rated and recorded.

The recorded data is included in the *Tree Assessment Chart, Appendix A*, of this report. Tree numbers were plotted on the attached *Tree Location Map*. **To correlate the data in the Tree Assessment Chart to the tree's location on the site, refer to the Tree Location Map.**

Twenty-nine trees were evaluated, representing five species. All trees are "protected" under City of Scotts Valley ordinance.

SUMMARY TREE AND SITE DESCRIPTION

The proposed development site of approximately $\frac{3}{4}$ of an acre, is currently a landscaped parking lot. The property is sloped from the Scotts Valley Water District Building to the west down to Scotts Valley Drive to the east. Trees are located along the perimeter of the lot and in parking islands towards the center of the property.



View of parking lot area, looking west from Scotts Valley Drive.

PROTECTED TREES IN THE CITY OF SCOTTS VALLEY

Protected Tree List*

A	Any size tree located within five (5) feet of a public right-of-way or street.
B	Any single-trunk <u>oak tree</u> greater than or equal to eight (8) inch diameter (25-inch circumference). **
C	Any multi-trunk <u>oak tree</u> with any trunk greater than or equal to four (4) inches diameter (12-inch circumference). **
D	Any tree greater than or equal to eight (8) inch diameter (25-inch circumference) ** if located within 20 feet of a moderate slope (greater than 20% slope).
E	Any single-trunk tree greater than or equal to 13-inch diameter (40-inch circumference). **
F	Any multi-trunk tree with any trunk greater than or equal to eight (8) inch diameter (25-inch circumference). **
G	Any tree, regardless of size, required as part of a permit approved by the Planning Department, Planning Commission or City Council, or required as a replacement tree for a removed tree.
H	Any <u>Heritage Tree</u> , as specified in Municipal Code Section 17.44.080 and Exhibit A. A list and map of Heritage Trees are available at the Planning Department. Fees for removal of Heritage Trees are higher than other protected tree removals and applications must be approved at a public hearing before the Planning Commission.
	* Note: No tree removal permit is required to remove: • Monterey Pine trees that are infected with pitch canker; <i>proof of infection is required</i>; • Blue Gum Eucalyptus or Acacia trees; • Bay Laurel trees <i>if</i> they are growing under the drip-line of an established oak tree; or, • Fruit trees. ** T r e e measurement shall be taken 4½ feet (54 inches) above the ground.

The following table represents a list of all “Protected” tree species found at the proposed Scotts Valley Housing Development.

Table 1 – Protected Tree Inventory Summary
Scotts Valley – New Housing Development

Common Name	Botanical Name	Quantity
Coast Live Oak	<i>Quercus agrifolia</i>	12
Coast Redwood	<i>Sequoia sempervirens</i>	6
Monterey Cypress	<i>Hesperocyparis macrocarpa</i>	7
Eastern Redbud	<i>Cercis canadensis</i>	3
Strawberry Tree	<i>Arbutus undeo</i>	1
Total Trees		29

TREE CONDITON

The condition of each tree was evaluated in the field and given a health condition rating and a structure condition rating.

Condition Rating Methods

Below is a description of the criteria utilized to evaluate and rate the health and structure of the trees:

Health and Structural Rating Description:

Health and structure ratings reflect relative conditions such as vigor, the extent of decay, structure, and insect or disease problems. Good and fair ratings indicate limited structural problems, acceptable vigor, and an absence of significant disease issues. Poor ratings indicate serious health or structural problems. Trees rated as poor are often a moderate to high risk of structural failure.

Health Ratings:

Good: A healthy, vigorous tree, reasonably free of signs and symptoms of disease.

Fair: Moderate vigor, moderate twig and small branch dieback, crown may be thinning leaf color may be poor.

Poor: Tree in severe decline, dieback of scaffold branches and/or trunk, most of foliage from epicormics (indicates last stage of foliar push from stored moisture and nutrients in stems).

Structure Ratings:

Good: No significant structural defects. Growth habit and form typical of the species.

Fair: Moderate structural defects that are not at risk of failure, and might be mitigated with management practices.

Poor: Extensive structural defects that cannot be abated.

SUITABILITY FOR PRESERVATION

Suitability for Preservation Criteria

Before evaluating the impacts that will occur during development, it is important to consider the quality of the tree resource itself and the potential for individual trees to function well over an extended period. Trees that are preserved must be carefully selected to make sure they perform favorably in the landscape and will be an asset to the site over time. The arborist goal is to identify trees that have a potential for long term health, structural stability and longevity.

Below is a description of the criteria utilized in assessment of suitability for preservation:

Suitability for Preservation Ratings:

Rating factors:

Tree Health: Healthy vigorous trees are more tolerant of construction impacts such as root loss, grading and soil compaction, then are less vigorous specimens.

Structural integrity: Preserved trees should be structurally sound and absent of defects or have defects that can be effectively reduced, especially near structures or high use areas.

Rating Scale:

Good: Trees in good health and structural condition with potential for longevity on the site.

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures.

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment. Trees can be expected to decline or fail regardless of construction impacts or management.

Suitability for Preservation Based on Tree Condition Summary

Based on its health and structural condition, each tree was given a suitability for preservation rating.

Of the **29** “protected” trees evaluated for the proposed project, **22 (amended 8/31/17)**, are rated suitable for retention in a development project. These trees exhibit any combination of fair or good health and fair or good structure, indicating they have potential for longevity on the site. These trees would be expected to function well over an extended period and should prove to be an asset to any proposed project.

Of the remaining trees, **7 (amended 8/31/17)**, were rated not suitable for retention. These trees are in poor health or contain significant defects in structure that cannot be abated with treatment indicating they would be poor candidates for retention in the proposed project.

Suitability for Preservation Based on Anticipated Construction Impacts

The final working drawings for this project will be completed pending review of the initial plan sets. Therefore, tree management recommendations are based on current *preliminary* information. Table 2 below lists the number of trees recommended for removal due to construction impacts. These trees cannot be retained based on the anticipated impacts indicated on the current plan sets. Also, listed in Table 2 are the number of trees recommended for removal due to poor condition. The *Tree Assessment Chart – Appendix A* lists the reasons for removal of each individual tree.

Table 2 - Tree Removal Summary (“Protected Trees”)
Scotts Valley – New Housing Development

Number of ‘protected’ trees inventoried	Trees recommended for removal due to poor condition	Trees recommended for removal due to anticipated construction impacts	Trees to be preserved and protected
29	7	Original quantity: 15 Updated quantity: 16 8/31/17	Original quantity: 7 Updated quantity: 6 8/31/17

Total trees to be removed is increased from 22 to 23 (8/31/17).

Tree Protection Zones

Data has been entered in the *Tree Assessment Chart – Appendix A*, which indicates the Tree Protection Zone for each tree.

To prevent inadvertent encroachment by heavy machinery, fencing should be installed either at the edge of the Tree Protection Zone (TPZ), the crown drip line (whichever is further from the trunk), or at the edge of the construction zone, if the construction zone protrudes into the TPZ. The Project Arborist, should approve the location of the fencing. All fencing should be in place prior to any site grading.

Once the TPZ is delineated and fenced, essentially prior to any site work, landscape construction, equipment and materials move in, construction activities are only to be permitted within the TPZ if allowed for and specified by the project arborist. **The fenced TPZ areas are considered "non-intrusion zones" and should not be altered or breached.**

Tree Protection Zone fencing locations are documented on the attached map (Tree Location & Protection Map)

Tree Removals

All tree work, removal, pruning, planting, shall be performed using industry standards of workmanship as established in the Best Management Practices of the International Society of Arboriculture (ISA) and the American National Standards Institute (ANSI A 300 series), and safety (ANSI Z133.1).

During tree removal and clearance, sections of the Tree Protection Fencing may need to be temporarily dismantled to complete removal and pruning specifications. After each section is completed, the fencing is to be re-installed.

Trees requiring removal are listed in the attached *Tree Assessment Chart – Appendix A*

Trees to be removed shall be cut into smaller manageable pieces consistent with safe arboricultural practices, and carefully removed so as not to damage any surrounding trees or structures. The trees shall be cut down as close to grade as possible. Tree removal is to be performed by a qualified contractor with valid City Business/State Licenses and General Liability and Workman's compensation insurance.

Tree Replacement Recommendations (new section added to amended report)

The removal of trees can be offset by replacement planting. A preliminary landscape plan for the new project has been submitted. lists the number of trees proposed to be replanted in the preliminary landscape plan.

The number and species of replacement trees or shrubs shall be determined by the City of Scotts Valley Community Development Director Department. Typical replacement ratios are one 15-gallon tree planted for every tree removed. They should be placed in areas where ample light for establishment can be found and where they do not present safety concerns.

Below is a summary of total trees removed, retained and proposed for replanting.

Total Protected Trees Removed:	23
Total Protected Trees Retained:	6
Total Trees To be Replanted:	44 (proposed landscape plan)

The proposed replanting ratio is very close to two trees replanted for every tree removed.

Tree Protection Guidelines and Restrictions

The following restrictions and guidelines apply to the designated tree protection zones:

- (1) Before the start of site work, equipment or materials move in, clearing, excavation, construction, or other work on the site, every tree to be retained shall be securely fenced- off as delineated in approved plans. Such fences shall remain continuously in place for the duration of the work undertaken in connection with the development.

2) If the proposed development, including any site work, will encroach upon the tree protection zone, special measures shall be utilized, as approved by the project arborist, to allow the roots to obtain necessary oxygen, water, and nutrients.

(3) Underground trenching shall avoid the major support and absorbing tree roots of protected trees. If avoidance is impractical, hand excavation undertaken under the supervision of the project arborist may be required. Trenches shall be consolidated to service as many units as possible. Boring/tunneling under roots should be considered as an alternative to trenching.

(4) Concrete or asphalt paving shall not be placed over the root zones of protected trees, unless otherwise permitted by the project arborist.

(5) Artificial irrigation shall not occur within the root zone of native oaks, unless deemed appropriate on a temporary basis by the project arborist to improve tree vigor or mitigate root loss.

(6) Compaction of the soil within the tree protection zone shall be avoided.

(7) Any excavation, cutting, or filling of the existing ground surface within the tree protection zone shall be minimized and subject to such conditions as the project arborist may impose. Retaining walls shall likewise be designed, sited, and constructed to minimize their impact on protected trees.

(8) Burning or use of equipment with an open flame near or within the tree protection zone shall be avoided. All brush, earth, and other debris shall be removed in a manner that prevents injury to the tree.

(9) Oil, gas, chemicals, paints, cement, stucco or other substances that may be harmful to trees shall not be stored or dumped within the tree protection zone of any protected tree, or at any other location on the site from which such substances might enter the tree protection zone of a protected tree.

(10) Construction materials shall not be stored within the tree protection zone of a protected tree.

Project Arborist Duties and Inspection Schedule

Inspection of site: Prior to equipment and materials move in, site work, demolition, landscape construction and tree removal: The project arborist will meet with the general contractor, architect / engineer, and owner or their representative to review tree preservation measures, designate tree removals, delineate the location of tree protection fencing, specify equipment access routes and materials storage areas, review the existing condition of trees and provide any necessary recommendations.

Inspection of site: After installation of TPZ fencing: Inspect site for the adequate installation of tree preservation measures. Review any requests by contractor for access, soil disturbance or excavation areas within root zones of protected trees. Assess any changes in the health of trees since last inspection.

Inspection of site: During excavation or any activities that could affect trees: Inspect site during any activity within the Tree Protection Zones of preserved trees and any recommendations implemented. Assess any changes in the health of trees since last inspection.

Final Inspection of Site: Inspection of site following completion of construction. Inspect for tree health and make any necessary recommendations.

Development Site Tree Health Care Measures

RECOMMENDED TO PROVIDE OPTIMUM GROWING CONDITIONS, PHYSIOLOGICAL INVIGORATION AND STAMINA, FOR PROTECTION AND RECOVERY FROM CONSTRUCTION IMPACT.

Establish and maintain TPZ fencing, trunk and scaffold limb barriers for protection from mechanical damage, and other tree protection requirements as specified in the arborist report.

Project arborist to specify site-specific soil surface coverings (wood chip mulch or other) for prevention of soil compaction and loss of root aeration capacity.

Soil, water and drainage management is to follow the ISA BMP for "Managing Trees During Construction" and the ANSI Standard A300(Part 2)- 2011 Soil Management (a. Modification, b. 'Fertilization, c. Drainage.)

Fertilizer / soil amendment product(s), amounts and method of application to be specified by certified arborist.

Additional Tree Protection Specifications Required

This is a preliminary tree resource evaluation only.

When final architectural and civil plans are completed, and decisions are made by the Scotts Valley planning department and the developer about which trees are to be retained and protected, then further tree protection measures can be specified.

Respectfully submitted,

Kurt Fouts

Kurt Fouts ISA Certified Arborist WE-0681A



Commercial & Housing Project - 4627 Scotts Valley Drive

Tree Assessment Chart - Appendix A

Suitability for Preservation Ratings:

Good: Trees in good health and structural condition with potential for longevity on the site

Fair: Trees in fair health and/or with structural defects that may be reduced with treatment procedures

Poor: Trees in poor health and/or with poor structure that cannot be effectively abated with treatment

Retention or Removal Code:

RT: Retain Tree

RI: Remove Due to Construction Impacts

R.C. Remove Due to Condition

Tree #	Species	Trunk Diameter @ 4.5'	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Retention or Removal Code	Comments
1	coast redwood (<i>Sequoia sempervirens</i>)	13	37'X12'	Fair	Fair	Fair	10'	RT	Requires pre-construction treatments. Branching structure absent in mid canopy. Drought stressed. Increase irrigation if ordinance allows.
2	coast redwood	17	43'X13'	Fair	Fair	Fair	13'	RT	Requires pre-construction treatments. Branching structure absent in mid canopy and 1/2 of lower canopy. Drought stressed. Increase irrigation if ordinance allows.
3	coast live oak (<i>Quercus agrifolia</i>)	10	24'X15'	Fair	Poor	Poor	8'	RC	Co-dominant trunks at 8' above grade. Suppressed growth habit (from adjacent trees). Unbalanced canopy growth to North. Limited branching structure.
4	coast live oak	17	24'X32'	Good	Fair	Fair	13'	RI	Site plan change. Remove due to ammended site plan 8/31/17. Good specimen. Requires crown cleaning, clearance pruning and end weight reduction.
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Commercial & Housing Project - 4642 Scotts Valley Drive

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Retention or Removal Code	Comments
5	coast live oak (<i>Quercus agrifolia</i>)	17"	23'X30'	Good	Good	Good	13'	R.I.	Tree is immediately adjacent to new retaining wall. Good specimen. Requires crown cleaning, clearance pruning and end weight reduction.
6	coast live oak	13"	19'X28'	Good	Good	Good	10'	R.I.	Tree is immediately adjacent to new walkway. Good specimen. Requires crown cleaning, clearance pruning and end weight reduction.
7	coast live oak	12"	14'X14'	Good	Fair	Fair	9'	R.I.	Tree is within footprint of new walkway and retainer. Suppressed growth habit (from adjacent trees). Unbalanced canopy and significant lean to west. Requires end weight reduction.
7-A	Monterey cypress (<i>Hesperocyparis macrocarpa</i>)	22" (approx.)	43'X14'	Fair	Fair	Fair	28'	R.I.	Tree cannot be effectively clearance pruned without significantly damaging tree structure. Located on adjacent property. Topped at 35' above grade. Crowded growing conditions has created uneven canopy growth.
8	Monterey cypress	27"	43'X35'	Fair	Fair	Fair	34'	R.I.	Tree cannot be effectively clearance pruned without significantly damaging tree structure. Trunk appears to straddle property line., which indicates co-ownership of tree. Co-dominant trunks at 22' above grade. Topped at 35' above grade. Crowded growing conditions has created uneven canopy growth.
9	Monterey cypress	24"	48'X35'	Fair	Fair	Fair	30'	R.I.	Tree is immediately adjacent to new retaining wall. Tip dieback of terminal (top of tree). Crowded growing conditions has created uneven canopy growth.
10	Monterey cypress	22"	40'X35'	Fair	Fair	Fair	28'	R.I.	Tree is immediately adjacent to new retaining wall. Crowded growing conditions has created uneven canopy growth.
						Page 2 of 5		12/28/2016	

Commercial & Housing Project - 4642 Scotts Valley Drive

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Retention or Removal Code	Comments
11	Monterey cypress (<i>Hesperocyparis macrocarpa</i>)	42"	46'X38'	Fair	Poor	Poor	53'	R.C.	Tree is within 5' of new retaining wall. Co-dominant trunks at 8' and again at 22' above grade. Large limb tear-out at 23' above grade. Tree was topped at 30' above grade. Significant lean to southeast. Crowded growing conditions has created uneven canopy growth.
12	Monterey cypress	20"	36'X23'	Fair	Poor	Poor	25'	R.C.	Tree is within 5' of new retaining wall. Suppressed growth habit. Thinning canopy & low live crown ratio. Lean to southeast that has self -corrected. Crowded growing conditions with un-balanced canopy. Limb structure on east side of trunk only.
13	coast live oak (<i>Quercus agrifolia</i>)	21"	18'X26'	Fair	Good	Good	16'	R.I.	Tree is within 1' of new retaining wall. Additionally, tree cannot be effectively clearance pruned without significantly damaging s tree structure. Requires crown cleaning, clearance pruning and end weight reduction.
14	strawberry tree (<i>Arbutus unedo</i>)	1",1",1",1"	5'X5'	Good	Fair	Good	5'	R.I.	Within 5' of R.O.W. qualifies as street tree. Not complementary with proposed landscape scheme. Suppressed growth habit, to southeast.
15	Eastern redbud (<i>Cercis canadensis</i>)	12"	15'X15'	Poor	Fair	Poor	19'	R.C.	Within 5' of R.O.W. qualifies as street tree. Buttress and other roots damaged (cracking & deadwood), due to foot traffic. Short lived species nearing end of useful life.
16	Eastern redbud	14"	15'X15'	Poor	Fair	Poor	19'	R.C.	Branch dieback with fungal fruiting bodies. Short lived species nearing end of useful life.
17	Eastern redbud	13"	15'X15'	Poor	Fair	Poor	19'	R.C.	Branch dieback .Short lived species nearing end of useful life.
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Commercial & Housing Project - 4642 Scotts Valley Drive

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Retention or Removal Code	Comments
17-A	coast redwood (<i>Sequoia sempervirens</i>)	17"	33'X15'	Poor	Poor	Poor	17'	R.C.	On adjacent property. Tree is nearly dead. Less than 5% live crown remains.
17-B	coast redwood	24",18"	27'X22'	Fair	Fair	Fair	14'	R.T.	On adjacent property. Co-dominant trunks at 2 feet above grade. Drought stressed. Thinning branch structure. Needle dieback throughout canopy. Increase irrigation if ordinance allows.
17-C	coast redwood	28"	33'X21'	Fair	Fair	Fair	21'	R.T.	On adjacent property. Drought stressed. Needle dieback throughout canopy. Increase irrigation if ordinance allows.
18	coast live oak (<i>Quercus agrifolia</i>)	17"	20'X20'	Good	Fair	Fair	13'	R.I.	Tree is immediately adjacent to new retaining wall. Suppressed growth habit has created uneven canopy . Significant lean to north. Evidence of boring insects at trunk base. Requires clearance pruning.
19	coast live oak	12"	15'X17'	Fair	Good	Good	9'	R.I.	Tree is immediately adjacent to new retaining wall and in footprint of new parking area. Thinning canopy. Live crown ratio is less than typical for species.
20	coast live oak	15"	18'X21'	Fair	Good	Good	11'	R.I.	Tree is in footprint of new parking area.
21	coast live oak	8"	15'X15'	Fair	Fair	Fair	6'	R.I.	Tree is in footprint of new parking area.
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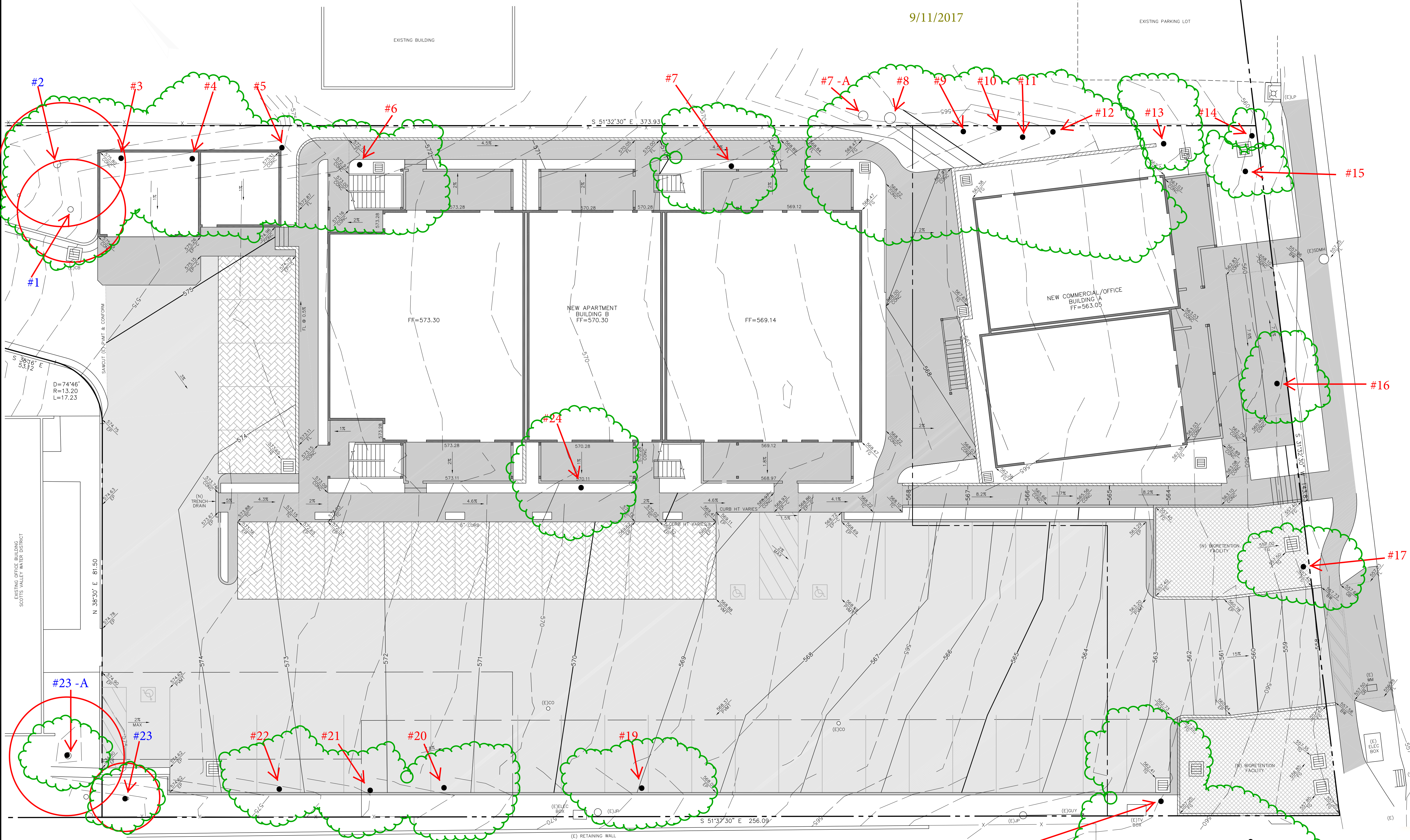
Commercial & Housing Project - 4642 Scotts Valley Drive

Tree Assessment Chart - Appendix A

Tree #	Species	Trunk Diameter @ 4.5'	Crown Height & Spread	Health Rating	Structural Rating	Suitability for Preservation (Based Upon Condition)	Tree Protection Zone (in feet)	Retention or Removal Code	Comments
22	coast live oak (<i>Quercus agrifolia</i>)	18"	17'X22'	Fair	Good	Good	14'	R.I.	Tree is in footprint of new parking area. Thinning canopy.
23	coast live oak	9"	16'X12'	Fair	Fair	Fair	7'	R.T.	Suppressed growth habit causing unbalanced canopy. Small twig dieback.
23-A	coast redwood (<i>Sequoia sempervirens</i>)	17"	33'X12'	Fair	Fair	Fair	13'	R.T.	On adjacent property, (water dept.). Drought stressed. Thinning canopy. Increase irrigation if ordinance allows.
24	Monterey cypress (<i>Hesperocyparis macrocarpa</i>)	14"	29'X21'	Good	Good	Good	14'	R.I.	Located within footprint of Building B.
 826 Monterey Avenue Capitola, CA 95010 831-359-3607 scharborgrounds@yahoo.com						Page 5 of 5			12/28/2016

Tree Location Map

9/11/2017

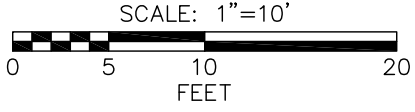


Key

- Remove Tree
 - Retain Tree
 - Tree Protection Zone
 - Canopy Extents
- Red #'s
- Blue #'s

LEGEND

- NEW CONCRETE
- NEW ASPHALT CONCRETE
- EXISTING CONTOUR
- FINISH CONTOUR
- EXISTING GRADE
- FINISH GRADE
- FLOWLINE
- FENCE
- PROPERTY LINE
- NEW RETAINING WALL



Base Map Provided By:
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Scotts Valley Drive -APN 022-081-34 &35
Appendix B

Appraised Value of Retained Trees - Trunk Formula Method

Tree #	Species	Trunk Diameter @ 4.5'	Basic Tree Cost	Species	Condition	Site	Contribution	Placement	Appraised Value
1	coast redwood (<i>Sequoia sempervirens</i>)	13"	\$16,202	85%	61%	76%	75%	75%	\$6,300
2	coast redwood	17"	\$26,448	85%	61%	76%	75%	70%	\$10,100
17-B (141)	coast redwood (<i>Sequoia sempervirens</i>)	24",18"	\$50,973	85%	55%	76%	75%	55%	\$16,200
							8/31/2017		

Appraised Value of "Protected" Trees - Trunk Formula Method

Tree #	Species	Trunk Diameter @ 4.5'	Basic Tree Cost	Species	Condition	Site	Contribution	Placement	Appraised Value
17-C (140)	coast redwood	28"	\$68,740	85%	61%	76%	75%	60%	\$24,900
23	coast live oak (Quercus agrifolia)	9"	\$10,560	90%	59%	76%	75%	55%	\$3,810
23-A	coast redwood	17"	\$26,448	85%	66%	76%	75%	55%	\$10,100
				Total Value of Appraised Trees					\$71,410
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Image #1 – Trees #1 & 2 (redwoods, red circles) - 3 & 4 (oaks, blue circles)



Image # 2 – Tree #1, coast redwood, (on right, red circle). Tree #2, coast redwood (on left, blue circle). Both trees are in fair health (thinning growth) with fair structure (many limbs absent from branch structure).



Image #3 – Tree #3, coast live oak (circled). Tree has poor structure, note limited branching arrangement.



Image #4 – Trees #4,5, & 6 (coast live oaks). All are in good health with good or fair structure.



Image #5 – Coast live oak. Good health, but significant lean to west and unbalanced canopy.



Image #6 – Row of Monterey cypress. Numbers 7-A through 12, left to right. Note broad canopy extending into parking bays. All have fair health and fair or poor structure (#11 & 12).



Image # 7 – Row of Monterey cypress. Numbers 7-A through 12. Note significant lean on Tree # 11 (arrow).



Image #8 – Tree #13, coast live oak, fair health and good structure.



Image #9 – Tree #14, strawberry tree in good condition.



Image #10 – Tree #15, eastern redbud. Short lived species, in poor condition with damaged surface roots and branch dieback.



Image #11 – Tree #16, eastern redbud. Short lived species, in poor condition with branch dieback.



Image #12 – eastern redbud. Short lived species in poor conditon with extensive branch dieback.



Image #13 – Tree # 17-A, coast redwood (on adjacent property, circled). Tree is nearly dead.



Image #14 – Tree #17-B, coast redwood, (on adjacent property, circled). Drought stressed with needle dieback throughout canopy, tree is in fair condition. Thinning canopy.



Image #15 – Tree #17-C, coast redwood, (on adjacent property, circled.) Drought stressed with needle dieback throughout canopy, tree is in fair condition.



Image #16 – Tree #18, coast live oak. Good health and fair structure. Trunk has significant lean over parking bays (arrow).



Image #19 – Tree #19, coast live oak. Fair health (thinning canopy), and good structure.



Image #20 – Tree #20, coast live oak. Fair health and good structure.



Image #21 – Tree #21, coast live oak. Fair health and fair structure.



Image #22 – Tree #22, coast live oak. Fair health, thinning canopy and good structure.



Image #23 – Tree #23, coast live oak. Fair health (small twig dieback) and fair structure (suppressed growth habit with unbalanced canopy).



Image #24 – Tree #23-A, coast redwood (on adjacent property, circled) . Fair health (drought stressed with thinning canopy), and fair structure.



Image #25 – Tree #24, Monterey cypress, (circled). Young cypress in good health with good structure.

Bay Photo Lab - Tree Inventory

Commercial and Housing Project

Scotts Valley, CA

12/28/16



Legend

- Remove Tree
- Retain Tree



Kurt Fouts
Arborist Consultant

826 Monterey Avenue
Capitola, CA 95010
831-359-3607
kurtfouts1@outlook.com

ASSUMPTIONS AND LIMITING CONDITIONS

1. Any legal description provided by the appraiser/consultant is assumed to be correct. No responsibility is assumed for matters legal in character nor is any opinion rendered as the quality of any title.
2. The appraiser/consultant can neither guarantee nor be responsible for accuracy of information provided by others.
3. The appraiser/consultant shall not be required to give testimony or to attend court by reason of this appraisal unless subsequent written arrangements are made, including payment of an additional fee for services.
4. Loss or removal of any part of this report invalidates the entire appraisal/evaluation.
5. Possession of this report or a copy thereof does not imply right of publication or use for any purpose by any other than the person(s) to whom it is addressed without written consent of this appraiser/consultant.
6. This report and the values expressed herein represent the opinion of the appraiser/consultant, and the appraiser/consultant's fee is in no way contingent upon the reporting of a specified value nor upon any finding to be reported.
7. Sketches. Diagrams. Graphs. Photos. Etc., in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering reports or surveys.
8. This report has been made in conformity with acceptable appraisal/evaluation/diagnostic reporting techniques and procedures, as recommended by the International Society of Arboriculture.
9. When applying any pesticide, fungicide, or herbicide, always follow label instructions.
10. No tree described in this report was climbed, unless otherwise stated. We cannot take responsibility for any defects which could only have been discovered by climbing. A full root collar inspection, consisting of excavating around the tree to uncover the root collar and major buttress roots, was not performed, unless otherwise stated. We cannot take responsibility for any root defects which could only have been discovered by such an inspection.

CONSULTING ARBORIST DISCLOSURE STATEMENT

Arborists are tree specialists who use their education, knowledge, training, and experience to examine trees, recommend measures to enhance the beauty and health of trees, and attempt to reduce risk of living near trees. Clients may choose to accept or disregard the recommendations of the arborist, or to seek additional advice.

Arborists cannot detect every condition that could possibly lead to the structural failure of a tree. Trees are living organisms that fail in ways we do not fully understand. Conditions are often hidden within trees and below ground. Arborists cannot guarantee that a tree will be healthy or safe under all circumstances, or for a specified period of time. Likewise, remedial treatments, like medicine, cannot be guaranteed.

Trees can be managed, but they cannot be controlled. To live near trees is to accept some degree of risk. The only way to eliminate all risk associated with trees is to eliminate all trees.



Acoustical Engineering Study - Bay Photo Housing

1. Summary

This acoustic study is offered in support of a pending Building Permit application by Bay Photo Lab for two multi-unit residential buildings at APN# 022-082-34, 35 (two parcels to be combined into one), 4627 Scotts Valley Drive. Measurement of ambient noise and specification of building details sufficient to meet requirements of the City of Scotts Valley Municipal Code Noise Element regarding environmental noise are included.

It will be shown that the exterior noise environment at 4627 Scotts Valley Drive will not exceed a Day-Night Level (Ldn) of 63 dBA by year 2027. The proposed building design will meet the requirement of 45 dBA maximum interior Ldn until at least 2027, provided windows and doors with an OITC rating of 18 dBA or more, and a wall construction yielding OITC 18 dBA or more are used.

This report studies only the front side of Building A, closest to Scotts Valley Drive. Environmental noise impacting Building B is largely blocked by Building A, and is expected to be less than 60 dBA.

2. Code Provisions

From the Scotts Valley General Plan Chapter V: Noise (Adopted October 20, 1993)

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

If the on-site exterior noise level is found to exceed 60 dBA, the following provision applies:

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

The General Plan adopts the requirement in the Uniform Building Code of 45 dBA, applying to both residential and private office spaces. California Building Code Title 24 1207.4 applies the 45 dB standard to “any habitable room”.

Ldn is the preferred metric in the General Plan for implementing these standards. The higher of current or future predicted noise levels will be used as the basis for determining compliance with this section. Future noise levels will be predicted for a period of 10 years forward from the time of this study.

3. Measurement of Exterior Noise Level

3.1 Site Description and Sources of Ambient Noise

The project is situated adjacent to Scotts Valley Drive, a major four-lane street, with proposed setback of approximately 32 feet from the nearest traffic lane. Local vehicle traffic is the predominant noise source, particularly during the day.

The adjoining property has a small commercial building currently housing a dive shop. No exterior noise from that activity was detected during two site visits, and none would be expected other than occasional retail traffic.

Other potential sources of background ambient noise such as wind, wildlife, and pedestrians are minimal and are not considered in this report.

3.2 Measurement Procedure

Past versions of the California Building Code (CBC) specified “*Measurement of outdoor sound levels shall generally follow the guidelines in ASTM E-1014*” (*Standard Guide for Measurement of Outdoor A-Weighted Sound Levels*).

The most recent (2016) revision of the CBC does not include a standard for measurement of outdoor sound level, but ASTM E-1014 has been followed in preparation of this report, in keeping with past practice. Refer to Appendix 1 for detailed discussion of the instruments and protocol used.

3.3 Measurements and Test Conditions

The exterior noise level at this location was measured over a 24-hour period on September 11-12, 2017. This data was used to calculate the equivalent Day-Night Level Ldn, as specified by ASTM E-1014. The 24-hour measurements showed **61.3 dBA at location 1 and 61.9 dBA at location 2, for a composite Ldn of 61.6 dBA.**

The measurements were made at a height of 10 feet above grade, at two locations along the front boundary of the proposed building envelope, rather than at the property boundary as stated in NA-454. This was done to facilitate compliance with the requirement of NA-452 for specification of the building’s required noise attenuation. The measurement locations are shown on the site plan in Appendix 2. A graphical plot of each data set is in Appendix 3.

Approximate weather conditions during the data collection period were: mixed overcast and clear, air temperature 64-92 degrees, humidity 32-93%, and wind speed 0-5 mph with occasional gusts to 12 mph. A trace of rain was reported for about 10 minutes on the afternoon of Sept.11. One or two possible thunder events at that time would not have appreciably affected the measurement of Ldn.

4. Traffic Data and Projections

Traffic data from 2012 show Average Daily Traffic (ADT) of 16,382 vehicles. For the purposes of this study, an annual increase of ADT by 1% per year is used. The traffic at the time of this study is therefore estimated to be 17201 vehicles per day, or 717 per hour.

4.2 Projected Increase in Traffic Count

In past years the City of Scotts Valley has predicted a 1% per year increase in traffic. To meet the requirement for continued compliance until 2027, the traffic count data must therefore be increased by an additional 10%, to 788 per hour. The result of this calculation as shown in Appendix 4 predicts a 1 dBA increase in Ldn by 2027

4.3 Inclusion of Buses and Other Vehicles in Traffic Data

Santa Cruz Metro has one scheduled bus route (#35A) on Scotts Valley Drive. The schedule shows two buses per hour from 7 AM to 10 PM. Metro bus traffic is included in the traffic noise calculation, and has minimal impact on the noise level. The current bus schedule is shown in Appendix 5.

Traffic count data for heavy trucks and motorcycles is not available. Casual observation suggests that the relative frequency of these types of vehicle is not enough to have a significant effect on the calculation of traffic-induced noise at this site.

5. Acoustic Performance of the Building

The code requires that the building must attenuate exterior noise such that the interior Ldn is 45 dBA or lower. In the previous section, the 2027 predicted Ldn was found to be 63 dBA, and the building must therefore attenuate this sound by at least 18 dBA to meet the code requirement.

5.1 Terminology

Sound attenuation of building materials and structures is commonly measured for manufacturers by a specialist laboratory, over a wide range of frequencies. The measurements are usually combined into a single-number rating, such as Sound Transmission Class (STC), to make it possible to rank products.

Although STC is widely used to rate internal partitions, it is not appropriate for rating sound insulation used to combat outdoor noise because of the strong and sometimes dominant low-frequency content of exterior sound. Instead, the Outdoor-Indoor Transmission Class or OITC (defined in ASTM E1332) is used to rank sound insulation ratings of building envelope components according to their effectiveness as judged by occupants.

5.2 Proposed Building Exterior Wall Construction

The applicant proposes the following structure for the front wall of Building A:

0.3" Hardi-panel or equal over housewrap over 1/2" exterior shear plywood on 2 x 6 studs @ 16" o.c. with R-19 insulation with 5/8" interior GWB

This construction closely matches #6 (rated OITC=36 dB) in a list of example wall constructions provided by Hardie Building Products. That example was tested to show OITC=36 dB, and the requirement of at least OITC=18 dB will thus easily be satisfied by the proposed exterior wall construction. The Hardie document is attached as Appendix 6.

5.3 Windows and Doors

The applicant proposes to use **Milgard Quiet Line** windows and exterior sliding doors. The acoustic performance of these products will easily satisfy the requirement of OITC=18 dB or more. The manufacturers OITC ratings for this product line are shown in Appendix 7, and equal or exceed 30 dB for each style.

6 . Summary Conclusion

The exterior noise environment at 4627 Scotts Valley Drive will not exceed Ldn = 63 dBA by year 2027. The proposed building design will meet the requirement of 45 dBA maximum interior Ldn until at least 2027, provided the proposed wall construction, and proposed windows and exterior doors are used.

Respectfully submitted September 22, 2017



Alan Goldwater
Acoustical Engineer

Appendix 1. Calculation of Ldn

Leq is defined as the constant sound level that will generate acoustic energy equal to the energy represented by a set of varying measurements over a period of time. Ldn is defined as the Leq of a 24-hour data set after increasing by 10 dB the measurements made between 10 PM and 7 AM.

ASTM Standard E-1014 defines a procedure for measurement of outdoor sound levels:

- a) E-1014 requires a set of many measurements at fixed time intervals for each location. The number of measurements in a data set is dictated in E-1014 by the range of variation of the sound level during the test. In current practice, a sound level meter with logging capability enables the collection of more data points than required by the standard, and the minimum specified interval between measurements of five seconds is commonly used.
- b) The sound level for the measurement period is defined as the average of the data set. The precision of this technique is described by the ASTM document as “ ± 2 dB for the arithmetic mean”. However, E-1014 does not tell how to calculate Ldn, or Leq from which it is derived, and standard industry practice follows the definition of these levels as equal energy averages. Accuracy with this technique is limited by the accuracy of the measuring instrument, and careful calibration can further reduce the error band to around ± 0.5 dB.

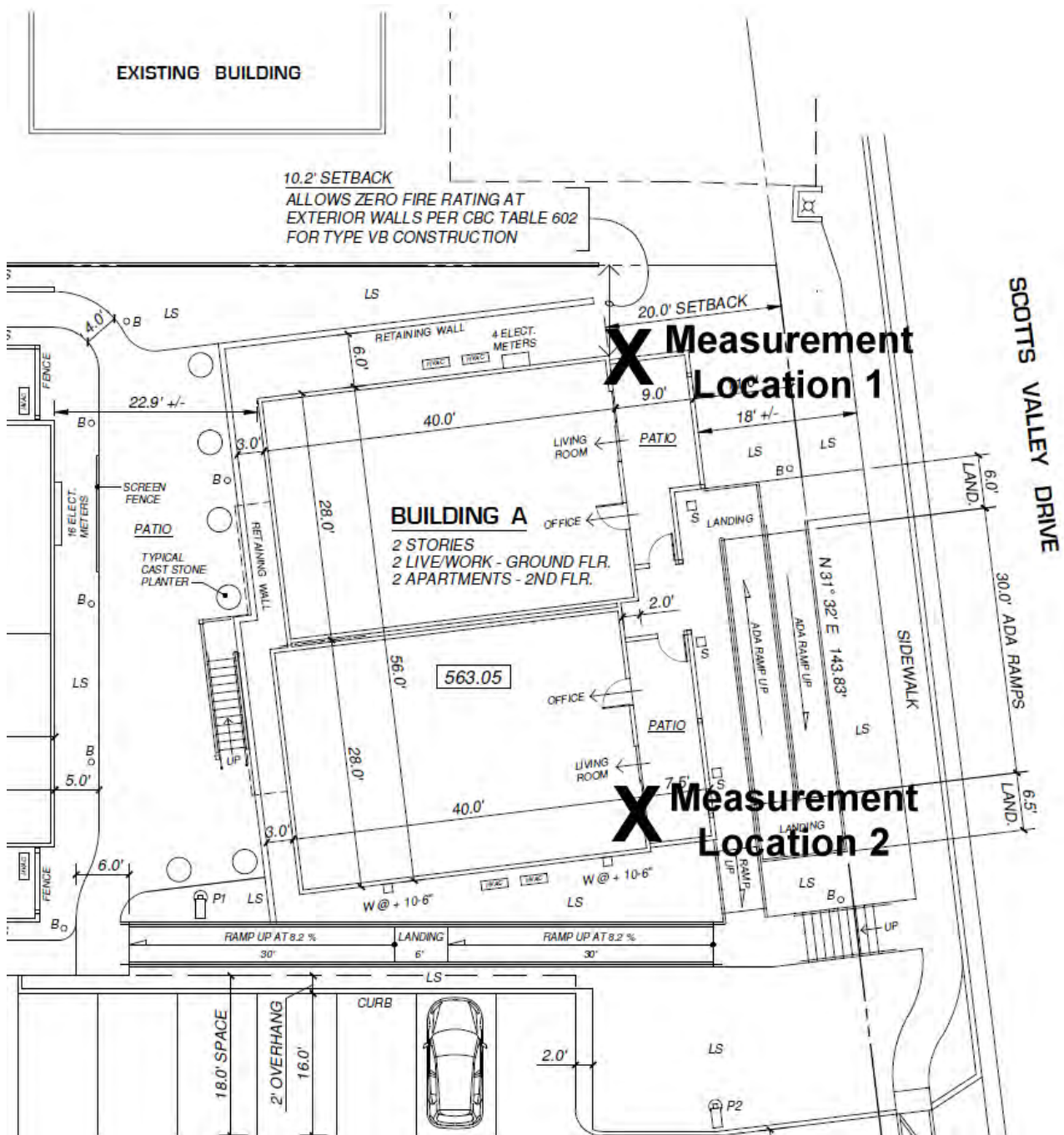
c) Measurement protocol and details

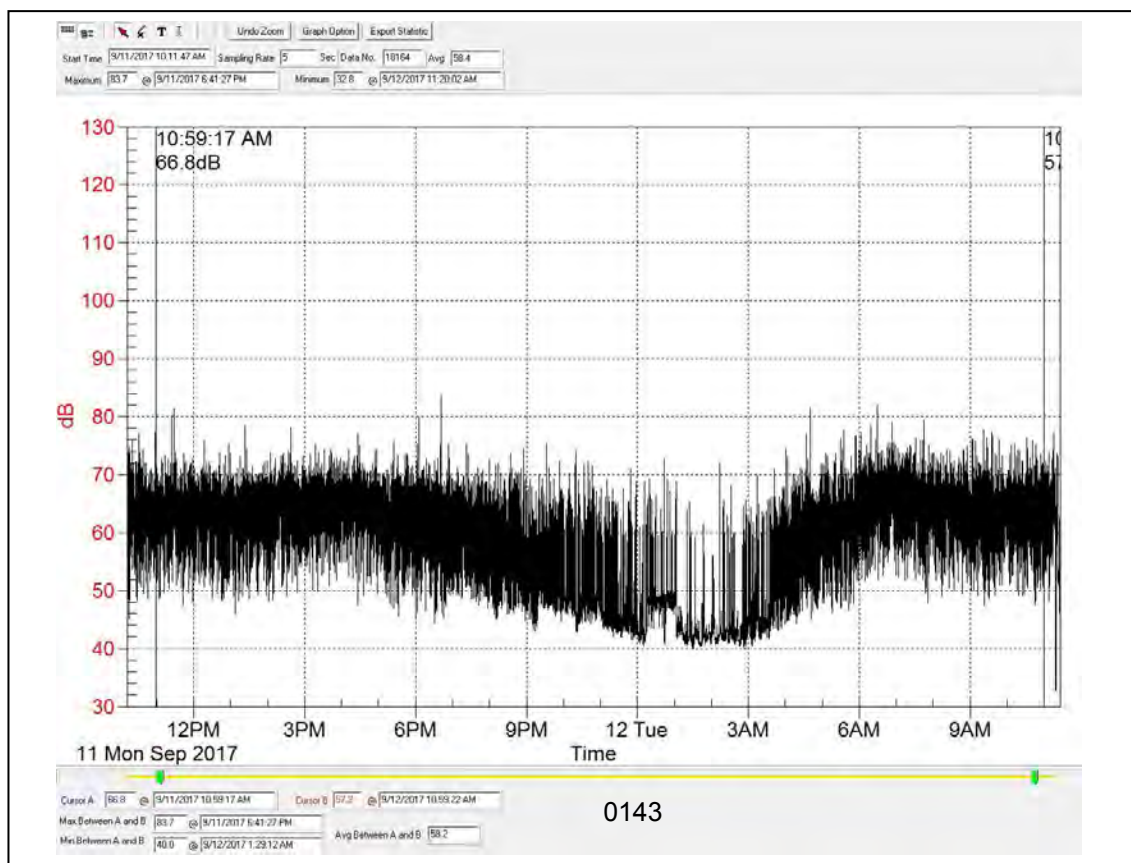
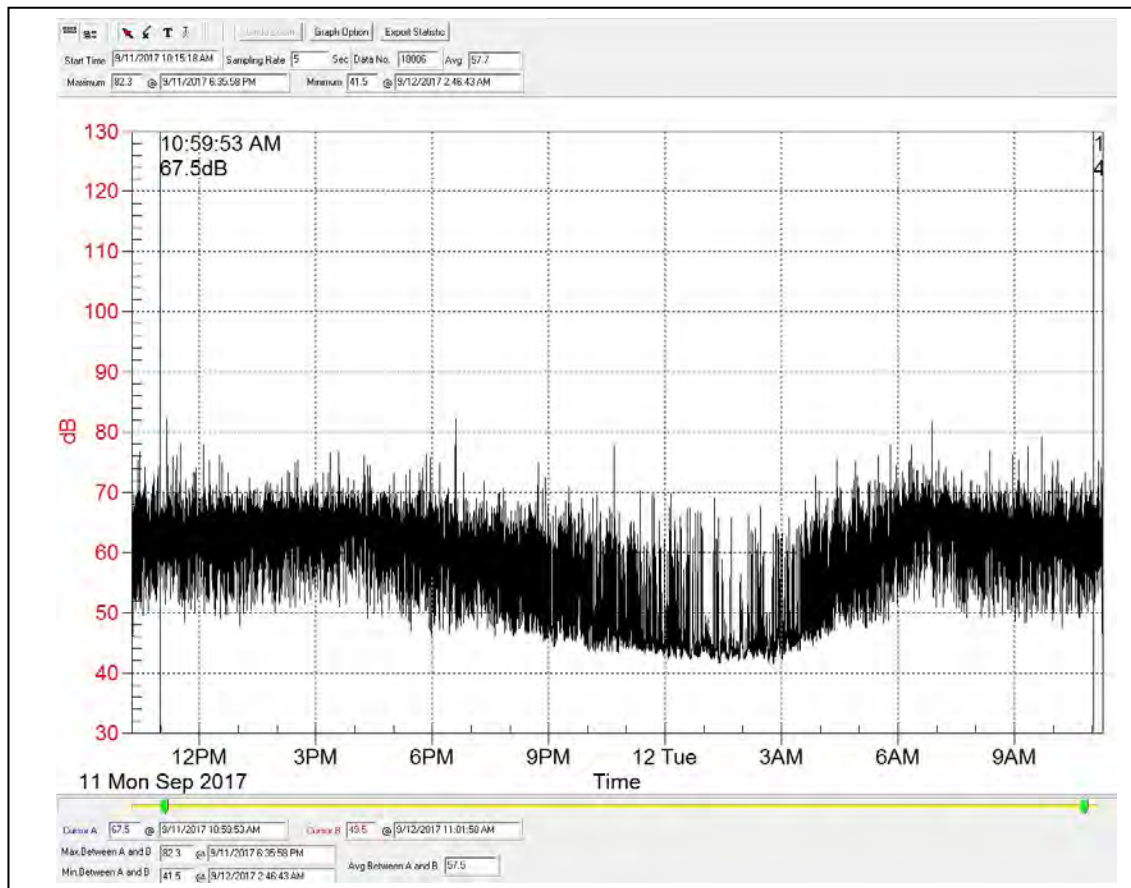
Measurement of Ldn normally requires collection of data throughout a 24-hour period. For this report, 24-hour sound level data was collected from 11 AM on 9/11/17 to 11 AM 9/12/17, using two identical Center 322 Data Logging Sound Level Meters. These are Class 2 instruments, with a rated accuracy of ± 1 dB. The manufacturer-supplied windscreens were used during the entire data collection period. Calibration with a source of 114 dBA was done at the beginning and checked at the end of the data collection period, and was found to vary less than 0.5 dB. Accuracy of the calibration tone source was confirmed using a Bruel & Kjaer 2203 Class 1 Sound Level Meter, with a rated accuracy of ± 0.3 dB.

The Data Logging meters were positioned near the approximate corners of the front wall of the proposed Building A, about 35 feet from the nearest curb of Scotts Valley Drive and about 10 feet above ground level. The meters were not moved during the entire data collection period. There were no audible nearby sources of noise other than those noted in Section 3.1 above.

The collected data was transferred to a numeric computer file containing the A-weighted sound level at 5 second intervals during the entire measurement period, totaling 17,280 individual measurements. The collected data was then analyzed using an Excel spreadsheet program, implementing the Ldn calculation described in section 1(b) above.

Data from the two meters used differed by about 0.6 dB, due to possible variations of sound path and the effects of air turbulence and temperature drift. For this report, the average of the two Ldn results is used.

Appendix 2. Measurement Location

Appendix 3. Graphical Data Display: Measurement 1 and 2

Appendix 4. Calculation of Traffic-Induced Noise

These calculations are based on projected traffic densities for 2027, and on current Santa Cruz Metro bus schedules. Parameters are first adjusted so that the calculation approximates the measured Ldn. Then the traffic counts are increased by 10% to reflect the expected 10-year density. The resulting calculation predicts the 2027 Ldn level to be 1 dBA higher than the current on-site measured level.

The frequency of Metro bus traffic is not expected to increase appreciably from the current two per hour during the daytime and one per hour during evening.

Calculation for current (2017) traffic density:

Data on road			
Road traffic input data help	Day: 7.00-22.00	Night: 22.00-7.00	
Motorcycles per hour	0	0	
Cars per hour	948	180	
Speed cars	40	40	☐ kilometers per hour ☒ miles per hour
Number of buses/hr	2	0	
Number of heavy trucks/hr	4	0	
Speed trucks	40	40	
Road surface help	Twinlay asphalt ▼		

Data On Geometry - All Distances in Meters help	
Height of road	0
Horizontal distance in meters from center of road <i>Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level</i>	20
Height of house or observer	3
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Height of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) <i>(Or fill in (>40) if you want to calculate distance; distance must be set to zero)</i>	61
Night LAeq is	52

Appendix 4 (ctd) Calculation of Traffic-Induced Noise

Calculation for projected 2027 traffic density:

Data on road			
Road traffic input data help	Day: 7.00-22.00	Night: 22.00-7.00	
Motorcycles per hour	0	0	
Cars per hour	1043	198	
Speed cars	40	40	☐ kilometers per hour ☒ miles per hour
Number of buses/hr	2	0	
Number of heavy trucks/hr	4	0	
Speed trucks	40	40	
Road surface help	Twinlay asphalt ▼		

Data On Geometry - All Distances in Meters help	
Height of road	0
Horizontal distance in meters from center of road <i>Fill in 0 (zero, not blank!) when you want to calculate the distance for a given noise level</i>	20
Height of house or observer	3
View angle (127 grad= full view)	127
Fraction sound absorbing soil (0=all hard, non absorbing; 1= all absorbing)	0
Percentage reflection from opposite side (0=no surface; 1= all reflective).	0
Distance to reflective surface on opposite side	0
Height of reflecting object (must be at least 5 m)	0
Distance to intersection	0
Calculated Noise Level (Ldn) <i>(Or fill in (>40) if you want to calculate distance; distance must be set to zero)</i>	62
Night LAeq is	53



Appendix 5. Santa Cruz Metro bus routes passing 4627 Scotts Valley Drive

Bus Route	Scotts Valley Dr & Granite Creek	
35A	6:45am	-
35A	7:15am	-
35A	7:45am	-
35A	8:15am	-
35A	8:45am	-
35A	9:15am	-
35A	9:45am	-
35A	10:15am	-
35A	10:45am	-
35A	11:15am	-
35A	11:45am	-
35A	12:15pm	-
35A	12:45pm	-
35A	1:15pm	-
35A	1:45pm	-
35A	2:15pm	-
35A	2:45pm	-
35A	3:15pm	-
35A	3:45pm	-
35A	4:15pm	-
35A	4:45pm	-
35A	5:15pm	-
35A	5:45pm	-
35A	6:15pm	-
35A	6:45pm	-
35A	8:15pm	-
35A	9:45pm	-
35A	11:15pm	-

Appendix 6. Acoustic Performance of Wall Structures - Cement Siding



JAMES HARDIE BUILDING PRODUCTS, INC.

10901 Elm Avenue, Fontana, California 92335
Telephone: (714) 356-6300 (800) 426-4051 Fax: (714) 355-4907

INTER-HOUSE LETTER

Date: 20 August 1992
To: L. Gries cc: P. Collins
File
From: J. Mulder
Subject: Sound Transmission Characteristics (STC) and
Outside/Inside Transmission Characteristics (OITC)
Ratings of Fiber-Cement Wall Assemblies

The following eight wall assemblies have been tested to establish sound transmission characteristics (STC) and outside/inside transmission characteristics (OITC) ratings in accordance with ASTM Test Methods (E90-85, C423-84a, and E413-73). The ratings achieved are shown in bold type.

1. 1/4" Harditex® Baseboard|Wood Stud/No Cavity Insulation|1/2" Thick Regular Gypsum Wallboard (GWB) - STC 38 - OITC 26;
2. 1/4" Harditex® Baseboard|Wood Stud/Fiberglass Cavity Insulation|1-2" Thick Regular GWB - STC 39 - OITC 27;
3. HardiPlank™ Lap Siding|Wood Stud|No Cavity Insulation|1/2" Thick Regular GWB - STC 36 - OITC 25;
4. HardiPlank™ Lap Siding|Wood Stud/Fiberglass Cavity Insulation|1/2" Thick Regular GWB - STC 40 - OITC 28;
5. 1/4" Harditex® Baseboard|1/2" Thick Type "X" GWB/Metal Stud|No Cavity Insulation|5/8" Thick Type "X" GWB - STC 45 - OITC 29;
6. 1/4" Harditex Baseboard|1/2" Thick Type "X" GWB|Metal Stud|Fiberglass Cavity Insulation|5/8" Thick Type "X" GWB - STC 49 - OITC 36;
7. 7/16" Hardibacker® Underlayment|Metal Stud/Mineral Fiber Cavity Insulation|5/8" Thick Type "X" GWB - STC 43 - OITC 29;
8. 7/16" Hardibacker® Underlayment w/ceramic tile|Wood Stud|Mineral Fiber Cavity Insulation|5/8" Thick Type "X" GWB - STC 39 - OITC 32.

Please contact me if you have any questions concerning this information.

JLM/jlm
082092B

A member of the
JAMES HARDIE INDUSTRIES GROUP

Appendix 7. Windows and Doors

Quiet Line® Series**STC Ratings**

Clearly the best.

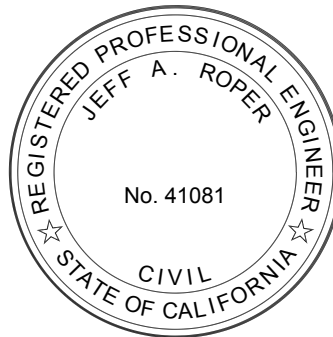
Rev: 1/5/17

Operating Style	Series Number	Test Number	Glass 1	Glass 2	Glass 3	STC	EWR	OITC
Horizontal Slider	7120	99-296	1/8	1/8	1/8	41	40	30
		99-295	1/8	1/8	3/16	44	44	33
		99-294	1/8	1/8	7/32 LAM	45	45	35
		99-291	7/32 LAM	1/8	3/16	46	47	37
		99-290	3/16	1/8	1/4	46	47	37
		99-289	3/16	1/8	3/16	46	46	36
		99-293	7/32 LAM	7/32 LAM	7/32 LAM	47	48	38
		99-292	7/32 LAM	1/8	7/32 LAM	47	47	38
Double Hung	7220	99-307	1/8	1/8	1/8	41	40	30
		99-308	1/8	1/8	3/16	44	44	33
		99-313	3/16	1/8	3/16	45	45	33
		99-311	7/32 LAM	1/8	3/16	45	46	34
		99-309	1/8	1/8	7/32 LAM	45	45	33
		99-314	3/16	1/8	1/4	46	47	34
		99-310	7/32 LAM	1/8	7/32 LAM	46	47	36
Picture Window	7320	99-297	1/8	1/8	1/8	40	39	30
		99-298	1/8	1/8	3/16	42	41	32
		99-318	1/8	1/8	3/16	44	44	35
		99-299	1/8	1/8	7/32 LAM	44	43	32
		99-320	3/16	1/8	1/4	45	45	37
		99-317	7/32 LAM	1/8	3/16	45	44	36
		99-316	7/32 LAM	1/8	7/32 LAM	47	46	37
		99-315	7/32 LAM	7/32 LAM	7/32 LAM	48	47	38
Awning	7420	01-287	1/8	1/8	1/8	40	40	31
		01-288	1/8	1/8	3/16	42	42	31
		01-289	1/8	1/8	7/32 LAM	42	42	31
		01-293	3/16	1/8	3/16	43	43	33
		01-294	3/16	1/8	1/4	43	44	34
Casement	7520	99-300	1/8	1/8	1/8	40	39	31
		99-301	1/8	1/8	3/16	43	43	34
		99-306	3/16	1/8	1/4	44	45	37
		99-305	3/16	1/8	3/16	44	44	35
		99-304	7/32 LAM	1/8	3/16	44	45	37
		99-302	1/8	1/8	7/32 LAM	44	44	36
		99-303	7/32 LAM	1/8	7/32 LAM	45	46	37

Preliminary Stormwater Control Plan
for
New Housing Development
4627 Scotts Valley Drive
Scotts Valley, CA
APN 022-082-34 & 35

Owner:
Larry Abitbol
5005 Ironwood Drive
Soquel, CA 95073

Prepared by:
Roper Engineering
64 Penny Lane, Suite A
Watsonville, CA 95076
(831) 724-5300



A handwritten signature in black ink that reads "Jeff Roper". The signature is fluid and cursive, with the first and last names clearly legible.

Job No. 15020
December 3, 2018
Revised January 3, 2018

I. Project Data:

Project Name:	New Housing Development for Larry Abitbol
Application Submittal Date:	
Address:	4627 Scotts Valley Drive, Scotts Valley
APN:	022-082-34 & 35
Project Phase:	N/A
Project Type & Description:	19 unit residential apartment complex consisting of two buildings, a 3 story and a 2 story.
Project Tier:	Tier 4

II. Setting:

II.A. Project Location & Description

Site is located at 4627 Scotts Valley Drive. Currently the property consists of 2 parcels. These parcels will be combined into one with this development. Planned land use is residential. The current zoning is CS-Commercial Service. The requested zoning is RVH-Residential Very High Density. Minimum setbacks provided are 20' front, 17.5' side and 46'± rear. Open space is provided throughout the project as shown on the site plan. The project will be built in one phase. 19 residential units are proposed. Required parking is 42 spaces. Provide parking is 40 spaces. Shared parking with Water District is 9 spaces. The neighborhood character is commercial and residential.

II.B. Existing Site Features & Conditions

The existing site consists of two parcels with a total combined size of 0.93 acres (40,480 sf). The majority of the parcel is rectangular fronting on Scotts Valley drive with a narrow strip in the rear with frontage on Civic Center Drive. The property slopes towards Scotts Valley Drive. The site currently consists of a parking lot that was developed for the Seagate Technology project across Scotts Valley Drive on Disc Drive. Since the full site has been previously developed, there are no natural areas. There are existing landscaped strips along the boundary lines and between the parking spaces. Site is drained by a storm drain system that connects to the City of Scotts Valley storm drains in Scotts Valley Drive.

II.C. Opportunities & Constraints for Stormwater Control

Due to the site being previously developed, there are no natural areas on the site. The project will be providing landscaping along the perimeter as well as around the buildings. Due to the steepness of the site, bioretention is not feasible along the side or rear property lines. Bioretention is possible along the site frontage at the low side of the project. Due to anticipated high ground water, the proposed bioretention areas will be underlain with 12" of permeable material with a 4" perforated pipe at the top.

III. Low Impact Development Design Strategies

III.A. Optimization of Site Layout

III.A.1. Limitation of development envelope

The entire site has been previously developed. The proposed development will also encompass the entire site. Landscaping will be provided along the boundaries of the project as well as around the proposed buildings.

III.A.2. Preservation of natural drainage features

No natural drainage features existing on the site due to the previous development. The site is drained by use of storm drain pipes.

III.A.3. Setback from creeks, wetlands & riparian areas

No creeks, wetlands or riparian areas exist on the site or in the vicinity.

III.A.4. Minimization of imperviousness

Imperviousness has been minimized with the use of permeable pavers for some of the parking spaces. Landscaping is also provided throughout the project.

III.A.5. Use of drainage as a design element

The bioretention facilities on each side of the entrance driveway off Scotts Valley Drive will be landscaped to provide design elements at the entrance.

III.B. Use of Permeable Pavements

Permeable pavers are proposed for the parking spaces that don't exceed 5% slope.

III.C. Dispersal of Runoff to Pervious Areas

Site drainage will be collected and dispersed in the bioretention facilities at the low side of the project along the Scotts Valley Drive frontage.

III.D. Stormwater Control Measures

Tier 2 – Water Quality Treatment Facility

Water quality treatment will be accomplished with the bioretention facilities along the Scotts Valley Drive frontage.

Tier 3 – Runoff Retention Facility

Runoff retention will be accomplished with the bioretention facilities along the Scotts Valley Drive frontage.

Tier 4 – Flow Control Facility

Flow control will be provided with the detention pipe along the Scotts Valley Drive.

IV. Documentation of the Drainage Design

IV.A. Descriptions of each Drainage Management Area

A Drainage Management Area Plan is included in Attachment B to accompany the descriptions herein.

IV.A.1. Table of Drainage Management Areas

DMA Name	Surface Type	Area (square feet)
DMA1	Roof	7543
DMA2	Concrete/Asphalt	21985
DMA3	Landscaping	4319
DMA4	Permeable Pavers	2295
SCM1	Bioretention Facility	1237

IV.A.2

DMA1, totaling 7543 square feet consists of the roof areas of the two buildings and drains to bioretention facility SCM1.

DMA2, totaling 21985 square feet consists of concrete and asphalt in the parking lot, walkways and patios, and drains to the bioretention facility SCM1.

DMA3, totaling 4319 square feet consists of the landscaping throughout the project and is self-treating.

DMA4, totaling 2295 square feet consists of the permeable paver parking spaces and is self-treating.

SCM1, totaling 1237 square feet consists of the bioretention facilities and treats the drainage from DMA 1 & DMA2.

IV.B. Tabulation and Sizing Calculations

IV.B.1 Information Summary for BMP Facility Design

Total Project Area	35379 square feet
Design Storm Depth	95 th Percentile 24-hour rainfall depth = 2.6"
Applicable Requirements	Tier 4

Design calculations are included in Attachment C. Design Calculations include Hydrologic Calculations, Stormwater BMP Facility Sizing, and Hydraulic Calculations.

IV.B.2. Self-Treating Areas

DMA Name	Surface Type	Area (square feet)
DMA3	Landscaping	4319
DMA4	Permeable Pavers	2295

IV.B.3. Self-Retaining Areas

None

IV.B.4. Areas Draining to Self-Retaining Areas

None

IV.B.5. Areas Draining to Bioretention Facilities

DMA Name	DMA Area (sq ft)	Post-Project Surface Type	DMA Runoff Factor	DMA Area x Runoff Factor	SCM Name		
					SCM1 Bioretention Facility		
DMA1	7543	Roof	1.0	7543	SCM Rough Sizing Factor	Minimum SCM Size	Proposed SCM Size
DMA 2	21985	Conc/AC	1.0	21985			
Total				29528	0.04	1181	1237

V. Design of BMP Facilities

Details for BMP facility construction is included on the preliminary civil plans.

VI. Source Control Measures

VI.A. Site activities and potential sources of pollutants

See Source Control Table below.

VI.B. Source Control Table

Potential source of runoff pollutants	Permanent source control BMPs	Operational source control BMPs
Onsite storm drain inlets	Mark all inlets with the words "No Dumping! Flows to Bay"	Maintain and replace inlet markings.
Refuse areas	Post sign "Do not dump hazardous materials here"	Provide adequate number of receptacles. Inspect regularly.
Patios, sidewalks & parking lots		Sweep patios, sidewalks & parking lots

VII. Stormwater Facility Maintenance

VII.A. Ownership and Responsibility for Maintenance in Perpetuity

Owners shall commit to execute any necessary agreements and accept responsibility for operation and maintenance of facilities until that responsibility is formally transferred.

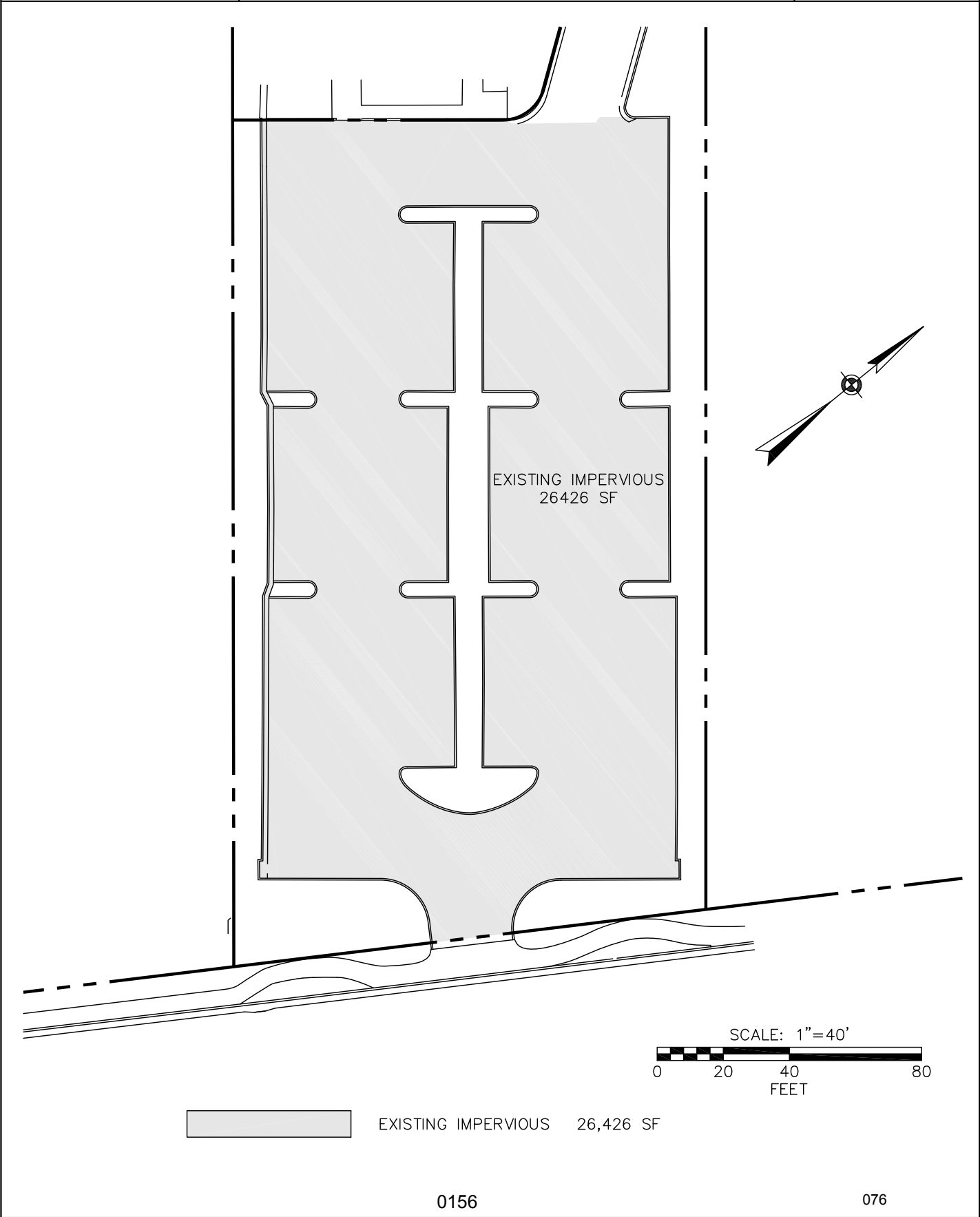
VII.B. Summary of Maintenance Requirements for Each Stormwater Facility

Recommended BMP Maintenance		
BMP	Action	Frequency
Catch Basins & Outlet Structures	Inspect Inlets, outlets, grates & covers	Prior to rainy season, monthly during rainy season & after heavy rains
	Repair of above	As needed
	Sediment removal	As needed
Permeable Pavers	Inspect at surface	Prior to rainy season, monthly during rainy season & after heavy rains
	Sediment removal & rock replenishment	As needed
Curb Drains & Downspout Drains	Inspection	Prior to rainy season, monthly during rainy season & after heavy rains
	Flushing, sediment removal	As needed
Bioretention Facilities	Inspection	Prior to rainy season, monthly during rainy season & after heavy rains
	Maintenance	As needed
Entire Storm Drain System	Perform inspection	Prior to rainy season
	Maintenance	As needed

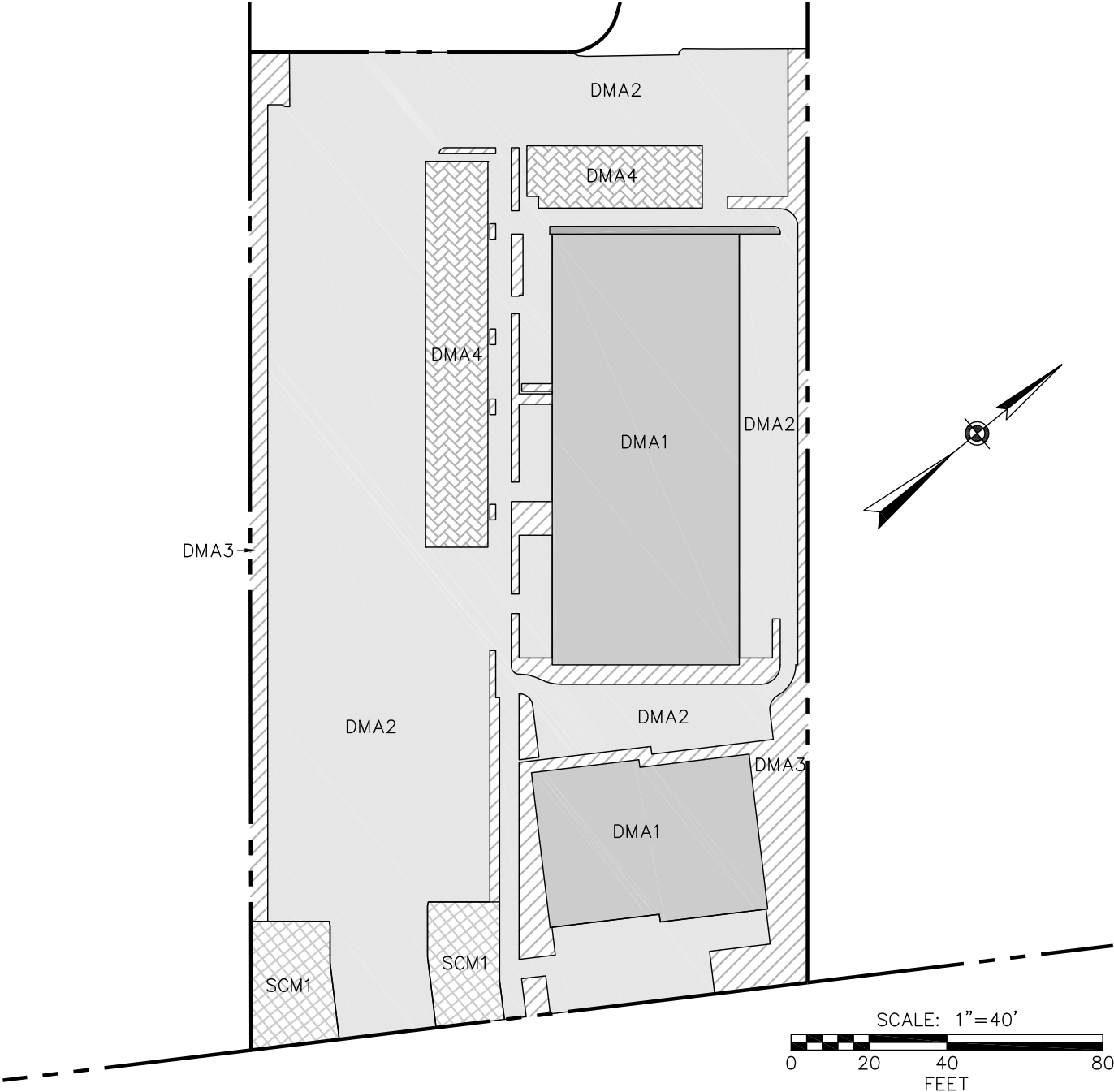
VIII. Certifications

The preliminary design of stormwater treatment facilities and other stormwater pollution control measures in this plan are in accordance with the current edition of city of Scotts Valley Stormwater Technical Guide.

CLIENT: ABITBOL	 ROPER ENGINEERING CIVIL ENGINEERING & LAND SURVEYING 64 PENNY LANE, SUITE A WATSONVILLE, CA 95076 (831) 724-5300	JOB NO.: 15020
LOCATION: 4627 SCOTTS VALLEY DR		DATE: JAN. 3, 2018
EXISTING IMPERVIOUS AREAS		SHEET: 1 OF 2



CLIENT: ABITBOL	 ROPER ENGINEERING CIVIL ENGINEERING & LAND SURVEYING 64 PENNY LANE, SUITE A WATSONVILLE, CA 95076 (831) 724-5300	JOB NO.: 15020
LOCATION: 4627 SCOTTS VALLEY DR		DATE: JAN. 3, 2018
PROPOSED IMPERVIOUS AREAS		SHEET: 2 OF 2



DRAINAGE MANAGEMENT AREAS

	DMA1 – ROOFS	7,543 SF
	DMA2 – CONC & ASPHALT	21,985 SF
	DMA3 – LANDSCAPING	4,319 SF
	DMA4 – PERMEABLE PAVERS	2,295 SF
	SCM1 – BIORETENTION FACILITIES	1,237 SF

TOTAL DRAINAGE AREA 35,379 SF

Central Coast Region Stormwater Control Measure Sizing Calculator

Version: 2/26/2014

1. Project Information

Project name:	Housing Development for Larry Abitbol
Project location:	4627 Scotts Valley Drive, Scotts Valley
Tier 2/Tier 3:	Tier 3 - Retention
Design rainfall depth (in):	2.6
Total project area (ft2):	35379
Total new impervious area (ft2):	3102
Total replaced impervious in a USA (ft2):	0
Total replaced impervious not in a USA (ft2):	26426
Total pervious/landscape area (ft2):	6614

2. DMA Characterization

Name	DMA Type	Area (ft2)	Surface Type	New, Replaced?	Connection
DMA1a	Drains to SCM	4441	Roof	Replaced	SCM1
DMA1b	Drains to SCM	3102	Roof	New	SCM1
DMA2	Drains to SCM	21985	Concrete or asphalt	Replaced	SCM1
DMA3	Self-Treating	4319			
DMA4	Self-Treating	2295			

DMA Summary Area

Total project impervious area (ft2):	29528
New impervious area (ft2):	3102
Replaced impervious within a USA (ft2):	0
Replaced impervious not in a USA (ft2):	26426
Total pervious/landscape area (ft2):	0

3. SCM Characterization

Name	SCM Type	Safety Factor	SCM Soil Type	Infiltr. Rate (in / hr)	Area (ft2)
SCM1	Bioretention	1	Site-Specific	4.17	1237

4. Run SBUH Model

5. SCM Minimum Sizing Requirements

SCM Name	Min. Required Storage Vol. (ft3)	Depth Below Underdrain (ft)	Drain Time (hours)
SCM1	597	1.21	0.0

6. Self-Retaining Area Sizing Checks

Self-Retaining DMA Name	Self-Retaining DMA Area (ft2)	Tributary DMA Name	Tributary DMA Area (ft2)	Tributary / SRA Area Ratio

RUNOFF DETENTION BY THE MODIFIED RATIONAL METHOD**Data Entry:** PRESS TAB & ENTER DESIGN VALUES

SS Ver: 1.0

Site Location P60 Isopleth: 1.80 Fig. SWM-2 in County Design Criteria
 Rational Coefficients Cpre: 0.74 See note # 2
 Cpost: 0.81 See note # 2
 Impervious Area: 35379 ft² See note # 2 and # 4

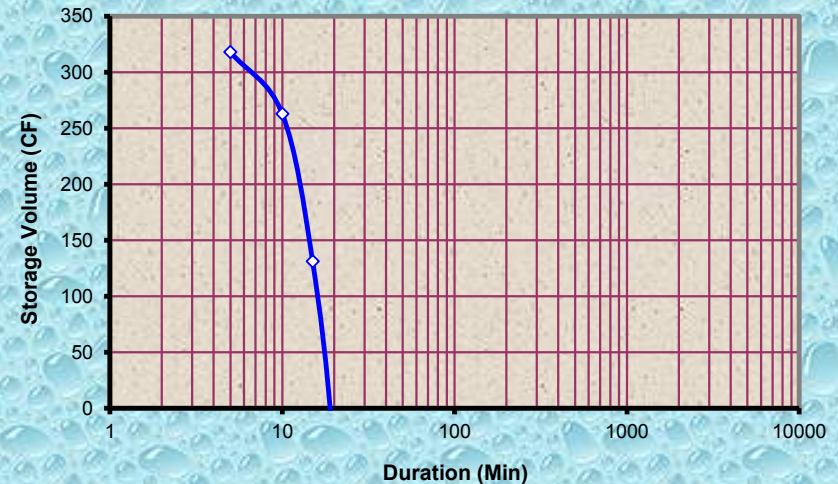
STRUCTURE DIMENSIONS FOR DETENTION318 ft³ storage volume calculated100 % void space assumed318 ft³ excavated volume needed

Structure Ratios	Length	Width*	Depth*	*For pipe, use the square root of the sectional area
	<u>128.00</u>	<u>1.77</u>	<u>1.77</u>	
Dimen. (ft)	118.47	1.64	1.64	

10 - YEAR DESIGN STORM**DETENTION @ 15 MIN.**

Storm Duration (min)	10 - Year Intensity (in/hr)	10 - Yr. Release Qpre (cfs)	10 - Year Qpost (cfs)	Detention Rate To Storage (cfs)	Specified Storage Volume (cf)
1440	0.34	0.204	0.223	-1.009	-109012
1200	0.36	0.219	0.240	-0.993	-89347
960	0.39	0.239	0.262	-0.971	-69890
720	0.44	0.268	0.293	-0.939	-50720
480	0.52	0.314	0.344	-0.888	-31984
360	0.58	0.352	0.385	-0.847	-22872
240	0.68	0.413	0.452	-0.780	-14046
180	0.76	0.463	0.506	-0.726	-9801
120	0.90	0.543	0.594	-0.638	-5744
90	1.00	0.608	0.666	-0.567	-3826
60	1.18	0.714	0.781	-0.451	-2032
45	1.32	0.799	0.875	-0.358	-1207
30	1.55	0.938	1.026	-0.206	-463
20	1.82	1.100	1.204	-0.028	-42
15	2.03	<u>1.232</u>	1.349	0.117	131
10	2.39	1.446	1.583	0.350	263
5	3.14	1.901	<u>2.080</u>	0.848	<u>3180159</u>

**10-Yr Post-Development Detention Storage Volume
 @ 10-Yr Pre-Development Release Rate**

**Notes & Limitations on Use:**

- 1) The modified rational method, and therefore the standard calculations are applicable in watersheds up to 20 acres in size.
- 2) Required detention volume determinations shall be based on all net new impervious area both on and off-site, resulting from the proposed project. Pervious areas shall not be included in detention volume sizing; an exception may be made for incidental pervious areas less than 10% of the total area.
- 3) Gravel packed detention chambers shall specify on the plans, aggregate that is washed, angular, and uniformly graded (of single size), assuring void space not less than 35%.
- 4) A map showing boundaries of both regulated impervious areas and actual drainage areas routed to the hydraulic control structure of the detention facility is to be provided, clearly distinguishing between the two areas, and noting the square footage.
- 5) The EPA defines a class V injection well as any bored, drilled, or driven shaft, or dug hole that is deeper than its widest surface dimension, or an improved sinkhole, or a subsurface fluid distribution system. Such storm water drainage wells are "authorized by rule". For more information on these rules, contact the EPA. A web site link is provided from the County DPW Stormwater Management web page.
- 6) Refer to the County of Santa Cruz Design Criteria, for complete method criteria.

COMMERCIAL AND HOUSING PROJECT

- 4627 Scotts Valley Drive -
City of Scotts Valley

“TRAFFIC IMPACT ANALYSIS”

Prepared for:

SV HOUSING LLC
5005 Ironwood Drive
Soquel, CA 95073



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January 4, 2017

EXECUTIVE SUMMARY

The Traffic Impact Analysis (TIA) presents an evaluation of the potential traffic impacts associated with the proposed Commercial and Housing project in the City of Scotts Valley. The project site is located on the west side of Scotts Valley Drive, north of Civic Center Drive (4627 Scotts Valley Drive). The project site is occupied with a surface parking lot (92 stalls). The parking lot has been used for over 20 years under an existing entitlement. The project will remove the existing surface parking lot and construct two (2) new buildings, which will accommodate various commercial retail (2,128 SF) and office (1,064 SF) uses, and 18 residential apartments. On-site parking will be provided for 49 vehicles. Access for the proposed uses will continue to be provided via one (1) driveway on Scotts Valley Road and one (1) driveway on Civic Center Drive. The project will generate approximately 226 daily trips (two-way trip ends); with 11 trips during the AM peak hour (4 inbound & 7 outbound) and 19 trips during the PM peak hour (10 inbound & 9 outbound).

A parking survey was conducted on the project site prior to the collection of new PM peak period count data (around 3:45 PM), which indicated that 32 vehicles were parked in the existing surface lot (approximately 35% occupancy). Traffic count data was also collected at the existing driveway on Scotts Valley Drive. Based on the parking survey and count data, it was concluded that the proposed project uses will generate fewer PM peak hour trips than the existing parking lot use especially if the occupancy is greater than 35-40%.

The TIA scope was developed in consultation with City staff, and includes a focused analysis of the potential project impacts to PM peak hour operations at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection. Information in various reference documents was reviewed and referenced while conducting the traffic impact analysis (e.g. Town Center EIR, Gateway South Transportation Impact Analysis, Scotts Valley Townhomes Traffic Impact Study, and Dunslee Way and Scotts Valley Drive Development Traffic Impact Analysis).

The evaluation of existing operations was conducted using new turning movement traffic count data collected during the afternoon peak commuter period (4:00-6:00 PM). The new PM peak hour traffic count data was compared to data published in the various reference documents. The comparison demonstrated that existing PM peak hour traffic volumes along Scotts Valley Drive are slightly lower than the 2008-09 data, but have remained relatively stable over the past 12-18 months. The evaluation of existing conditions indicated that average vehicle delays at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection are within acceptable limits during the PM peak hour, as defined by the City of Scotts Valley (LOS C or better). The analysis of existing conditions is consistent with the data presented in the Town Center EIR.

The evaluation of existing plus project conditions indicated that average delays at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection will remain within acceptable limits during the PM peak hour with the addition of the project traffic. Therefore, based on the City's level of significance criterion it was concluded that the project will not significantly impact local traffic

operations. It was noted that the analysis of buildout conditions presented in the Town Center EIR concluded that long-range LOS at the Scotts Valley Drive and Civic Center Drive intersection will remain within acceptable limits. Therefore, the project traffic will not significantly impact long-range operations at the study intersection. The City of Scotts Valley has various Development Impact Fees (DIF). It is the project applicant's responsibility to negotiate and pay all applicable development fees as required by the City. Since the proposed project uses are anticipated to generate fewer PM peak hour trips than the existing parking lot use, the project applicant would like the City to consider waiving the DIF for Streets & Thoroughfares.

TABLE OF CONTENTS

Report Section	Page
1.0 INTRODUCTION	1
2.0 EXISTING CONDITIONS	3
3.0 PROJECT CONDITIONS	6
4.0 CONCLUSION	17

LIST OF TABLES

Table 1 - Existing PM Peak Hour Intersection LOS Analysis	4
Table 2 - Proposed Project Uses	6
Table 3 - Applicable ITE Trip Generation Rates	9
Table 4 - Project Trip Generation Estimates	9
Table 5 - Project Trip Distribution Percentages	10
Table 6 - Existing Plus Project PM Peak Hour Intersection LOS Analysis	15
Table 7 - Project's Fair Share Contribution	16

LIST OF FIGURES

Figure 1 - Project Location Map	2
Figure 2 - Existing Traffic Volumes	5
Figure 3A - Project Site (Exist. Parking Lot)	7
Figure 3B - Proposed Project Site Plan	8
Figure 4A - Project Traffic Volumes	11
Figure 4B - Project Traffic Volumes	12
Figure 5 - Existing Plus Project Traffic Volumes	14

APPENDIX MATERIAL

- 2016 Traffic Count Data (Scotts Valley Drive / Civic Center Drive - Disc Drive)
- 2016 Traffic Count Data (Scotts Valley Drive / Project Site Driveway)
- Level of Service (LOS) LOS Value Descriptions
- Intersection LOS-to-Vehicle Delay Criterion
- HCM Level of Service (LOS) Worksheets

1.0 INTRODUCTION

The Traffic Impact Analysis (TIA) presents an evaluation of the potential traffic impacts associated with the proposed Commercial and Housing project in the City of Scotts Valley. The project site is located on the west side of Scotts Valley Drive, north of Civic Center Drive (4627 Scotts Valley Drive). The project site is currently occupied with a surface parking lot. The project will remove the existing parking lot, and construct two (2) new buildings to accommodate various commercial retail and office, and residential uses. Access for the proposed uses will continue to be provided via one (1) driveway on Scotts Valley Road and one (1) driveway on Civic Center Drive. The general location of the project site is illustrated on Figure 1.

TIA Scope and Reference Documents

The TIA has been prepared in response to a request from the City's Community Development Director. The TIA scope was developed in consultation with City staff, and includes an estimate of the project trip generation and an evaluation of the potential impacts to the local street network. The potential sphere of impact is defined using the estimated trip generation and acknowledge of existing/future operations at other local intersections. Based on the estimated trip generation, City staff agreed that a focused analysis of the potential impacts to PM peak hour operations at the Scotts Valley Drive / Civic Center Drive - Disc Drive intersection would be appropriate.

Information in the following documents has been reviewed to fully understand the traffic analysis requirements and was referenced while conducting the analysis:

- Town Center Specific Plan EIR, Sec. 4.11 Transportation and Circulation; Oct. 2008
- City of Scotts Valley "Guidelines for Preparing Traffic Impact Studies"; Updated Feb. 2009
- Gateway South: Scotts Valley Target, Final Transportation Impact Analysis; Sept. 2009
- Mt. Hermon Road Traffic Mitigations and Fair Share Contribution Policy; March 2010
- City of Scotts Valley Bicycle Transportation Plan; March 2012
- Scotts Valley Townhomes (Terrace), Traffic Impact Study; March 2015
- Development at Dunslee Way and Scotts Valley Drive, Traffic Impact Analysis; April 2015
- Enterprise Way Project EIR (Transportation & Circulation); Dec. 2015
- Draft Highway 17 Access Management Plan (Caltrans); Oct. 2016



LEGEND

 = Project Site



2.0 EXISTING CONDITIONS

The regional and local street networks serving the project site include State Route 17 (SR 17), Mt. Hermon Road, Scotts Valley Drive and Civic Center Drive. The following is a brief description of the local network and an evaluation of existing traffic operations.

Network Description

SR 17 provides access between the Monterey Bay area and freeway network serving the San Francisco Bay. SR 17 extends north from SR 1 in the City of Santa Cruz to SR 9, SR 85, and Interstate 280 (I-280). SR 17 has two (2) travel lanes in each direction, with local grade separated interchanges at Granite Creek Road and Mt. Hermon Road. SR 17 has a posted 65 miles per hour (mph) speed limit through the City of Scotts Valley. As listed in the reference documents, Caltrans has published a Draft Highway 17 Access Management Plan for the conventional highway corridor between Granite Creek Road and Summit Road. The Highway 17 Access Management Plan is a long-range planning document that recommends access management strategies to address access, mobility, and safety needs through the study corridor.

Mt. Hermon Road is a primary east-west arterial through the City of Scotts Valley, extending between SR 17 and Graham Hill Road. Mt. Hermon Road between the SR 17 interchange and Skypark Drive - Lockwood Lane has two (2) travel lanes in each direction with a posted 35 mph speed limit. Mt. Hermon Road is signalized at local intersections, including La Madrona Drive - SR 17 southbound off-ramp, Glen Canyon Road, Scotts Valley Drive, Spring Lakes Drive, Kings Village Road, etc.

Scotts Valley Drive is a primary north-south arterial in the City, extending between Mt. Hermon Road (opposite Whispering Pines Drive) and Vine Hill School Road. A majority of Scotts Valley Drive has two (2) travel lanes in each direction, with a posted speed limit of 35 mph near Civic Center Drive. Scotts Valley Drive south of Civic Center Drive has a raised median, while north of Civic Center Drive there is a two-way left turn lane. Scotts Valley Drive is signalized at local intersections, including Mt. Hermon Road, Bean Creek Road, Erba Lane, Civic Center Drive - Disc Drive, Carbonero Way, El Pueblo Road, Victor Square, Granite Creek Road, etc. Scotts Valley Drive has Class II bike lanes as designated in the City's Bicycle Transportation Plan.

Civic Center Drive is a local collect street that extends west of Scotts Valley Drive (opposite Disc Drive). Civic Center Drive has a single lane in each direction, and serves local commercial office and residential uses. The City of Scotts Valley Administrative offices are located at 1 Civic Center Drive. Civic Center Drive is signalized at Scotts Valley Drive.

Transit Service - The Santa Cruz Metropolitan Transit District (SCMTD) operates various transit routes throughout the City of Scotts Valley. Routes 17, 30 and 35 provide local transit service along Scotts Valley Road, with stops adjacent to the Civic Center Drive - Disc Drive intersection.

Traffic Volumes

New turning movement traffic count data was collected during the afternoon peak commuter period (4:00-6:00 PM) to document existing conditions at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection. The existing PM peak hour traffic volumes (highest hour between 4:00 and 6:00 PM) at the study intersection are illustrated on Figure 2. A copy of the PM peak period traffic count data is included with the Appendix Material.

The PM peak hour traffic count data collected for this TIA was compared to data published in the various reference documents (e.g. Town Center EIR, Gateway South Transportation Impact Analysis, Scotts Valley Townhomes Traffic Impact Study, and Dunslee Way and Scotts Valley Drive Development Traffic Impact Analysis). The comparison demonstrates that existing PM peak hour traffic volumes along Scotts Valley Drive are slightly lower than the 2008-09 data, but have remained relatively stable over the past 12-18 months.

Level of Service Analysis

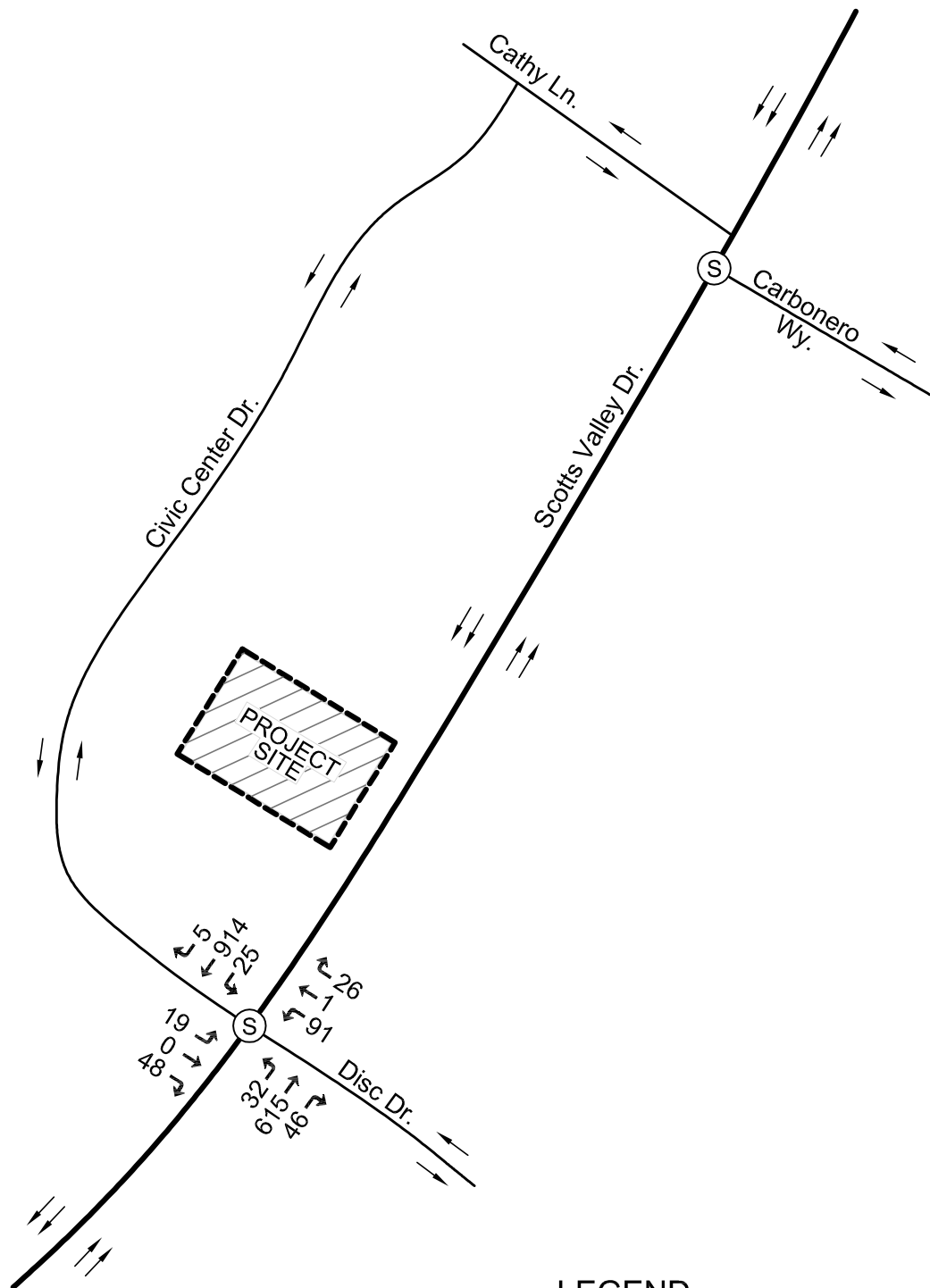
Various “level of service” (LOS) methodologies are used to evaluate traffic operations. Operating conditions range from LOS “A” (free-flowing) to LOS “F” (forced-flow). The City’s General Plan has established the LOS C standard as the lower limit for acceptable intersection operations, except at the Scotts Valley Drive intersections with Mt. Hermon Road and Granite Creek Road where LOS D is considered acceptable. A description of the LOS values is included with the Appendix Material.

Per the City’s “Guidelines for Preparing Traffic Impact Studies,” the PM peak hour operations at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection have been evaluated using the methodologies in the 2010 Highway Capacity Manual (HCM). The 2010 HCM methodologies analyze operations based on vehicle “control” delay (e.g. delay seconds per vehicle). Vehicle delays at a signalized intersection are reported for the overall peak hour operations as an “average.” The Synchro 8 software was used for the 2010 HCM analysis. The results of the existing PM peak hour intersection LOS analysis are presented in Table 1. The LOS vehicle delay criterion and LOS worksheets are included with the Appendix Material.

Table 1 - Existing PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Average Delay - LOS
Scotts Valley Dr. / Civic Ct. Dr. - Disc Dr.	Signal	10.3 - B

The data in Table 1 indicates that average delays at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection are within acceptable limits during the PM peak hour (LOS C or better). This analysis is consistent with the data presented in the Town Center EIR (LOS B). The Town Center EIR analysis documented vehicle delays in the LOS A range during the AM peak hour.



LEGEND

- ← 00 = PM Peak Hour Volume
- Ⓢ = Traffic Signal Control
- = Travel Lane



3.0 PROJECT CONDITIONS

The following is a description of the existing site use, proposed project uses, an estimate of the trip generation quantities, an assignment of the project trips to the local street system, and an evaluation of the potential project impacts on existing operations.

Description

As previously stated, the project site is occupied with a surface lot that has 92 parking stalls. The parking lot has been used for over 20 years under an existing entitlement by the property owner (project applicant). The Scotts Valley Water District currently has parking rights for 9 of the existing parking stalls. A layout of the existing parking lot is provided on Figure 3A. A parking survey was conducted around 3:45 PM, which indicated that 32 vehicles were parked in the existing lot. During the 2-hour PM peak period (4:00-6:00 PM), 21 of the vehicles were counted exiting the existing driveway on Scotts Valley Road (17 going south and 4 going north). The remaining 11 vehicles exited the existing Civic Center Drive driveway and proceeded to the signal at the Scotts Valley Drive intersection. A copy of the Scotts Valley Drive driveway count data is included with the Appendix Material.

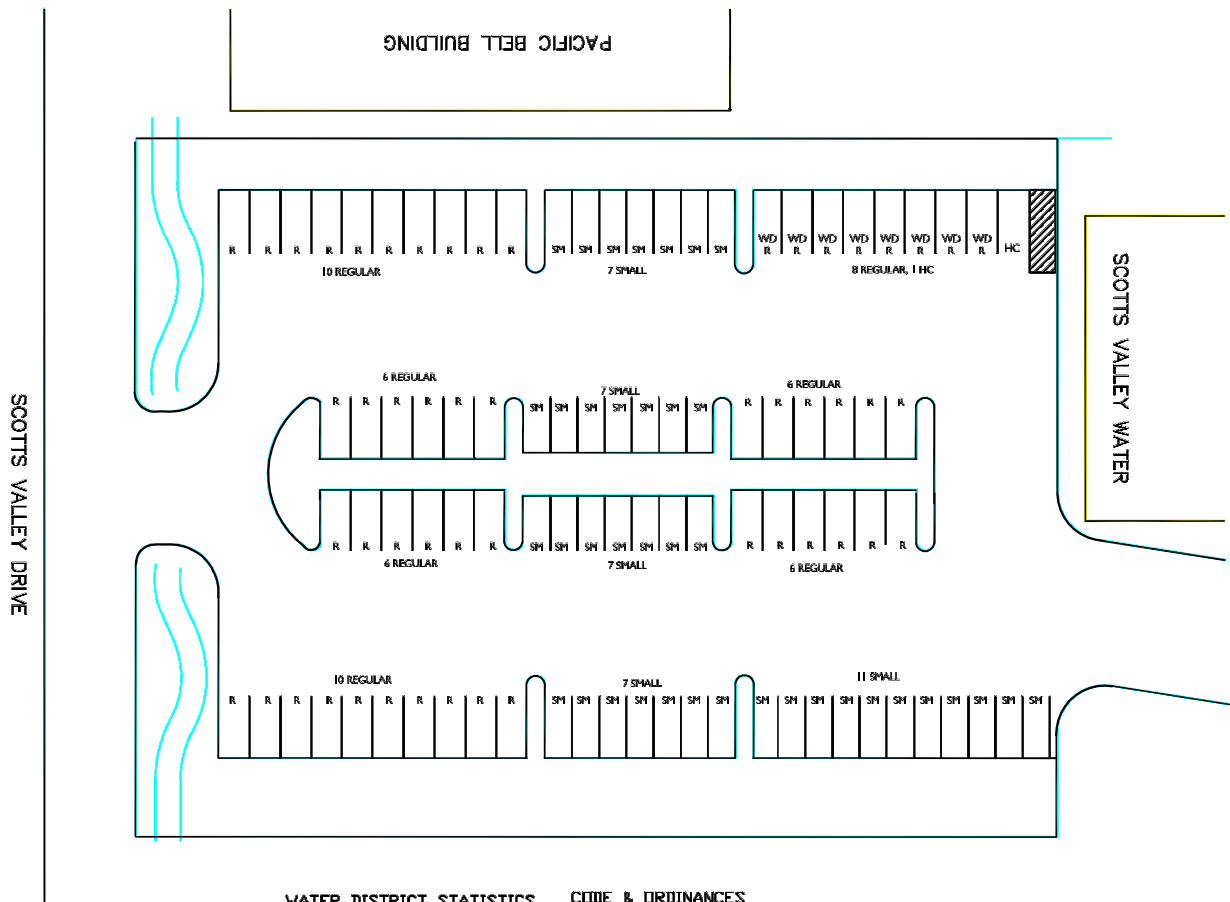
The project will remove the existing surface parking lot and construct two (2) new buildings. Building A will accommodate commercial retail and office uses, and residential apartments. Building B will also accommodate residential apartments. On-site parking will be provided for 49 vehicles. Access to the site will continue to be provided via one (1) driveway on Scotts Valley Road and one (1) driveway on Civic Center Drive. The Scotts Valley Drive driveway will be relocated south closer to the southerly property line. A summary of the proposed project uses is presented in Table 2 and a copy of the Project Site Plan is provided on Figure 3B.

Table 2 - Proposed Project Uses

Land Uses	
<u>Building A:</u>	
Commercial Retail (1 st Floor)	2,128 SF
Commercial Office (2 nd Floor)	1,064 SF
Residential Apartments (2 nd & 3 rd Floors)	3 Units
<u>Building B:</u>	
Residential Apartments	15 Units

Project Trip Generation Estimates

The project trip generation estimates have been derived using data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The applicable ITE trip generation rates are presented in Table 3.



LEGEND
 SH = SMALL STALL
 R = REGULAR STALL
 WD = WATER DISTRICT PARKING
 HC = HANDICAP
 SMALL STALLS ARE 7'-6" WIDE
 REGULAR STALLS ARE 8'-6" WIDE

WATER DISTRICT STATISTICS

MAIN PARKING LOT
 53 SEAGATE
 30 SUBLET TO PAC
 8 WATER DISTRICT
 1 HC
 92 TOTAL

UPPER CUSTOMER PARKING LOT (NOT SHOWN)
 5 WATER DISTRICT
 1 HC
 6 TOTAL

GRAND TOTAL
 99 STALLS
 2 HANDICAP
 101 TOTAL

GROSS SQUARE FOOTAGE
 UNKNOWN

CODE & ORDINANCES

PARKING SPACES REQUIRED
 SCOTTS VALLEY TITLE 17 ZONING
 CHAPTER 17.44.030
 BUSINESS FACILITY REQUIRES TWO SPACES FOR EACH FIVE HUNDRED SQUARE FEET OF GROSS FLOOR AREA.

ACCESSIBLE PARKING REQUIRED
 CALIFORNIA BUILDING CODE
 CHAPTER 11B, SECTION 1129B
 TABLE 11B-6 SPACES REQUIRED
 101-150 TOTAL NUMBER OF PARKING SPACES IN LOT
 REQUIRES A MINIMUM OF 5 ACCESSIBLE PARKING SPACES.

STANDARDS OF COMMERCIAL OFF-STREET PARKING FACILITIES
 17.44.030 (AS OF 1/31/12)
 FULL SIZED PARKING SPACES SHALL BE NO LESS THAN 20' LONG AND 9' WIDE.
 COMPACT PARKING SPACES SHALL BE NO LESS THAN 16' LONG AND 9' WIDE.

NOTE THAT THE CITY ORDINANCE ADDRESSES TOTAL REQUIRED PARKING SPACES BASED ON TOTAL GROSS BUILDING SQUARE FOOTAGE. ON THIS INSTANCE THE WATER DISTRICT BLDG., AND DEFERS THE ACCESSIBLE PARKING REQUIREMENTS TO STATE LAW (CBC). THE CBC ADDRESSES HANDICAP REQUIREMENTS THAT ARE BASED ON TOTAL NUMBER OF PARKING STALLS (WHICH IS DETERMINED BY CITY ORDINANCE), AND IS INTENDED TO PROVIDE EASE OF ACCESS FROM THE PARKING LOT AND INTO THE ASSOCIATED BUILDING.

IN THE CASE OF SHARED PARKING, IT COULD BE SHOWN THAT OWNER/OCCUPANT OF THE ASSOCIATED BUILDING (WATER DISTRICT) WOULD BARE THE RESPONSIBILITY FOR MAINTAINING THE REQUIRED NUMBER OF ACCESSIBLE PARKING STALLS. IT IS, HOWEVER, UNKNOWN IF THE REQUIREMENT SHOULD BE BASED ON TOTAL NUMBER OF STALLS (SEAGATE plus W.D.) OR JUST THE ALLOTTED SHARE (W.D. only).

Updated on 1/31/12 by KB





Table 3 - Applicable ITE Trip Generation Rates

ITE Code - Land Use	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
#220 - Apartment Unit (a)	0.10	0.41	0.40	0.22	6.65
#710 - General Office (b)	1.37	0.19	0.25	1.24	11.03
#826 - Specialty Retail (b)	0.00	0.00	1.19	1.52	44.32

(a) Number of vehicle trips per residential dwelling unit

(b) Number of vehicle trips per 1,000 SF

Information in the ITE Trip Generation Handbook demonstrates that a significant portion of retail related trips are pass-by and/or diverted-link trips coming from traffic already on the adjacent street system. In addition, mixed-use developments typically have some interaction between the uses, which are considered internal “captured” trips. These trips are internal to the project development, and do not exit or re-enter the site. The City’s “Guidelines for Preparing Traffic Impact Studies” allow a 15% reduction to account for retail related pass-by trips and a 5% reduction to account for internal captured trips. The project the trip generation estimates have been derived using the trip generation rates in Table 3. A 5% reduction has been applied to the total trip generation to account for internal captured trips and a 15% pass-by reduction has been applied to the retail related trips. The project trip generation estimates are presented in Table 4.

Table 4 - Project Trip Generation Estimates

Proposed Project Use	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
Commercial Retail - 2,128 SF	0	0	3	3	94
Commercial Office - 1,064 SF	2	0	0	2	12
Residential Apartments - 18 Units	2	7	7	4	120
Total Project Trips:	4	7	10	9	226
Internal Captured Trips (5%):	0	0	-1	0	-12
Retail Pass-By Trips (15%):	0	0	0	0	-14
Project New Primary Trips:	4	7	9	9	200

The data in Table 4 indicates that the project will generate a total of approximately 226 daily trips (two-way trip ends); with 11 trips during the AM peak hour (4 inbound & 7 outbound) and 19 trips during the PM peak hour (10 inbound & 9 outbound). Due to the relatively small size of the retail and offices uses, the internal and pass-by trips will only account for a small portion of the project trips generated during the PM peak hour. The project trip generation estimates demonstrate that the proposed uses will result in approximately 200 new “primary” (single purpose) trips.

As previously indicated under the project description (Page 6), 32 of the 92 stalls in the existing parking lot on the project site were occupied prior to the traffic count (around 3:45 PM). The property owner (project applicant) has indicated that the 35% occupancy (32/92) appears relatively low based on historic use. A review of the Scotts Valley Drive driveway count data indicates that during the highest hour between 4:00 and 6:00 PM (4:30-5:30 PM), a total of 13 vehicles were counted using the driveway (2 inbound and 11 outbound). This represents about 62% of the total driveway trips during the 2-hour period data was collected. In addition, it is anticipated that about 6-7 trips also exiting the Civic Center Drive driveway during the same peak hour period (4:30-5:30 PM). Therefore, it is highly likely that the proposed project uses will generate fewer PM peak hour trips than the existing parking lot especially if the occupancy is greater than 35-40%.

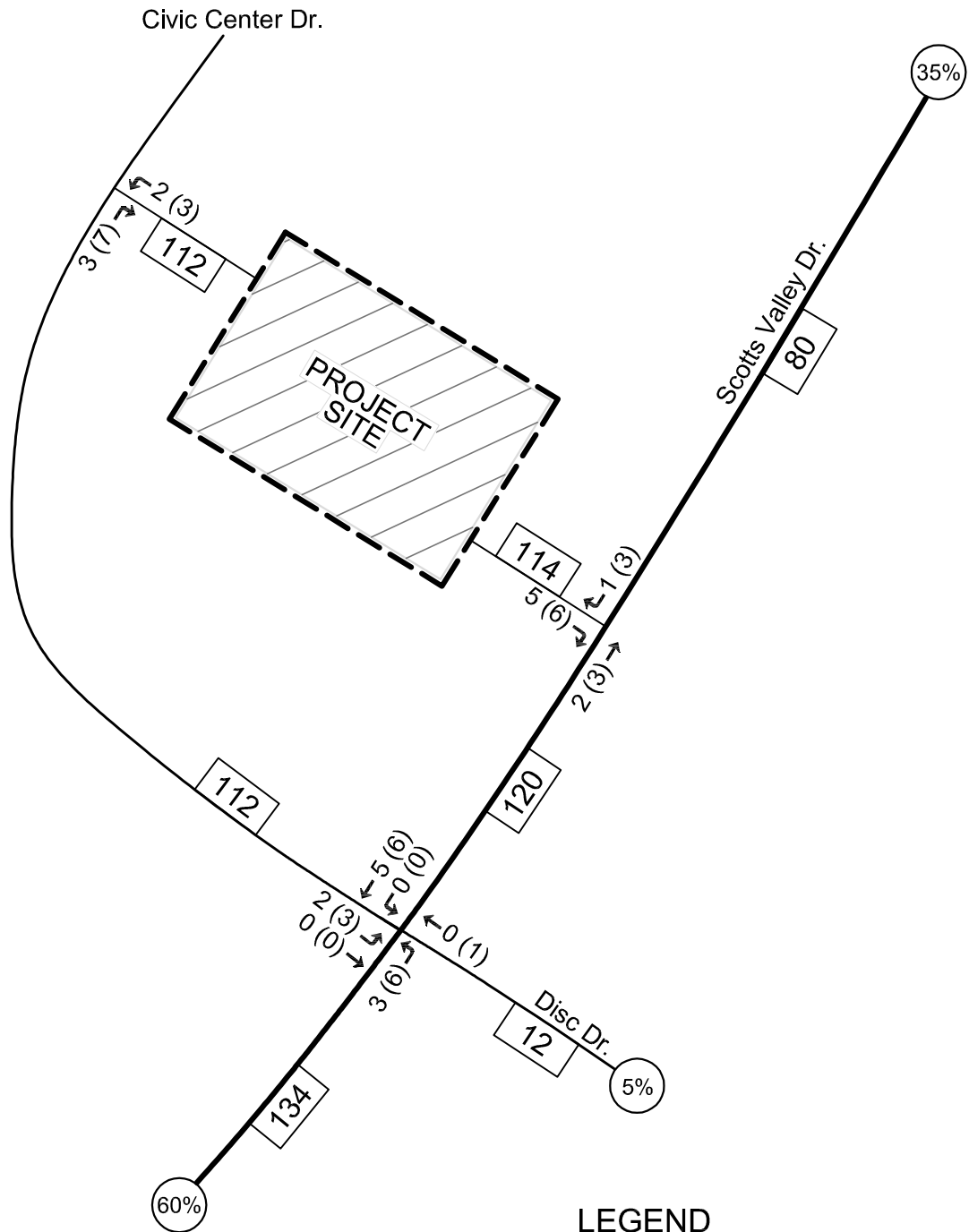
Project Traffic Volumes

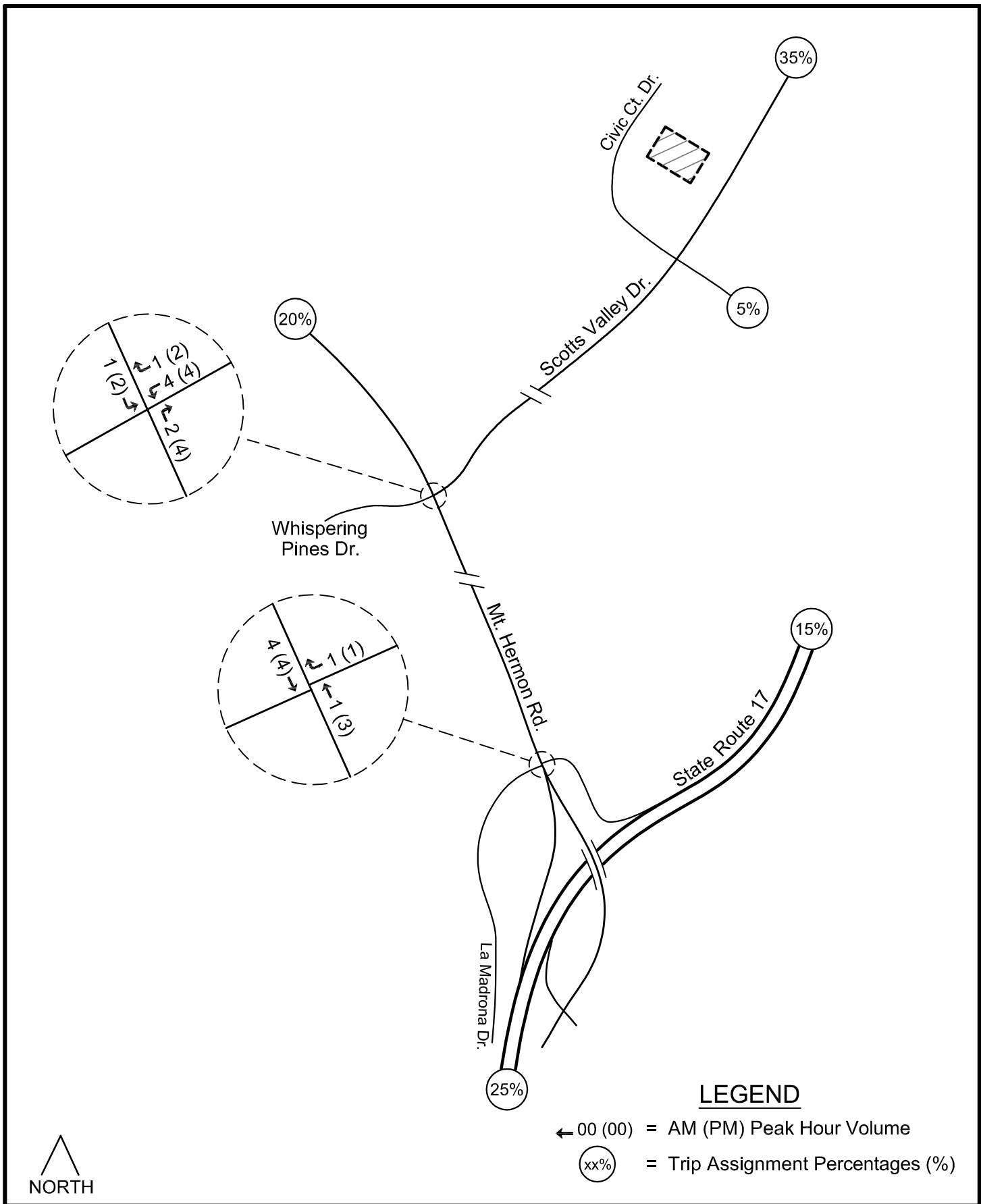
The project total trip generation estimates in Table 4 were assigned to the local street system based on the project location, a review of local peak hour travel patterns and data presented in the various reference documents. Currently, the existing project site driveway on Scotts Valley Drive has posted signs which indicate “no left turns”. Therefore, all project trips exiting the site with a destination to the north on Scotts Valley Drive were assigned to the Civic Center Drive driveway. In a similar situation, since the Scotts Valley Drive driveway will be moved closer to the southerly property line (and the Civic Center Drive signalized intersection) all northbound ingress project trips were assigned to turn left at the Civic Center Drive - Disc Drive signalized intersection. Driveway access on Scotts Valley Road should be restricted to right turns only (in and out).

As directed by City staff, the assignment of project trips to the local street system also includes the number of trips that could go through the Scotts Valley Drive / Mt. Hermon Road and Mt. Hermon Road / La Madrona Drive - SR 17 southbound off ramp intersections. These intersections are included in the assignment of trips to address the City’s Mt. Hermon Road Traffic Mitigation / Fair Share Contribution policy. Typically, the assignment of housing and employment base trips would be more regional in nature while the commercial retail trips would be more local. However, due to the relatively low trip generation it was deemed reasonable to assign all project trips using the same distribution percentages. The overall trip assignment percentages are provided in Table 5. The distribution percentages and project traffic volumes are shown on Figures 4A and 4B.

Table 5 - Project Trip Distribution Percentages

Project Component	Route and Distribution Percentage					
	Scotts Valley Drive	Disc Drive	Mt. Hermon Road	SR 17		Total
	North	East	West	North	South	
Retail, Office & Residential	35%	5%	20%	15%	25%	100%





It is noted that the project applicant has stated that one of the primary purposes of the project is to provide much needed affordable housing for employees at the Bay Photo Manufacturing facility located at 920 Disc Drive (owned by the applicant). Therefore, the actual percentage of residential trips with a destination to Disc Drive could be higher than listed in Table 5 (only 5%). In addition, it is anticipated that the opportunity to walk or bike to work will reduce the total trip generation associated with the residential component.

Existing Plus Project Traffic Volumes

The existing plus project PM peak hour traffic volumes at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection have been derived by summing the existing traffic volumes on Figure 2 and the project traffic volumes on Figure 4A. The existing plus project PM peak hour traffic volumes are provided on Figure 5.

Level of Significance Criterion

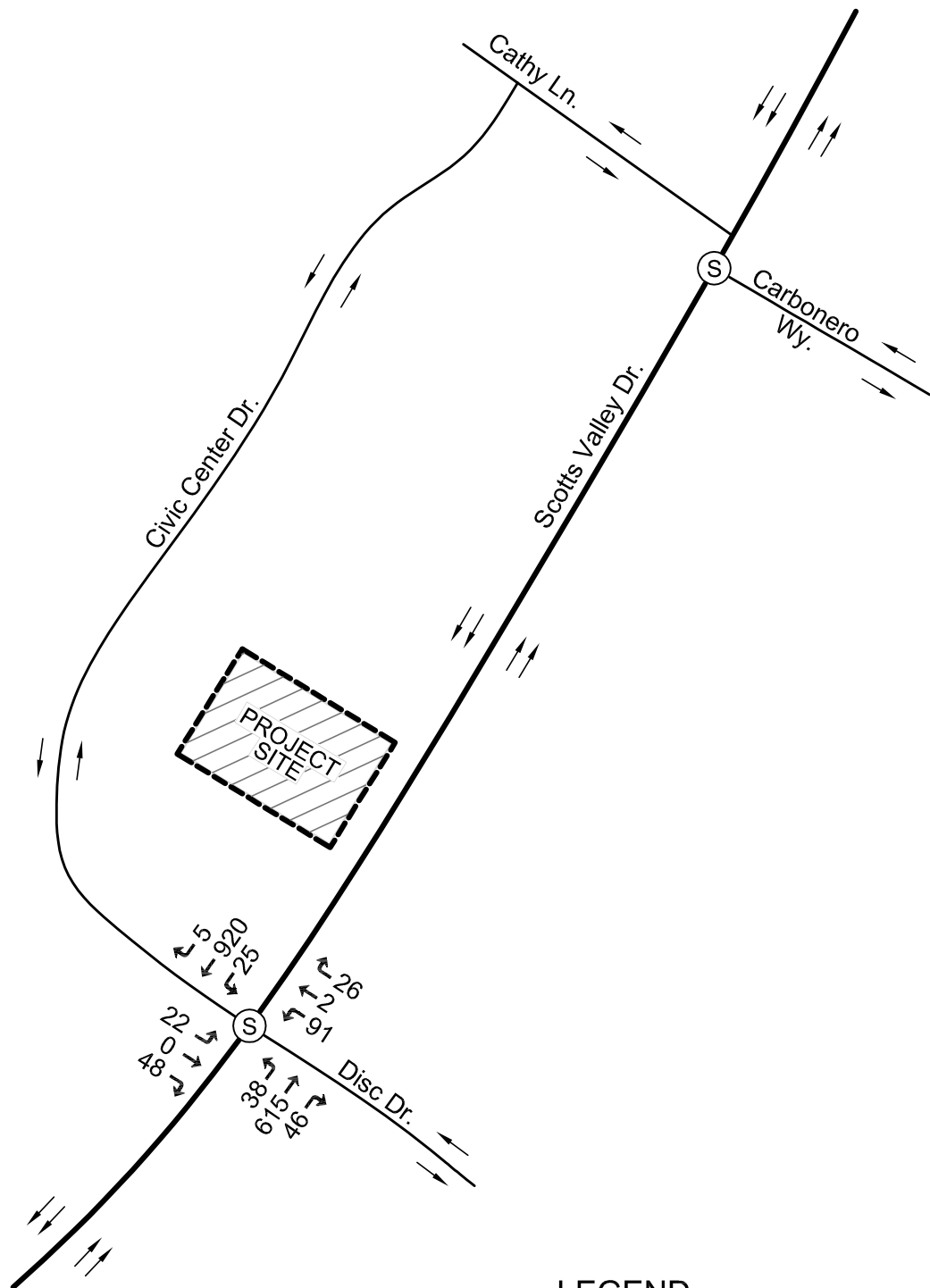
Project specific impacts have been evaluated using standard LOS and level of significance criterion defined by the City of Scotts Valley. As previously stated, the City's General Plan has established the LOS C standard as the lower limit for acceptable intersection operations, except at the Scotts Valley Drive / Mt. Hermon Road and Mt. Hermon Road / Granite Creek Road intersections where LOS D is considered acceptable. Therefore, a project is considered to have a potentially significant impact if either of the following conditions are applicable:

- Intersection operations degrade from an acceptable LOS to an unacceptable LOS
- Intersection currently operates within an unacceptable LOS and the project will have any increase in average vehicle delays

All potentially significant impacts attributable to a proposed project shall be mitigated to a level of "less than significant."

Level of Service Analysis

Since the internal captured and pass-by trips will only account for a small portion of the total project trip generation during the PM peak hour, it was deemed appropriate to analyze the existing plus project scenario using the total trip generation in Table 4 and shown on Figure 4A. Therefore, to evaluate the potential project impacts on existing operations the LOS analysis was conducted using the existing plus project traffic volumes illustrated on Figure 5. It should be noted that this analysis approach presents a worst-case scenario since there is no credit applied for any vehicles currently using the existing park lot. The results of the existing plus project LOS intersection analysis are presented in Table 6. The existing delay and LOS values are also provided for comparison purposes. The Synchro LOS worksheets are included with the Appendix Material.



LEGEND

- ← 00 = PM Peak Hour Volume
- (S) = Traffic Signal Control
- = Travel Lane



Table 6 - Existing PM Peak Hour Intersection LOS Analysis

Study Intersection	Traffic Control	Average Delay - LOS	
		Existing	Existing Plus Project
Scotts Valley Dr. / Civic Ct. Dr. - Disc Dr.	Signal	10.3 - B	10.7 - B

The data in Table 6 indicates that average delays at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection will remain within acceptable limits during the PM peak hour with the addition of project traffic (LOS C or better). Therefore, based on the City's level of significance criterion it is concluded that the project will not significantly impact local traffic operations.

It is noted that the analysis of buildout conditions presented in the Town Center EIR concluded that long-range LOS at the Scotts Valley Drive and Civic Center Drive intersection will remain within acceptable limits (LOS C or better). Therefore, since the project traffic will not significantly impact existing operations it is logical to conclude that the project will not significantly impact long-range operations at the study intersection. It should also be noted that future traffic operations at other key intersections in the City have been analyzed in the Town Center EIR and other reference documents, and the appropriate mitigations have been identified as required to maintain and provide acceptable LOS. The City is currently working on the improvement project for the Mt. Hermon Road and Scotts Valley Drive intersection.

Congestion Management Program (CMP) Analysis

The Santa Cruz County CMP contains LOS standards for designated regional roadways and intersections in the City of Scotts Valley. Under the CMP, local jurisdictions are required to monitor levels of service on a designated system of highways and roadways. The CMP outlines LOS standards for designated roadways and intersections (LOS D or E). However, the City (and other local jurisdictions) has chosen to apply their own traffic LOS standards, which are more conservative than those established in the CMP. Therefore, for the purposes of this TIA the City's General Plan LOS standards govern.

Development Impact Fees (DIF)

The City of Scotts Valley has various DIF (e.g. streets & thoroughfares, storm drain, wastewater treatment, etc). In addition, the City has adopted a Mt. Hermon Road Traffic Mitigation / Fair Share Contribution policy for projects that add trips to the (1) Scotts Valley Drive / Mt. Hermon Road and (2) Mt. Hermon Road / La Madrona Drive intersections. The City's policy states that *"any project which meets the trip generation threshold of an additional five (5) peak hour trips in both the AM and PM peak hours at the Scotts Valley Drive / Mt. Hermon Road intersection, or*

five (5) additional PM peak hour trips at the Mt. Hermon Road / La Madrona Drive intersection will be conditioned to pay, in addition to all regular impacts, the additional fees as follows:

- \$240 per peak hour trip (sum of AM & PM) for the Scotts Valley Dr. / Mt. Hermon Rd. improvements
- \$712 per PM peak hour trip for Mt. Hermon Rd. / La Madrona Dr. improvements

Table 7 provides an estimate of the project's fair share contribution per the City's Mt. Hermon Road Traffic Mitigation / Fair Share Contribution policy.

Table 7 - Project's Fair Share Contribution

Intersection	Number of Project Trips	Estimated Fair Share Contribution
Scotts Valley Dr. / Mt. Hermon Rd.	20 (AM & PM)	\$4,800
Mt. Hermon Rd. / La Madrona Dr.	8 (PM)	\$5,696
Total:		\$10,496

The data in Table 7 indicates that the project's fair share contribution per the City's Mt. Hermon Road Traffic Mitigation / Fair Share Contribution policy would be \$10,496; which would be in addition to the regular DIF required by the City.

It is the project applicant's responsibility to negotiate and pay all applicable development fees. As discussed under the Project Trip Generation (Page 10), it is highly likely that the proposed project uses will generate fewer PM peak hour trips than the existing parking lot use especially if the occupancy is greater than 35-40%. Therefore, the project applicant would like the City to consider waiving the DIF for Streets & Thoroughfares.

4.0 CONCLUSION

The Traffic Impact Analysis (TIA) presents an evaluation of the potential impacts associated with the proposed Commercial and Housing project in the City of Scotts Valley. The project site is currently occupied with a surface parking lot (92 stalls). The project will remove the existing surface lot and construct two (2) new buildings, which will accommodate various commercial retail (2,128 SF) and office (1,064 SF) uses, and 18 residential apartments. The project will generate approximately 226 daily trips, with 11 trips during the AM peak hour and 19 trips during the PM peak hour. It is anticipated that the proposed project uses will generate fewer PM peak hour trips than the existing parking lot especially if the occupancy is greater than 35-40%.

The TIA scope was developed in consultation with City staff, and includes a focused analysis of the potential impacts to PM peak hour operations at the Scotts Valley Drive / Civic Center Drive - Disc Drive. The evaluation of existing conditions was conducted using new turning movement traffic count data collected during the afternoon peak commuter period. Average vehicle delays at the study intersection are within acceptable limits during the PM peak hour as defined by the City of Scotts Valley (LOS C or better).

An evaluation of the “existing plus project” conditions indicated that average delays at the Scotts Valley Drive and Civic Center Drive - Disc Drive intersection would remain within acceptable limits with the addition of the project traffic. Therefore, based on the City’s level of significance criterion it was concluded that the project will not significantly impact local traffic operations. The City of Scotts Valley has various Development Impact Fees (DIF). It is the project applicant’s responsibility to negotiate and pay all applicable development fees as required by the City. Since the proposed project uses are anticipated to generate fewer PM peak hour trips than the existing parking lot, the project applicant would like the City to consider waiving the DIF for Streets & Thoroughfares.

END

APPENDIX MATERIAL CONTENTS

- 2016 Traffic Count Data (Scotts Valley Drive / Civic Center Drive - Disc Drive)
- 2016 Traffic Count Data (Scotts Valley Drive / Project Site Driveway)
- Level of Service (LOS) LOS Value Descriptions
- Intersection LOS-to-Vehicle Delay Criterion
- HCM Level of Service (LOS) Worksheets

PINNACLE TRAFFIC ENGINEERING

831 C Street • Hollister, CA 95023 • (831) 638-9260
9452 Telephone Road, #440 • Ventura, CA 93004 • (805) 644-9260

PinnacleTE.com

Scotts Valley Apartment Project; City of Scotts Valley, CA (#289-A)

Intersection: Scotts Valley Drive and Civic Center Drive

Weather: Lt. Rain

Date: 12/14/16 (Wednesday)

Count Conducted By: Sean McEachin

Beginning Time of Count	Intersection Turning Movement - Direction / Turning Movement													
	Northbound			Westbound			Southbound			Eastbound			15-Min.	Hourly
	1	2	3	4	5	6	7	8	9	10	11	12		
Direction	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Totals	Totals
4:00-4:15 PM	13	144	12	22	0	4	4	222	0	7	0	11	439	
4:15-4:30 PM	10	131	8	19	0	7	2	191	1	1	0	11	381	
4:30-4:45 PM	11	147	10	18	0	7	8	237	3	0	0	8	449	
4:45-5:00 PM	9	146	10	20	0	4	6	218	1	3	0	8	425	1694
5:00-5:15 PM	7	169	11	34	0	10	4	254	1	12	0	20	522	1777
5:15-5:30 PM	5	153	15	19	1	5	7	205	0	4	0	12	426	1822
5:30-5:45 PM	5	127	6	16	0	2	4	196	2	4	0	11	373	1746
5:45-6:00 PM	10	141	11	17	0	3	5	185	2	4	0	5	383	1704
2 Hour Totals :	70	1158	83	165	1	42	40	1708	10	35	0	86	3398	3398

Peak Hour Period													
Direction	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	Total
4:30-5:30 PM	32	615	46	91	1	26	25	914	5	19	0	48	1822

PM PEAK HOUR FACTOR: total / 4 x peak 15 minute interval = 0.87

PINNACLE TRAFFIC ENGINEERING

831 C Street • Hollister, CA 95023 • (831) 638-9260
 9452 Telephone Road, #440 • Ventura, CA 93004 • (805) 644-9260
PinnacleTE.com

Scotts Valley Apartment Project; City of Scotts Valley, CA (#289-A)

Intersection: Scotts Valley Drive and Existing Driveway

Weather: Dry & Clear

Date: 12/13/16 (Tuesday)

Count Conducted By: Jeremy Hail

Beginning Time of Count	Intersection Turning Movement - Direction / Turning Movement			
	Northbound	Southbound	Eastbound	Eastbound
	Left Turn	Left Turn	Left Turn	Left Turn
Direction	Inbound (Entering)		Outbound (Exiting)	
4:00-4:15 PM	0	0	0	4
4:15-4:30 PM	0	0	1	0
4:30-4:45 PM	0	0	0	11
4:45-5:00 PM	1	0	0	1
5:00-5:15 PM	0	0	1	11
5:15-5:30 PM	0	0	0	0
5:30-5:45 PM	1	0	1	1
5:45-6:00 PM	1	0	1	1
2 Hour Totals :	3	1	4	17



The ability of a highway system to carry traffic is expressed in terms of its "Service Level" at critical locations, usually intersections. Service levels are defined as follows:

- "LOS A" Conditions primarily describe free-flowing operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
- "LOS B" Conditions describe reasonably unimpeded operations. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
- "LOS C" Conditions describe stable operations. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
- "LOS D" Conditions describe less stable operations in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
- "LOS E" Conditions describe unstable operations and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
- "LOS F" Conditions describe flow at extreme low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity (V/C) ratio greater than 1.0.

TWO-WAY STOP SIGN CONTROLLED INTERSECTIONS

LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

ALL-WAY STOP SIGN CONTROLLED INTERSECTIONS

The level-of-service criteria are given in Exhibit . The criteria for AWSC intersections have different threshold values than do those for signalized intersections primarily because drivers expect different levels of performance from distinct types of transportation facilities. The expectation is that a signalized intersection is designed to carry higher traffic volumes than an AWSC intersection. Thus a higher level of control delay is acceptable at a signalized intersection for the same LOS.

LEVEL-OF-SERVICE CRITERIA FOR AWSC INTERSECTIONS

Level of Service	Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50

SIGNALIZED INTERSECTIONS

The average control delay per vehicle is estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value.

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	Control Delay per Vehicle (s/veh)
A	≤ 10
B	> 10-20
C	> 20-35
D	> 35-55
E	> 55-80
F	> 80

APPENDIX B

Measures of Effectiveness by Facility Type

TYPE OF FACILITY	MEASURE OF EFFECTIVENESS
Two-lane Roadways	Time Delay (percent)
Signalized Intersections	Average Control Delay (sec/veh)
Unsignalized Intersections	Average Control Delay (sec/veh)
Arterials	Average Travel Speed (mph)
Transit	Load Factor (pers/seat,veh/hr, people/hr)
Pedestrian	Space (sq.ft./ped)

Measures of effectiveness for level of service definitions located in Table 1-2, Chapter 1, of the 1997 Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council.

Transition between LOS "C" and LOS "D" Criteria (Reference 1997 Highway Capacity Manual) Signalized Intersections

LOS	Control Delay Per Vehicle (Sec)
A	10
B	20
C	35
D	55
E	80
F	>80

Double line represents the transition between LOS "C" and LOS "D"

HCM 2010 Signalized Intersection Summary

1: Scotts Valley Dr. & Civic Ct. Dr./Disc Dr.

12/28/2016

																		
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR						
Lane Configurations																		
Volume (veh/h)	19	0	48	91	1	26	32	615	46	25	914	5						
Number	7	4	14	3	8	18	5	2	12	1	6	16						
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0						
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00						
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900						
Adj Flow Rate, veh/h	22	0	55	105	1	30	37	707	53	29	1051	6						
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87						
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2						
Cap, veh/h	266	0	221	243	7	215	51	2250	169	43	2416	14						
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.03	0.67	0.67	0.02	0.67	0.67						
Sat Flow, veh/h	1207	0	1583	1343	51	1540	1774	3338	250	1774	3608	21						
Grp Volume(v), veh/h	22	0	55	105	0	31	37	375	385	29	515	542						
Grp Sat Flow(s),veh/h/ln	1207	0	1583	1343	0	1591	1774	1770	1819	1774	1770	1859						
Q Serve(g_s), s	1.1	0.0	2.3	5.6	0.0	1.3	1.5	6.5	6.5	1.2	10.1	10.1						
Cycle Q Clear(g_c), s	2.3	0.0	2.3	7.9	0.0	1.3	1.5	6.5	6.5	1.2	10.1	10.1						
Prop In Lane	1.00		1.00	1.00		0.97	1.00		0.14	1.00		0.01						
Lane Grp Cap(c), veh/h	266	0	221	243	0	222	51	1193	1226	43	1185	1245						
V/C Ratio(X)	0.08	0.00	0.25	0.43	0.00	0.14	0.72	0.31	0.31	0.67	0.44	0.44						
Avail Cap(c_a), veh/h	463	0	448	435	0	450	191	1193	1226	167	1185	1245						
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Uniform Delay (d), s/veh	29.0	0.0	28.4	32.0	0.0	28.0	35.7	5.0	5.0	35.9	5.7	5.7						
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.2	0.0	0.3	17.6	0.7	0.7	16.7	1.2	1.1						
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
%ile BackOfQ(50%),veh/ln	0.4	0.0	1.0	2.2	0.0	0.6	1.0	3.3	3.4	0.8	5.3	5.5						
LnGrp Delay(d),s/veh	29.1	0.0	29.0	33.2	0.0	28.3	53.3	5.7	5.7	52.6	6.9	6.8						
LnGrp LOS	C		C	C		C	D	A	A	D	A	A						
Approach Vol, veh/h	77				136				797		1086							
Approach Delay, s/veh	29.0				32.1				7.9		8.1							
Approach LOS	C				C				A		A							
Timer	1	2	3	4	5	6	7	8										
Assigned Phs	1	2	4		5	6	8											
Phs Duration (G+Y+Rc), s	5.8	54.0	14.4		6.1	53.7	14.4											
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0											
Max Green Setting (Gmax), s	7.0	50.0	21.0		8.0	49.0	21.0											
Max Q Clear Time (g_c+l1), s	3.2	8.5	4.3		3.5	12.1	9.9											
Green Ext Time (p_c), s	0.0	16.7	0.7		0.0	15.9	0.5											
Intersection Summary																		
HCM 2010 Ctrl Delay			10.3															
HCM 2010 LOS			B															

HCM 2010 Signalized Intersection Summary

1: Scotts Valley Dr. & Civic Ct. Dr./Disc Dr.

12/30/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	22	0	48	91	2	26	38	615	46	25	920	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	25	0	55	105	2	30	44	707	53	29	1057	6
Adj No. of Lanes	0	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	268	0	225	243	14	213	57	2244	168	43	2397	14
Arrive On Green	0.14	0.00	0.14	0.14	0.14	0.14	0.03	0.67	0.67	0.02	0.66	0.66
Sat Flow, veh/h	1204	0	1583	1343	100	1498	1774	3338	250	1774	3608	20
Grp Volume(v), veh/h	25	0	55	105	0	32	44	375	385	29	518	545
Grp Sat Flow(s),veh/h/ln	1204	0	1583	1343	0	1598	1774	1770	1819	1774	1770	1859
Q Serve(g_s), s	1.2	0.0	2.3	5.6	0.0	1.3	1.8	6.6	6.6	1.2	10.3	10.3
Cycle Q Clear(g_c), s	2.5	0.0	2.3	8.1	0.0	1.3	1.8	6.6	6.6	1.2	10.3	10.3
Prop In Lane	1.00		1.00	1.00		0.94	1.00		0.14	1.00		0.01
Lane Grp Cap(c), veh/h	268	0	225	243	0	228	57	1189	1222	43	1175	1235
V/C Ratio(X)	0.09	0.00	0.24	0.43	0.00	0.14	0.77	0.31	0.32	0.67	0.44	0.44
Avail Cap(c_a), veh/h	460	0	447	431	0	451	191	1189	1222	167	1175	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	0.0	28.3	32.1	0.0	27.9	35.7	5.1	5.1	36.0	5.9	5.9
Incr Delay (d2), s/veh	0.1	0.0	0.6	1.2	0.0	0.3	19.5	0.7	0.7	16.8	1.2	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.0	2.2	0.0	0.6	1.2	3.4	3.4	0.8	5.3	5.5
LnGrp Delay(d),s/veh	29.2	0.0	28.9	33.3	0.0	28.2	55.2	5.8	5.8	52.8	7.1	7.1
LnGrp LOS	C		C	C		C	E	A	A	D	A	A
Approach Vol, veh/h	80				137				804		1092	
Approach Delay, s/veh	29.0				32.1				8.5		8.3	
Approach LOS	C				C				A		A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	5.8	54.0	14.6		6.4	53.4	14.6					
Change Period (Y+Rc), s	4.0	4.0	4.0		4.0	4.0	4.0					
Max Green Setting (Gmax), s	7.0	50.0	21.0		8.0	49.0	21.0					
Max Q Clear Time (g_c+l1), s	3.2	8.6	4.5		3.8	12.3	10.1					
Green Ext Time (p_c), s	0.0	16.7	0.7		0.0	16.0	0.6					
Intersection Summary												
HCM 2010 Ctrl Delay	10.7											
HCM 2010 LOS	B											

PINNACLE TRAFFIC ENGINEERING

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September 26, 2017

Attn: Mr. Larry Abitbol
SV Housing LLC - Scotts Valley Drive
5005 Ironwood Drive
Soquel, CA 95073

RE: Scotts Valley Housing Project; City of Scotts Valley, California
Supplemental Trip Generation and Parking Analysis

Dear Mr. Abitbol,

Pinnacle Traffic Engineering (PTE) is pleased to submit the Supplemental Trip Generation and Parking Analysis for the project in the City of Scott's Valley. The supplemental analysis presents an estimate of the trip generation quantities based on the current project design (a copy of the Site Plan is attached). In January 2017, PTE prepared a formal Traffic Impact Analysis (TIA) for the previously proposed project. The previous project included the construction of two (2) new buildings to accommodate various commercial retail (2,128 SF) and office (1,064 SF), and residential (18 apartments) uses. The scope of the TIA was developed in consultation with City staff. The TIA includes a detailed evaluation of the potential project impacts at the Scotts Valley Drive / Civic Center Drive - Disc Drive intersection. The TIA concluded that based on the City's "level of significance" criterion the project would not significantly impact local traffic operations. In addition, the TIA also provided an estimate of the project trips at the Scotts Valley Drive / Mt. Hermon Road and Mt. Hermon Road / La Madrona Drive intersection. The number of project trips at these intersections was used to estimate the City's Development Impact Fee (DIF), which is required based on the City's adopted Mt. Hermon Road Traffic Mitigation / Fair Share Contribution policy.

Project Trip Generation Analysis

The current proposed project includes the construction of two (2) new buildings with a total of 19 residential apartments. The commercial retail and office components have been removed and are no longer included in the current project proposal. The project trip generation estimates in the January 2017 TIA were based on data contained in the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition). The trip generation estimates for the original project also included the appropriate trip reductions for "internal" captured (5%) and "pass-by" (15%) trips for the commercial retail component. To evaluate the "net" change in trip generation associated with the current proposed project the trip generation estimates for the original project (Table 4 on Page

9) were compared with the project trip estimates for the current project (19 residential apartments). The project trip generation comparison is presented in Table 1.

Table 1 - Project Trip Generation Estimate Comparison

Proposed Project Use	Number of Vehicle Trips				
	AM Peak Hour		PM Peak Hour		Daily
	In	Out	In	Out	
Previous Project (January 2017)					
Total Trips (Retail, Office & Residential):	4	7	10	9	226
Project New “Primary” Trips:	4	7	9	9	200
Current Proposed Project (August 2017)					
Total Trips (19 Residential Apartments):	2	8	8	4	126
Net Change in Project Trip Generation (August 2017 - January 2017)					
Project Trips (Current minus Previous):	-2	+1	-1	-5	-74

The data in Table 1 indicates that the current project will generate fewer daily and peak hour trips than analyzed in the January 2017 TIA. Therefore, the current proposed project will not change the conclusions presented in the January 2017 TIA. The current project will not significantly impact local traffic operations.

Project Parking Analysis

The project Site Plan indicates that 49 parking stalls will be provided for on-site parking. However, 51 parking stalls are required. As described in the January 2017 TIA, the project site is currently occupied with a surface lot that has 92 parking stalls (to be removed as part of the project). The lot has been used for over 20 years under an existing entitlement by the property owner (project applicant) and the Scotts Valley Water District currently has rights to use 9 of the existing stalls. The City's Zoning Regulations (17.44.030 - Off Street Parking & Loading Requirements) requires multi-family developments to provide two (2) parking spaces per dwelling unit plus one additional space for every 5 units ($42 = 19 \times 2 + 19/5$). Based on the existing Water District's right (9 stalls) plus the City's requirement for the residential development (42 stalls) a total of 51 on-site parking stalls are required. Therefore, the project will provide two (2) less parking stalls than required.

The City's Zoning Regulations also indicate that "if it can be shown that a use does not expect to utilize the required number of spaces and assurance is given by recorded instrument or by other means that the required number of spaces will be provided when the use or circumstances of occupancy change, then a conditional use permit may be granted by the planning commission, pursuant to Section 17.50.020 of this title, allowing for a reduction in the number of required parking spaces." The use permit shall be conditioned on the necessary number of spaces being provided when the use or circumstances of occupancy change and on the giving of a recorded instrument to that effect which shall be recorded at the Santa Cruz County recorder's office.

A review of residential parking standards for other local public agencies of similar size indicates that not all agencies require guest parking for multi-family uses. Research shows that the residence parking requirement typically varies from 1.5 - 2.5 stalls per dwelling (depending on the number of bedrooms in some cases). The following is based on limited research:

City of Santa Cruz (2 stalls / dwelling - 2 & 3 bedroom) - 38 stalls for 19 units

City of Salinas (2 stalls / dwelling - 2 & 3 bedroom) - 38 stalls for 19 units

City of Monterey (2 stalls / 2-bedroom & 2.5 stalls / 3-bedroom) - 40 stalls for 19 units

City of Gilroy (1.5 stalls / 2-bdr. & 2 stalls / 3-bdr. + 1 stall / 4 units for guest) - 35 stalls for 19 units

City of Walnut Creek (2 stalls / 2-bedroom & 2.25 / 3-bedroom) - 39 stalls for 19 units

Data in the Urban Land Institute (ULI) "Shared Parking" publication demonstrates that peak parking demands for residential uses typically occurs between 11:00 PM & 6:00 AM (95-98%), while peak parking demands associated with office uses occurs between 9:00 AM & 4:00 PM (90-100%). Therefore, peak parking demands associated with the Water District's continued use of on-site parking (9 stalls) will not occur during the same period as the proposed project apartment uses (42 stalls required). It is also noted that data in the ITE Parking Generation Manual (4th Edition) documents average peak parking demands for apartment developments ranging from 0.59 to 1.94 (85th percentile) vehicles per dwelling unit. Based on the review of other agency standards, and the ULI and ITE data; it is reasonable to conclude that the 49 parking stalls proposed by the project will be adequate to accommodate peak parking demands. Therefore, a request for a variance in the project's off-street parking requirement should be considered acceptable by the City Planning Commission (pursuant to Section 17.50.020).

The City's Zoning Regulations design standards for commercial off-street parking facilities require full size parking spaces to be not less than 20' in length and 9' in width (exclusive of aisles and access drives). When an overhang is provided, the parking stall shall be 17', plus a 3' overhang area. Compact parking spaces shall not be less than 9' wide and 16' in length. When an overhang is provided, the parking stall shall be 13', plus a 3' overhang area. The City allows 20% of the total parking spaces to be compact. The parking aisle width between the parking stalls is required to be 26' for two-way traffic. Therefore, the parking "module" width is 66' (20'+26'+20'=66').

A review of the project site plan indicates that 44 regular parking stalls (including the Water District's 9 stalls) and 5 compact parking stalls will be provided (12% of the 42 stalls for residential apartments) on-site. The regular parking stalls are 18' in length (16' + 2' overhang) and 9' wide, with a 24' aisle width. The proposed project parking "module" width is 60' (18'+24'+18'), which is 6' less than required by the City standard.

A review of parking design standards for other local public agencies of similar size indicates that some agencies have an 18' length requirement for regular parking stalls and a width of 8.5' (e.g. Santa Cruz County, City of Capitola, City of Campbell, City of Walnut Creek). In addition, some agencies only require a 24' parking aisle width (e.g. City of Santa Cruz, City of Watsonville, City

of Salinas, City of Monterey). The research demonstrates the project's proposed regular parking stalls (18' x 9') should not be considered inadequate.

Data in the ULI "Dimensions of Parking" publication indicates that the recommended minimum parking stall width for low-turnover uses is 8.5'. It is noted that data presented in this publication is based on studies of standard "design" vehicle dimensions (using the 85th percentile). The publication also presents recommended minimum and common parking "module" dimensions. The recommended "module" for one-way traffic is 60' (18'+24'+18'). The publication also states that "consultants have found that increasing the stall width and decreasing the aisle width is a preferred method of maintaining an overall minimum level of comfort while maximizing user acceptance." Common parking "module" dimensions are also presented for 8.5' stalls, which include 18' stalls (both sides) and a 24' aisle (60' parking module for 90° stalls). It is important to note that due to the relative small size of the project (19 apartments) and low trip generation (10 AM & 12 PM peak hour trips), it is anticipated that the potential frequency of directional conflicting movements (inbound vs. outbound) will be minimal. Based on the review of other agency standards and the ULI data, it is reasonable to conclude that the proposed parking design will not impact on-site circulation. Therefore, a request for a variance in the project's parking design requirement should be considered acceptable by the City staff.

Please contact my office with any questions regarding the Supplemental Trip Generation and Parking Analysis.

Pinnacle Traffic Engineering



Larry D. Hail, CE, TE, PTOE
President



ldh:msw

attachments: Current Project Site Plan



City of Scotts Valley
Initial Study/ Negative Declaration

Bay Photo Apartments – Scotts Valley Drive

19 residential apartment units in two buildings

Located at: 4627 Scotts Valley Drive
APN 022-082-34 and 35

Prepared by: City of Scotts Valley Planning and Public Works Departments
to meet the evaluation requirements of the California
Environmental Quality Act (CEQA)

Requested	Environmental Assessment	EA17-002
Planning	General Plan Amendment	GPA17-001
Permits:	Zone Change	ZC17-001
	Planned Development	PD17-001
	Design Review	DR16-006
	Lot Merger	

Property Owners: Larry Abitbol, SV Housing, LLC

Applicant: Larry Abitbol

Public Review Period: April 16 – May 7, 2018

TABLE OF CONTENTS

I.	Introduction	3
A.	Project Address and Title	3
B.	Lead Agency Name and Address	3
C.	City Contact Name and Information	3
D.	Applicant and Property Owner Names and Contact Information	3
E.	Existing General Plan Land Use Designations and Zoning Districts	3
F.	Existing Site Description	3
G.	Project Description	4
H.	Requested Planning Permits	4
I.	Public Hearings at City Hall	5
J.	Other Public Agencies whose Approval is Required	5
K.	Project Location Map	6
II.	Environmental Checklist	
	Environmental Factors Potentially Affected	7
	The checklist of questions is required by the California Environmental Quality Act (CEQA), and is organized by the discussion topics listed below:	
A.	Aesthetics	7
B.	Agricultural Resources	9
C.	Air Quality	9
D.	Biological Resources	12
E.	Cultural Resources	14
F.	Geology and Soils	16
G.	Greenhouse Gases	17
H.	Hazards and Hazardous Materials	18
I.	Hydrology and Water Quality	21
J.	Land Use and Planning	22
K.	Mineral Resources	24
L.	Noise	25
M.	Population and Housing	27
N.	Public Services	28
O.	Recreation	29
P.	Transportation and Traffic	30
Q.	Utilities and Service Systems	31
R.	Mandatory Findings	33
III.	Determination - Mitigated Negative Declaration	34
IV.	Data Sources	35
V.	Exhibits	35

I. INTRODUCTION

This Initial Study/Mitigated Negative Declaration evaluates the environmental impacts of the proposed project and identifies ways to reduce those impacts to less than significant levels (called “mitigation measures”).

A. Project Address and Title: Project is called “Housing Project for: Bay Photo Lab”. The property is located at 4627 Scotts Valley Drive / APN 022-082-34 and 35.

B. Lead Agency Name and Address:

Planning Department
City of Scotts Valley
One Civic Center Drive
Scotts Valley, California 95060

C. City Contact Name and Information:

Scott Harriman, Contract Planner, (650) 587-7300 ext. 66
sharriman@rqs.ca.gov

D. Applicant and Property Owner Names and Contact Information:

Larry Abitbol, SV Housing, LLC
5005 Ironwood Drive
Soquel, CA. 95073.
(831) 419-1337

E.

Existing General Plan Land Use Designations	Existing Zoning Districts
Service-Commercial	Service-Commercial (C-S)

F. Existing Site Description: The 0.93-acre development site is made up of two parcels, which are developed together as a paved parking lot. The site contains mature landscaping along the perimeter of the site and throughout the lot in landscape islands. The site obtains ingress and egress through two existing driveways; one along Scotts Valley Drive and one along a flag-lot style access roadway on Civic Center Drive (see the Location Map on following page). The site slopes toward Scotts Valley Drive with the central portion of the site (the main parking lot area) having a moderate slope of approximately eight percent, while the driveway from Civic Center Drive is more significantly sloped downward toward Scotts Valley Drive.

The project site has a 20-foot right of way easement along the southern property line and a 30' x 85' parking easement in favor of the adjacent office building,

situated to the southwest, owned by the Scotts Valley Water District. Other adjacent uses to the project site include an existing A.T.&T. building to the south, and two retail/commercial buildings to the north.

- G. Project Description:** The project proposes to convert an existing 92-space parking lot into a multi-family development. The project consists of two buildings (Buildings A and B) totaling 19 apartment units, and associated parking and site improvements.

Building A, along the Scotts Valley Drive frontage, would be two stories (approximately 28-feet) in height, and contain two potential live/work apartment units on the ground floor and two apartment units on the second floor. The two, ground floor, live/work units each have an office space and accessible bathroom, which could also be used as a second bedroom.

Building B, centrally located on the site, would be three stories (approximately 39-feet) in height, and contain 15 apartment units, five per floor. Each floor would include four two-bedroom units and one three-bedroom unit. Two of the ground floor units would be (handicap) accessible and three units would be adaptable.

Other site improvements include a one-story, detached, trash/recycling and storage building, and parking, outdoor lighting, landscaping improvements, and private and group open space areas. Access to the project site is retained through the existing two driveways off Scotts Valley Drive and Civic Center Drive.

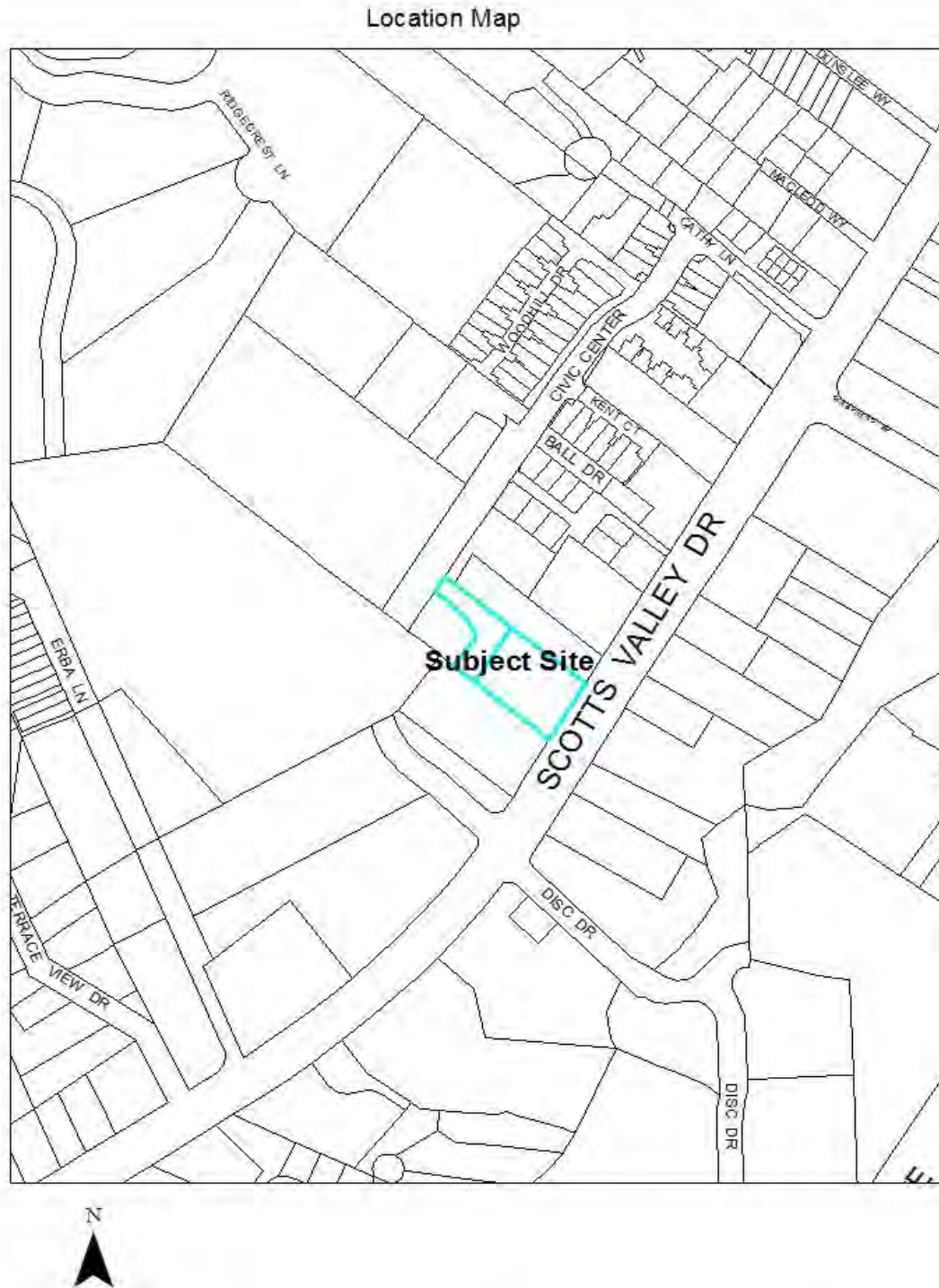
Submitted Plans: Plans are on file at the City of Scotts Valley Planning Department, and online at:
http://www.scottsvally.org/planning/current_projects.html

- H. Requested Planning Permits:** The proposed project requires Planning Commission review and recommendation to the City Council for final action on the following planning permit applications: Mitigated Negative Declaration, General Plan Amendment, Zone Change, Planned Development, and Design Review. The project is subject to the California Environmental Quality Act (CEQA) and the CEQA Guidelines, which require this environmental review. The project applications and environmental review will be presented at public hearings by the Planning Commission and City Council, subsequently, to discuss and act upon this environmental review and requested applications.

1. Negative Declaration: To identify potential environmental impacts and ways to reduce them to less than significant levels, subject to the California Environmental Quality Act (CEQA) and the CEQA Guidelines;
2. General Plan Amendment: To change the General Plan land use designation from Service-Commercial to Very High-Density Residential;
3. Zone Change: To change the C-S zone to R-VH/PD;

4. Planned Development: To create specific development standards to meet the needs of the project and to allow exceptions to the Scotts Valley Municipal Code.
 5. Design Review: To evaluate the design of the residential buildings, site and landscaping.
- I. **Public Hearings at City Hall**: A public hearing notice for Planning Commission will be sent at a date to be determined. After the Planning Commission public hearing, a separate public hearing notice will be sent for City Council review.
- J. **Other Public Agencies whose Approval is Required**: In addition to City review and approval of construction plans, both the Scotts Valley Fire Protection District and Scotts Valley Water District must also review and approve plans regarding fire protection and water service requirements.

K. Location Map



II. ENVIRONMENTAL CHECKLIST

Environmental Factors Potentially Affected

This section discusses environmental topics of the proposed project. Based on the project and impact analysis contained in this report, there are no potential impacts that require mitigation, either by there being no impact or that the project's design reduces any potential impact to less than significant levels.

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

A. AESTHETICS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☐	☒

A. AESTHETICS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
4. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Data Sources: 1, 2, 4, 5

Discussion

Scenic Vista. The site is currently developed as a paved parking lot. The project is situated between existing commercial and office buildings and would not block any scenic vista nor substantially change an important view from a scenic vantage point.

Scenic Resources and Visual Character. The subject property is located along Scotts Valley Drive, a commercial corridor and is not within a scenic corridor. The project would replace an existing parking lot situated between and adjacent to three existing commercial uses. The project is subject to design review, which will insure that the proposed development would not adversely impact the visual character of the area.

Light and Glare. Project plans provide details for outdoor lighting for the proposed apartment buildings that include: five (5) 12.5-foot tall and three (3) 14.5-foot tall free-standing light poles, 15 3.5-foot tall bollard light poles along pedestrian paths to front doors and the central outdoor area, seven (7) wall-mounted lights affixed to the buildings at eight (8) to 10-feet in height, and three (3) soffit lights under the front patio cover at Building A.

Site and architectural lighting is subject to the City design review process which will insure that levels of luminance do not adversely affect the surrounding commercial properties or those traveling on Scotts Valley Drive. To ensure lighting harmony with the surrounding area, project-specific conditions will require the developer to use shields on the light poles, reduce the pole height to 12 feet, and utilize down-directed fixtures on building exteriors with concealed light sources, consistent with City policies and design guidelines for lighting to be at the lowest level and carefully controlled for security, aesthetics, safety and identification without interfering with nearby land uses. Implementing these standard conditions of project approval will reduce potential off-site light intrusion to less than significant levels.

Finding: For the “Aesthetics” category discussed above, the project will not generate any significant visual impacts or impacts to aesthetic resources. Therefore, no mitigation is required.

B. AGRICULTURAL RESOURCES				
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
2. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51105(g))?	☐	☐	☐	☒
4. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Data Sources: 1, 2

Discussion

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

Finding: For the “Agricultural” category discussed above, the thresholds of significance have not been exceeded. There would be no impact on agricultural resources. Therefore, no mitigation is required.

C. AIR QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐

C. AIR QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
4. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
5. Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Data Sources: 1, 3, 4, 10

Discussion

Air Quality Plan and Air Quality Standards. The Monterey Bay Unified Air Pollution Control District (MBUAPCD) is responsible for limiting the amount of emissions that can be generated through the basin by various stationary sources. Specific rules and regulations have been adopted in the Air Quality Management Plan of 2000, which limit the emissions that can be generated by various uses and/or activities, and identify specific pollution reduction measures which must be implemented in association with various uses and activities. Emission sources subject to these rules are regulated through the MBUAPCD's permitting process. Any emissions sources that would be generated as part of the proposed project would be subject to the MBUAPCD rules and regulations. The proposed development (the point source) does not include any processes or activities that would emit air pollutants. Therefore, the proposed use does not have the potential for significant impacts that would conflict with the Air Quality Management Plan. For non-point source pollutants such as traffic, which is regulated by the State Air Resources Board (ARB), the project will generate emissions from automobiles associated with regular vehicular travel.

The MBUAPCD categorizes potential impacts as either "construction-related impacts" or "operational impacts". The category of construction impacts is discussed below. The preceding paragraph includes a discussion of traffic-generated operational impacts. However, there are other sources of operational impacts beyond those generated by traffic. To address all potential operational impacts, the MBUAPCD's CEQA guidelines uses a screening table to determine if various land use projects' operational emissions

from all sources are significant. According to the MBUAPCD staff, Table 5-4 in their Guidelines specify threshold levels to determine when a land use project may generate a significant level of long-term operational emissions that degrade air quality. Table 5-4 lists the threshold for multi-family projects as containing 1,195 units or more. The proposed 19-unit project is well below this threshold level and therefore will not generate a significant level of operational emissions.

Grading activities during construction could cause dust accumulation in this area. This impact can be mitigated by implementing standard conditions of approval that require the applicant and construction contractor to implement best management practices (BMPs) during grading to minimize dust generation from vehicular equipment and wind. There is nothing unusual about the construction grading for this project that would necessitate any further construction practices.

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

- a. Excavation of the site shall be done in phases by grading only those areas where immediate activity will take place, leaving the remaining areas in their original condition with ground cover;
- b. A water truck, using recycled water, shall be available on a repeated basis each day throughout the grading phase of the project to spray exposed earth surfaces;
- c. In addition to regular water spraying, a biodegradable chemical palliative shall be sprayed on any graded areas that will remain exposed without additional grading for three or more days in succession;
- d. The site entrance shall be base rocked to avoid or minimize tracking mud on Scotts Valley Drive by construction vehicles;
- e. The segment of Scotts Valley Drive along the project frontage shall be mechanically swept at the end of each work day when any dirt or mud has been tracked on the street;
- f. No grading activities shall occur during days of high wind velocity;
- g. Finished graded areas that are designated as open space and landscape areas of project, shall be covered with an accepted erosion control substance such as straw mulch or hydro mulch with a tackifier; and
- h. Construction staff shall monitor daily all areas that have received a chemical palliative spray or application of mulch to determine if these areas remain in a dust-free condition and take corrective action as needed to maintain a dust-free environment.

Odor. As a multi-family residential apartment, the proposed project does not have the potential to create objectionable odors.

Finding: A significant air quality impact is defined as any violation of an ambient air quality standard, any substantial contribution to an existing or projected air quality violation, or any exposure of sensitive receptors to substantial pollutant concentrations. For this "Air Quality" category discussed above, the thresholds of significance will be exceeded by the substantial generation of dust during the construction phase of the project. This is a potentially significant construction impact. This impact can be mitigated through standard conditions of approval for construction projects by requiring best management dust control practices during construction of the project. Standard conditions of project approval will reduce the impact to less than significant levels.

D. BIOLOGICAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations of by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife service?	☐	☐	☒	☐
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to marsh, vernal pool, coastal lagoon, etc.) Through direct removal, filling, hydrological interruption or other means?	☐	☐	☒	☐
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐

D. BIOLOGICAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Data Sources: 1, 2, 4, 5, 6

Discussion

The project site is been developed and used as a surface parking lot for at least the past 20 years. The site is shown on the General Plan Open Space and Conservation, Plant and Wildlife Habitats Map, Figure OS-3, as not containing any significant plant or wildlife habitat. The majority of the 29 protected trees associated with the proposed development are located predominantly along the site's front and side property boundaries and include Coast live oak (*Quercus agrifolia*), coast redwood (*Sequoia sempervirens*), Monterey cypress (*Hesperocyparis macrocarpa*), eastern redbud (*Cercis canadensis*), and a strawberry tree (*Arbutus undeo*).

Section 17.44.080 of the Scotts Valley Municipal Code (Tree Preservation Ordinance) regulates the removal of various mature trees, including coast live trees with trunk diameters of 8 inches or greater. While the primary purpose of the Ordinance is to preserve trees of a certain size, Subsection 17.44.080(E)(4) of the Ordinance allows removal of Protected Trees with approval of project entitlements.

Kurt Fouts, Consulting Arborist, has prepared an Arborist Report for the project site and proposed development, dated December 2016 and revised on August 31, 2017. The report inventoried 29 trees that meet the definition of "City Protected Trees" due to their trunk size. The applicant is requesting the removal of 23 trees; seven (7) due to poor health/condition, and 16 due to anticipated construction impacts. Appendix A of the tree study shows the Tree Protection Zone and the critical root zone of the protected trees to remain. In addition to identifying tree loss, the report refers to the project landscape plans, which shows the placement of approximately 40 replacement palm trees, which are subject to review and approval as part of the project review, and provides measures to protect trees to remain during construction.

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

Finding: For the "Biological Resources" category discussed above, implementation standard conditions of project approval will ensure tree impacts can be reduced to less than significant levels.

E. CULTURAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐
4. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Data Sources: 1, 2, 4, 14

Discussion

The site does not contain any historical resources, however the Scotts Valley General Plan, Archaeological Sensitivity Zones Map, Figure OS-2, depicts the site as being within a HMS Zone, High and Moderate Sensitivity Zones. Over the years several cultural resource evaluations have been prepared for adjacent properties with the recommendation that earth moving activities monitored by a qualified archaeologist.

Standard conditions of approval for development require that the applicant and construction contractor ensure that any cultural resource, including archaeological, paleontological, or human remains are not destroyed if accidentally discovered during project grading or other subsurface work.

As part of the standard conditions of approval, the developer shall submit a copy of a contract with a qualified/registered archaeologist to conduct monitoring of all earth disturbing activities for review and approval by the Community Development Director, before grading permit issuance. The developer shall include this requirement in the contract for all contractors involved with grading and subsurface work. The qualified/registered archaeologist shall monitor all earthwork activity as described below.

- a. An archaeologist shall monitor the grading or excavation of soils at the development site in order to determine if important cultural remains are present. Such monitoring shall begin before and occur during subsurface earth moving activities;

- b. The duration and period of archaeological monitoring of project development activities shall be at the discretion of the professional archaeologist. At a minimum, however, any activity that initially displaces or removes original soil from its present context shall be monitored by an archaeologist on a continuous basis;
- c. Monitoring activities such as replacing soils in trenches, redistributing displaced soil elsewhere on the development site, or removing stockpiled excavated soil may not require monitoring;
- d. Monitoring may include the periodic sampling and screening of soils in order to better determine if cultural remains are present; and,
- e. If any cultural resources are discovered, the project contractor shall immediately stop all earth disturbing work within a 150 foot radius of the discovery to allow for inspection, evaluation, and potential recovery of resources by the supervising project archaeologist, before resuming any earth-disturbing construction activities. The developer shall also contact the Planning Department and Building Official as soon as work has been stopped. It may be necessary to resume grading or excavation activities under the direction of the supervising archaeologist in order to locate or expose cultural remains.

Standard conditions of approval require that the applicant and construction contractor ensure that paleontological resources are not destroyed during project grading, the project proponent will include the following measures:

- a. Provide the project paleontologist with a copy of the final grading plans for review prior to any project grading;
- b. Provide for daily monitoring during grading activities by the project paleontologist to determine if paleontological resources are encountered in excavated areas;
- c. Allow for the recovery of any discovered paleontological resources according to a recovery plan/methods specified by the project paleontologist, including the donation of the recovered resources to a suitable repository (museum, school, etc.);
- d. If recovery occurs, ensure that the project paleontologist prepare a recovery report that details the type of resources recovered and the repository locations where they were taken; and,
- e. Specify in the construction contract with the project grading contractor(s), that grading personnel are to cooperate with and assist the project paleontologist during monitoring and any recovery activities, including assisting with recovery efforts if necessary.

Human remains. A cemetery or known burial site does not exist on the property. If human remains are unexpectedly encountered during project grading, the actions required to mitigate for impacts to cultural resources will be followed. This will effectively preserve any human remains for proper burial.

Finding: For the "Cultural Resources" category discussed above, standard conditions of approval will reduce potential impacts to these resources to less than significant levels.

F. GEOLOGY AND SOILS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less than Significant Impact	No Impact
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mine and Geology Special Publication 42.	☐	☐	☐	☒
b. Strong seismic ground shaking?	☐	☐	☒	☐
c. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
d. Landslides?	☐	☐	☐	☒
2. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Data Sources: 1, 2, 4

Discussion

The project proposes the construction of two buildings containing a total of 19 residential apartment units within a seismically active area, which will subject the buildings and their inhabitants to periodic seismic shaking associated with the San Andreas Fault and other active faults within the Monterey Bay area.

To reduce the effects of seismic shaking to acceptable levels, the project proponent shall have all dwellings and commercial building designed California Building Code standards for

the design level earthquake for the area. The design details shall be provided on the building plans submitted to the City for a Building Permit application for each dwelling.

Erosion. The site is currently developed with a surface parking lot with an existing underground drainage system in place. The project will require minor to moderate re-grading of the 0.93-acre site to accommodate the parking lot, ADA pedestrian access and new building pads. Grading will include removal of 23 trees and understory foliage within the existing parking landscape islands.

Project conditions will require a plan showing temporary (during construction) and permanent erosion control measures will need to be submitted to the Regional Water Quality Control Board (RWQCB), the agency that administers NPDES, and the City Building Department for review and approval. Winter grading shall require prior review and approval by the City.

Sewage Disposal. All proposed buildings would be served by the City domestic sewer system. Therefore, soil capability for on-site sewage disposal is not an issue for this project.

Finding: Standard conditions of approval address the potential impact of seismic activity and will reduce all impacts to levels of less than significant.

G. GREENHOUSE GAS EMISSIONS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Data Sources: 3

Discussion

Significant changes to global climate have been attributed to the accumulation of greenhouse gases (GHG) in the atmosphere. The most common GHG is carbon dioxide (CO₂). The primary contributor to CO₂ emissions in the state is transportation (vehicle exhaust). California's Global Warming Solutions Act of 2006 (AB 32) and the Governor's Executive Order S-3-05 both require reductions in GHGs. Their statutory goals are to achieve 1990 GHG emission levels by 2020 and reduce emission levels to 80% of the 1990 levels by 2050. The California Air Resources Board (CARB) is the lead agency implementing AB 32. CARB has completed a statewide inventory of GHGs, which shows transportation contributes 38% of all CO₂ emissions. Industry is the second greatest

source, contributing 21%. Other contributors are electric power generation, agriculture and various commercial and residential uses.

Generation of Greenhouse Gases. Most individual projects do not generate sufficient GHGs to create a project-specific impact to significantly influence climate change; therefore this impact typically involves an analysis to determine if a project's GHG emissions are cumulatively considerable (significant cumulative impact). The proposed project is for a 19-unit residential apartment use. Locally, the Monterey Bay Unified Air Pollution Control District (MBUAPCD), the County of Santa Cruz, or the City have not yet adopted a significance threshold for GHGs. MBUAPCD is currently in the process of developing threshold standards for evaluating projects under CEQA. Currently, MBUAPCD recommends using a threshold of 2,000 metric tons of CO₂/year for determining if a project GHGs are cumulatively considerable. The traffic analysis concludes this project will generate 126 average daily trips for residential use. The GHGs generated from this level of traffic is below 2,000 metric tons. Energy use of the completed apartments will be less than similar units constructed in previous years because their construction is required to comply with the energy efficiency standards of the California Building Code. All these factors result in a project that will not significantly contribute to a cumulative GHG impact.

Conflict with Plans. AMBAG has established a GHG reduction target of 0% by 2020 (i.e. no GHG increase) and 5% reduction by 2035. The proposed project would not conflict with this target. The project would not conflict with the State's Global Warming Solution Act or Executive Order S-3-05.

Finding: While some GHGs will be generated by the project, its contribution to GHGs will not be cumulatively considerable and there will not be any significant impacts associated with GHGs.

H. HAZARDS AND HAZARDOUS MATERIALS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

H. HAZARDS AND HAZARDOUS MATERIALS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Data Sources: 1, 4, 5, 8

Discussion

Routine Use or Transport of Hazardous Substances. The proposed project is for a residential apartment building with the possibility for a two home live/work offices. Residential and home office uses do not involve the use or storage of hazardous/combustible materials. Therefore, the risk of accidental explosion and/or release of a hazardous substance is remote.

Release of Hazardous Substances. Residential and home office uses are not generators of hazardous emissions. During the construction phase of this project dust will be generated and vehicle exhaust will be emitted. Implementation of standard dust control measures during construction as discussed above will reduce the potential release of hazardous substances to a less than significant level.

It is likely that oils, lubricants and similar materials may be used to maintain and/or fuel construction vehicles and machinery during the construction phase of the project. Standard conditions of approval require the project developer to have the construction contractor

implement a best management practice/hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

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

Release of Substances Near Schools. Releases of hazardous substances will not be problematic if standard conditions of approval are implemented. Therefore, no further mitigation on this item is required.

Located on a Hazardous Materials Site. The project property is not included on a list of sites where hazardous materials were previously used or stored.

Public Airport or Private Airstrip. There is no public airport or private airstrip in Scotts Valley or the nearby unincorporated portion of the County.

Emergency Response Plan. The project does not propose any changes to the Emergency Response Plan; nor will it generate significant traffic volumes to Scotts Valley Drive.

Wildland Fires. The site is located in the central area of the City and is not adjacent or proximate to wildlands or areas designated as a critical fire hazard area by General Plan Map S-1.

Existing Health Hazards. According to information provided by the developer, the State and the County, the subject property is not identified as a hazardous materials site where hazardous materials were previously used or stored.

Finding: For this "Hazards and Hazardous Substances" category discussed above, the project would not result in any potentially significant impact. Standard conditions of approval require the contractor to maintain best management practices during construction, which reduce the potential impact to air and water quality to less than significant levels.

I. HYDROLOGY AND WATER QUALITY				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
5. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
6. Otherwise substantially degrade water quality?	☐	☐	☐	☒
7. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
8. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
9. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
10. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Data Sources: 1, 4, 8, 11, 12

Discussion

Water Quality And Waste Discharge Standards. Project grading and construction activities have the potential to place sediment, motor vehicle lubricants and motorized equipment fuel into site storm runoff from soil erosion and accidents. A mitigation measure addressing water quality and waste discharges is provided below.

Standard conditions of approval require the developer and construction contractor to implement best management practices to prevent sedimentation and discharge of

contaminants off-site during project construction, including hazardous materials containment plan during the entire time construction activities are occurring. The hazardous materials containment plan shall contain the following elements:

Stationary equipment such as motors, pumps, welding equipment shall be placed over drip pans or other containment apparatus;

a. Construction materials shall not be stockpiled or stored where they could be accidentally discharged downslope or in to Scotts Valley Drive; and

b. Any petroleum, lubricants or other hazardous materials used during; and, construction shall be stored in a special storage location equipped with double containment and this location shall be shown on the erosion control plan and approved by the agencies that review this plan.

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

Floodplain and Housing. The property is not located within a floodplain.

Flow Impedance in a Floodplain. The property is not located within a floodplain.

Dam or Levee Failure. There is no dam or levee in the vicinity of the site.

Sieche, Tsunami and Mudflow Related Hazards. There is no possibility of a sieche or tsunami occurring that could affect the project. The project is not located on or near a lake or ocean coastline.

Finding: For this "Hydrology and Water Resources" category, implementation of standard conditions of approval discussed above will reduce the impact to a level of less than significant.

J. LAND USE AND PLANNING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Physically divide an established community?	☐	☐	☐	☒
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

J. LAND USE AND PLANNING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Data Sources: 1, 2, 4, 13

Discussion

The project site is located between and adjacent to existing commercial and office uses. Other surrounding land uses in the vicinity include single and multi-family uses. No community or neighborhood will be physically divided by the project. The project is requesting a General Plan amendment to accommodate the proposed residential project on a site with a Service Commercial General Plan designation. The project is also requesting a Planned Development Zoning District with dimensional adjustments to base zoning district standards. These requested entitlements are subject to City Council approval.

Conflict with Plans. The General Plan Land Use Designation of the site is “Service-Commercial”. The Service-Commercial designation is intended for retail stores and shops, food and motel/hotel establishments, services such as printing shops and electrical repair shops, heating and ventilating shops. Very high density mixed use residential is permitted, providing adjacent uses are compatible and the residential use is secondary to the retail use.

The project proposes development of 19 residential apartment units as the primary use of the site utilizing just the very high residential density standard of 15.1 to 20 units per acre. The proposed 19 units on the 0.93-acre site results in a density of 20 units/acre, which is the maximum number of units allowed under the Residential Very-High (R-VH) density range.

The Service Commercial General Plan designation allows for mixed-use developments consisting of both commercial and very-high density residential uses; commercial being the primary use. The development application is requesting a General Plan amendment to allow the singular use of the site to be residential, which requires legislative action by the City Council.

The project is requesting a Planned Development, PD Rezoning, utilizing the “R-VH” density, which allows one unit for each 2,100 square feet of land area. The 0.93-acre project site would accommodate 19 units (40,511-sf / 2,100-sf per unit). A project of 19 units on a .93-acre site would be consistent with Scotts Valley Residential Very-High zoning standard.

The project requests a number of development exceptions to zoning requirements. Page 6 of the General Plan specifies that a Planned Development approval can alter zoning regulations to address site characteristics and to promote City objectives if consistent with General Plan policies, which will be discussed in upcoming staff reports to the Planning Commission and City Council.

Finding: The current General Plan designation of Service Commercial anticipated mixed use development of both commercial and very-high density residential land uses. The proposed residential apartment project, is consistent with the density range called for in the existing General Plan designations, however the project does not include a primary commercial use and therefore requires a General Plan amendment to allow residential to be the primary use of the site. The project requires legislative action by the City Council, which will rule on the requested zoning and General Plan revisions. However, there is no environmental impact associated with allowing only the residential land use to the density range currently specified in the General Plan. Therefore, no mitigation is required.

K. MINERAL RESOURCES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Data Sources: 1, 4

Discussion

The project site is within the MRZ-1 Zone as depicted on the Scotts Valley General Plan, Mineral Resource Zones Map, Open Space and Conservation Element Figure OS-4. The MRZ-1 indicates that no significant mineral deposits are present. The site has not been used for mining in the past, and the proposed project will not involve any mining.

Finding. For this “Mineral Resources” category discussed above, the project would have no impact; therefore, no mitigation is required.

L. NOISE				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Data Sources: 1, 2, 4, 7

Discussion

Exposure to Noise Levels Exceeding Standards. The Noise Element of the Scotts Valley General Plan utilizes the 24 hour average day-night noise level (Ldn) for defining community noise impacts. Policies NP-451 and NP-454 state the maximum standard is 60 decibels Ldn of exterior noise and 45 dBA Ldn for interior noise (dBA = A-weighted measurement of decibels).

An Acoustical Engineering Study was prepared evaluating ambient and traffic noise for this project site on September 22, 2017 by Alan Goldwater, Acoustical Engineer, Santa Cruz. The exterior noise levels at the project site were measured over a 24-hour period on September 11-12, 2017. Measurements were made at a height of 10 feet above grade at two locations, approximately 32-feet back from the Scotts Valley Drive traffic lane. The 24-hour measurements showed a composite Ldn measurement of 61.6 dBA taken near the future location of the apartment building closest to Scotts Valley Drive.

Future condition of noise exposure were estimated based on an annual increase of Average Daily Trips (ADT) of one percent, from the current ADT level of 17,201 vehicles (717 average vehicles per hour) to 18,921 vehicles (788 vehicles per hours) in 2027. The estimated ADT increase results in a potential 1 dBA noise increase to 63 dBA by 2027.

The building code requires that interior noise level for residential uses to be 45 dBA or lower. Based on the projected exterior noise level of 63 dBA, the building design must attenuate this sound by a least 18 dBA. The applicant proposes the use of 0.3-inch Hardi-panel or equal over ½-inch exterior shear plywood on 2 x 6 studs at 16-inches on center, with R-19 insulation with 5/8-inch interior gypsum wall board. The acoustical report states that the Outdoor-Indoor Transmission Class (OITC) rating for this exterior wall assembly to reduce noise level by approximately 36 dB (decibels), and below the 18 dBA building code requirement. The report evaluated the project's proposed use of "Milgard Quiet Line" windows and sliding doors. The report states that the acoustic performance of these products to equal or exceed 30 dB for each style, and exceeding the building code requirement of OITC=18 dB.

The front-facing patios/balconies for Building A exceed the desired exterior residential noise standard of 60 dBA, and would be considered unacceptable to meet the useable open space requirement. However, common open space is provided behind Building A, which exceeds the minimum standard of 200-square feet per unit if approved as part of the project review. Standard conditions of approval require compliance with all noise standards.

The report concludes that the proposed building design will meet the requirement of 45 dBA maximum interior Ldn until at least 2027. Standard conditions of project approval require compliance with building codes and interior/exterior noise level standards. No further mitigation is required.

Exposure to Groundborne Vibrations and Noise. Future project residents may experience occasional groundborne vibrations from nearby traffic on Scotts Valley Drive when large trucks use the roadway. But this vibration is not expected to be frequent nor at high levels. This impact is less than significant.

Generate a Permanent Increase in Ambient Noise. Residential development is not considered a significant noise generator.

Generate a Temporary Increase in Ambient Noise. The grading and construction activities to build project improvements and dwellings will include large vehicles, heavy machinery and power tools; all of which will generate substantial noise that will travel beyond the boundaries of the property. This is a temporary impact that will be limited to the construction phase of the project. Immediately adjacent properties are commercial land uses and not sensitive receptors during standard construction hours of Monday-Saturday, 8am-5pm.

Located near an Airport or Private Airstrip. The property is not located near an airport or a private airstrip.

Finding: As discussed above, the proposed project would not exceed noise thresholds during the long-term. Noise generated during the construction phase is temporary and limited to Monday-Saturday daytime hours with conventional wood frame construction, which will not significantly impact neighboring commercial properties.

M. POPULATION AND HOUSING				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Data Sources: 1, 4, 8, 13

Discussion

Population Growth. The project will provide 19 new apartment units, four units within a two-story building, and 15 units within a three-story building. The project proposes 14 two-bedroom, three three-bedroom, and two one-bedroom units with a live/work office space, which could function as an additional (2nd) bedroom. Given the proposed bedroom mix, the project could result in 41 or more persons if each bedroom and live/work office is occupied with one person. The average household size for Scotts Valley is 2.67 persons which estimates 51 persons for a project with 19 units.

A potential range of 41-51 or more persons is not a significant increase in the existing City population of approximately 12,000 persons, given the anticipated build-out population of 15,000 persons.

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

Displace People. No persons will be displaced by this project.

Finding: The amount of growth potentially generated by this project is anticipated to be approximately 41-51 or more persons. The increase is within the anticipated build out of the City at a population of 15,000 persons. There is no potential for displacing housing or people either directly or indirectly. For this "Population and Housing" category discussed above, the project will have either a less than significant impact or no impact; and, therefore, no mitigation is required.

N. PUBLIC SERVICES				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1. Fire protection?	☐	☐	☒	☐
2. Police protection?	☐	☐	☒	☐
3. Schools?	☐	☐	☒	☐
4. Parks?	☐	☐	☒	☐
5. Other Public Facilities?	☐	☐	☐	☒

Data Sources: 1, 4, 5, 8

Discussion

The project proposes 19 residential apartment units along a major commercial corridor in the City of Scotts Valley. Public utilities, including water, sewer, cable, phone and P.G.&E., are currently available to the site. Public services are available to site as follows.

Fire Services. The Scotts Valley Fire Protection District has reviewed the project and has stated this project will have an incremental (less than significant) impact to existing fire protection services.

Police Services. The project will add new residents to the City who will occasionally need police services; this type of additional service will not generate a demand beyond what the police department can accommodate.

Schools. The project will add new residents to the City, some of which may have children that will be students at schools within the Scotts Valley Unified School District. While the project has the potential to add approximately 41-52 or more people to the City's population, the additional students will not generate a significant demand on the area school system.

Parks. The project will add new residents to the City who will occasionally utilize City parks and recreational programs, but this additional use will not generate a demand beyond what the City Parks Department can accommodate. The project will provide private patio space for each apartment unit and a common patio area for project residents.

Other Public Facilities. The project does not have the potential to affect other public facilities, in excess of that previously considered by the General Plan.

Finding: For this "Public Service" category discussed above, the new project residents would generate a minor level of new public service needs.

O. RECREATION				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Data Sources: 1, 2, 4, 5, 8, 9

Discussion

Increased Use of Parks. The City has approximately 38+ acres of developed park facilities, ranging in size from 0.5 acre to 7.5 acres. The City's Parks Master Plan (Adopted March 1996) calls for 5.0 acres of developed parks per 1,000 persons. With a population of approximately 11,680 persons, the current park system provides 4.12 acres of park land per 1,000 persons. This ratio includes the Community Center and the approved (but not built) 7.32-acre Glenwood park site. The additional population generated by this project (approximately 41-52 or more persons) will add new users to these parks and facilities, but the increased use will be minimal compared to the existing user population. This increased demand is less than significant. Standard conditions will require the developer pay an in-lieu park fee.

Finding: The project will provide private patios for each unit and a common on-site outdoor patio area for residents of the proposed development. The increase of approximately 41-52 or more residents will be less than a 0.6% increase in the City's population, and will not be a significant increase on demand for park systems. No mitigation is required.

P. TRANSPORTATION/TRAFFIC.				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
2. Conflict with an applicable congestion management program, including, but not limited to level of service standard and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	☐	☐	☐	☒
4. Substantially increase hazards due to a design feature (for example, sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	☐	☐	☐	☒
5. Result in inadequate emergency access?	☐	☐	☐	☒
6. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Data Sources: 1, 2, 4, 5, 8, 9

Discussion

A Traffic Impact Analysis (TIA) was prepared for the project by Pinnacle Traffic Engineering, in January 2017 for a previously proposed project and updated on September 26, 2017 for the revised project that is currently proposed. TIA includes detailed evaluation of the potential project impacts at Scotts Valley Drive, Civic Center Drive and Disc Drive intersection. The TIA concluded that based on the City's "level of significance" criterion the currently proposed project would not significantly impact local traffic operations.

The site is currently occupied with a surface parking lot with 92 parking stalls, which will be removed as part of the project. The lot has been used for over 20 years under an existing entitlement by the property owner (project applicant) and the Scotts Valley Water District, whose agency currently has a deeded easement for nine stalls. Ingress and egress to site occurs through two exiting driveways, one along Scotts Valley Drive and the other onto Civic Center Drive. Both of these driveways would remain with the proposed development.

The revised project proposes the construction of two new buildings with a total of 19 residential apartments. The project would generate approximately 126 daily trips (two-way trip ends), with 10 trips during the AM peak period (2 inbound and 8 outbound) and 12 trips during the PM peak period (8 inbound and 4 outbound).

The evaluation of existing conditions indicated that average vehicle delays at the Scotts Valley Drive and Civic Center Drive /Disc Drive intersection are within acceptable levels during the PM peak house, as defined by the City of Scotts Valley (LOS C or better). The evaluation of existing plus project conditions indicate that the average delays at the Scotts Valley Drive and Civic Center Drive/Disc Drive intersection will remain within acceptable levels during the PM peak with the addition of the project traffic. Based on the City's level of significance criterion it was concluded that the project would not significantly impact local traffic operations. Standard conditions will require the developer pay development impact fees.

Finding: For this "Transportation and Traffic" category discussed above, the project would have no impacts; therefore, no mitigation is required.

Q. UTILITIES AND SERVICE SYSTEMS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒

Q. UTILITIES AND SERVICE SYSTEMS				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects	☐	☐	☐	☒
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
5. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
7. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Data Sources: 1, 4, 8

Discussion

The proposed project does not have the potential to affect utility services, in excess of that previously considered by the General Plan. The Scotts Valley Water District has reviewed the application and has determined that existing water resources will support the proposed development. The City Wastewater Department has reviewed the proposed development and has determined that the existing wastewater treatment facilities will handle the anticipated volume of wastewater generated by the proposed development. The project will not generate solid waste in excess of that typically generated by 25 single-family homes and a 5,000 square feet commercial building.

Finding: For this "Utility and Service Systems" category discussed above, the project would have no impacts; therefore, no mitigation is required.

R. MANDATORY FINDINGS OF SIGNIFICANCE				
Will the proposed project result in the following environmental effects?	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
3. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

The project will not generate significant impacts and no potentially significant impacts in the areas of air quality, biological resources, cultural resources, geology and soils, hazards, hydrology and water quality, and noise. The potential to significantly degrade the quality of the environment, including effects on animals or plants; the cumulative significant impact on the overdraft of the Santa Margarita aquifer and the City's water supply and temporary construction impacts involving noise and air quality effects can all be reduced or otherwise mitigated to levels of less than significant with the mitigation measures provided in this Initial Study.

III. DETERMINATION

On the basis of this initial evaluation:

I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case as:

- a. All significant effects and potentially significant effects have been mitigated, including revisions or mitigation measures that are imposed upon the proposed project; and
- b. This determination reflects the independent judgment of the City of Scotts Valley.

Scott Harriman

04/16/18

Scott Harriman, Consulting Planner
City of Scotts Valley, Planning Department

Date

IV. DATA SOURCES

1. City of Scotts Valley, General Plan 1994
 2. City of Scotts Valley, Municipal Code
 3. Monterey Bay Unified Air Pollution Control Dist., CEQA Air Quality Guidelines, 2000
 4. *Project plans by David B. Zulim, Inc., dated revised 9/10/17
 5. Site inspections conducted by Planning Department
 6. *Arborist Report (Preliminary Tree Inventory and Assessment) by Kurt Fouts, revised dated 8/31/17
 7. *Acoustical Study by Alan Goldwater, Magic Sound, dated 9/22/17
 8. Comments from public agency representatives at the City's Project Review Committee meetings in 2017
 9. *Traffic Impact Analysis (TIA) by Pinnacle Traffic Engineering, dated 1/4/17 and revised dated 9/26/17
 10. Dust Control Best Management Practices, U.S. Environmental Protection Agency
 11. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map Santa Cruz County, Panel 217 of 470, Map #06087C0217E, Map Revised 5/16/12
 12. *Preliminary Stormwater Control Plan by Roper Engineering, dated 9/13/17
 13. U.S. Census Bureau website <https://www.census.gov/quickfacts/table/PST045215/00>
 14. Geologic Map of Santa Cruz County, compiled by Earl Brabb, dated 1989
- * Technical reports are all available for review on the at the City of Scotts Valley Planning Department, One Civic Center Drive, Scotts Valley, CA, Monday-Thursday 8am-12noon and on the City's website at: http://www.scottsvally.org/planning/current_projects.html

V. EXHIBITS

- A Project plans by David Zulim, Inc., dated revised 10/4/2017
- B Landscape plan by Gregory Lewis Landscape Architect, dated 9/20/17
- C Civil plan by Roper Engineering, dated 9/14/17
- D Arborist Report (Preliminary Tree Inventory & Assessment) by Kurt Fouts, Arborist Consultant. dated December 2016, revised dated 8/31/17
- E Acoustical Engineering Study, Magic Sound, Alan Goldwater, Acoustical Engineer, Dated 9/22/17
- F Preliminary Stormwater Control Plan by Roper Engineering, dated 9/13/17
- G Traffic Impact Analysis by Pinnacle Traffic Engineering, dated 1/4/17, revised dated 9/26/17

City of Scotts Valley

CITY COUNCIL STAFF REPORT

DATE: May 10, 2018

TO: Planning Commission

FROM: Steve Hammack, Interim Public Works Director
Jessica Kahn, Civil Engineer

SUBJECT: **FIVE-YEAR CAPITAL IMPROVEMENT PROJECT AND CAPITAL PURCHASE PLAN FOR FY 2018/19 TO FY 2022/23**

SUMMARY OF ISSUE

In anticipation of preparing the FY 2018/19 Annual Budget, staff has prepared a draft Five-Year Capital Improvement Project and Capital Purchase Plan (“Five-Year CIP Plan”) that recommends major capital improvement projects (“CIP”) and other significant capital expenditures during the five-year period from FY 2018/19 to FY 2022/23. The CIP describes individual projects and establishes a financing source and schedule. A funds availability analysis is also included to identify where funds may not be available based on staff projections.

In accordance with California Government Code Section 65401, the Planning Commission is required to review and report to the City Council as to the conformity of the proposed CIP program with the adopted General Plan.

Background

The Five-Year CIP Plan includes the following components:

- Capital Improvement Project Budgeting Process – this document describes in greater detail the process used by staff to prepare the Five-Year CIP Plan.
- Capital Improvement and Capital Purchase Program Overview – a summary document that discusses the status of ongoing projects approved in FY 2017/18, a list of projects completed and closed out in FY 2017/18, an overview of the projects proposed for FY 2018/19, and a funding availability analysis for the projects identified in the Five-Year CIP Plan.
- CIP Project Descriptions – each CIP item has its own project description sheet. The description sheets identify the project’s priority, funding source, estimated project schedule, inflation factor for projects not scheduled for the current year, a cost contingency factor and a full project description.
- Five-Year Capital Improvement Project and Capital Purchase Plan (FY 2018/19 to FY 2022/23) – this table lists each of the 54 projects identified by staff for the five-year period, their priority, proposed funding source, whether it is a new or existing (previously identified) project, and the estimated cost by year.

- Five-Year CIP Plan Funding Availability – this analysis breaks out the funding sources for each project and is sorted based on the priority category assigned to each project. The analysis identifies funds available based on existing reserves, preliminary revenue projections, and any interfund transfers anticipated over the five-year period.

PROJECT PRIORITY CATEGORY DESIGNATIONS

In FY 2017/18, the City adopted a CIP project prioritization methodology based on factors including health and safety issues and compliance with legal and/or regulatory requirements. The priority/criticality of a project is evaluated based on the nature of the project rather than merely the timing of when the project needs to be implemented. The priority categories are described as follows:

- Priority A - projects **essential/critical** to health and safety or legal/regulatory requirements.
- Priority B - projects **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C - projects **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Based on this framework, each project has been assigned a priority category based on staff's professional judgment. This approach allows the City to review its CIP projects in light of priority factors and, in cases where competing uses for financial resources exist, can identify the priority use of available funds.

SUMMARY OF THE PROPOSED FIVE-YEAR CIP PLAN AND FUNDING AVAILABILITY

There are 54 identified CIP and capital outlay projects in the proposed Five-Year CIP Plan. A summary by project category is presented in the table below.

Category	# of Projects	Total Estimated Cost	Scheduled over 5-Year Plan	Not Scheduled
Wastewater	15	\$ 2,152,600	\$ 1,920,700	\$ 231,900
Transportation	8	\$ 9,602,000	\$ 4,231,000	\$ 5,371,000
Storm Drains	2	\$ 684,300	\$ 500,000	\$ 184,300
Parks	13	\$ 5,982,200	\$ 1,977,200	\$ 4,005,000
General Facilities	6	\$ 3,045,350	\$ 3,045,350	\$ -
Police	6	\$ 513,900	\$ 513,900	\$ -
Information Technology	4	\$ 642,500	\$ 642,500	\$ -
Total	54	\$22,622,850	\$12,830,650	\$9,792,200

There are six projects totaling over \$9 million that are currently not scheduled in the Five-Year CIP Plan due to a lack of available funding sources. These projects are further described in the sections below.

Over \$12.8 million in projects, however, have funding sources identified and are programmed in the five-year forecast. Of this amount, a total of 22 projects totaling \$2,275,200 are recommended for appropriation as part of the FY 2018/19 Annual Budget.

It should be noted that many of the primary funding sources are restricted in their use to certain projects or type of projects. For instance, major funding sources such as Measure D can only be used for transportation-related projects, and user fees collected from sewer can only be used towards improvements and/or construction of sewer facilities.

NEW PROJECTS

The Plan has been updated from the prior year plan based on revised cost estimates. There are several new projects that have been identified based on staff's review of infrastructure/capital needs and to ensure compliance with state laws. A brief description of the new projects identified in the Plan are as follows:

- **CIP #01 – AIR CONDITIONING UNIT – WASTEWATER OPERATIONS BUILDING (FY 2018-19; \$30,000)** – Replace the AC unit in the Wastewater Operations building that has been out of service since Fall 2016.
- **CIP #04 – SEWER SYSTEM MANAGEMENT PLAN (FY 2018-19; \$375,000)** – The Sewer System Management Plan must be updated every five (5) years to facilitate proper management of the sewer system.
- **CIP #10 – ROTARY DRUM THICKENER (FY 2020-21; \$231,900)** – Provide redundancy for the sludge thickener/press and eliminate the need for the belt press at the wastewater treatment plant.
- **CIP #14 – ULTRAVIOLET DISINFECTATION SYSTEM EVALUATION (FY 2022-23; \$42,000)** – Perform an evaluation of the ultraviolet (UV) disinfection system for recycled water at the WWTP.
- **CIP #19 – SCOTTS VALLEY DRIVE MEDIANS (FY 2019-20; \$375,000)** – Construct additional medians on Scotts Valley Drive from Civic Center Drive to Granite Creek Road.
- **CIP #21 – ACTIVE TRANSPORTATION PLAN (FY 2022-23; \$200,000)** – Develop and prioritize a list of bicycle and pedestrian projects to increase active transportation opportunities throughout the City.
- **CIP #24 – TRASH AMENDMENTS COMPLIANCE (FY 2018-19 to 2022-23; \$500,000)** – Construct trash capture devices to meet compliance measures as determined by the Storm Drainage Master Plan Update.
- **CIP #27 – RECREATION BUILDING ROOF (FY 2018-19; \$52,900)** – Replace roof and gutter at the Recreation Building.
- **CIP #29 – VERN HART FISHING PARK IMPROVEMENTS (FY 2018-19; \$12,000)** – Repair the storm damage to the park in addition to improvements to the existing picnic area and parking lot

- **CIP #36 – PLAY STRUCTURE EQUIPMENT – SKYPARK (Unscheduled; \$980,000)** – Replacement of playground equipment in Skypark.
- **CIP #37 – GLENWOOD OPEN SPACE PRESERVE EAST TRAILS (Unscheduled; \$525,000)** – Construction of the east side trail system of the Glenwood Open Space Preserve inclusive of parking facilities and travel from the Siltanen Park parking lot to the main trailhead.
- **CIP #44 – PUBLIC WORKS DEPARTMENT FACILITY**– Expand the existing Wastewater Operations building and reconfigure the vehicle maintenance facilities to accommodate all Public Works staff.
- **CIP #46 – POLICE BODY WORN & IN CAR CAMERAS (FY 2019-20; \$193,700)** – Outfit all officers with body cameras and patrol vehicles with in-car cameras.
- **CIP #52 – CITYWIDE TECHNOLOGY UPDATES (FY 2018-19 to 2022-23; \$72,800)** – Update operating system software on workstations and servers.

FUNDING AVAILABILITY

The Capital Improvement and Capital Purchase Program overview document in the attached Five-Year CIP Plan includes a section entitled “Five-Year Funding Analysis” that analyzes the funding availability for all projects. There are four issues that we wish to call to the City Council’s attention in this area: 1) unfunded/unscheduled projects; 2) Measure D (transportation) funded projects; 3) Measure S (library) funded projects; and, 4) Lennar Funds funded projects.

Unfunded/Unscheduled Projects

As staff prepared the Five-Year CIP Plan and matched available funding sources with estimated project costs, we identified six specific projects that, due to their magnitude and priority designation, do not have any funding sources identified to complete those projects. These projects are identified in the table below.

#	Description	Priority	Amount
22	Sidewalk Master Plan Projects – a total of 13 projects remaining to be completed from the 1996 Sidewalk Master Plan	B	\$2,513,000
23	Bicycle Transportation Plan Projects – a total of 6 projects remaining from the 2012 Bicycle Transportation Plan	C	\$2,858,000
25	Storm Drain Master Plan Projects – a total of 9 projects remaining to be completed from the 1989 Storm Drain Master Plan	B	\$184,300
36	Play Structure Equipment – Skypark – replacement of all play structures	B	\$980,000
37	Glenwood Open Space Preserve East Trails – construction of the east side trail system of the inclusive of parking facilities	C	\$525,000

#	Description	Priority	Amount
38	Al Shugart Park Phases 1, 3 & 4 Construction – completion of phases 1, 3 & 4 for Al Shugart Park which include a dog park, restrooms, parking lots, a bridge, and turf and picnic areas	C	\$2,500,000
Total			\$8,055,300

It is recommended that the City Council continue to include these projects in the Five-Year CIP Plan until staff can identify available funding sources.

Measure D (Transportation) Funded Projects

The passage of Measure D in November 2016 will provide nearly \$270,000 in annual sales tax revenues to the City to fund a variety of transportation projects that the City might not have otherwise been able to fund with existing revenues (a key stipulation in the measure). Including these projects in the CIP meets the public hearing requirement to annually adopt a five-year program of projects. Based on staff's analysis and available funding projected in the next five year, staff is recommending that the following projects be funded using Measure D funds.

#	Description	Priority	Fiscal Year	Measure D Amount
17	Rehabilitation of Glenwood Drive	B	2018/19	\$ 600,000
18	Sidewalk Improvements on Kings Village Road	B	2018/19	\$35,000
20	Pavement Rehabilitation for Bean Creek Road	A	2020/21	\$500,000
21	Active Transportation Plan	B	2022/23	\$100,000
Total				\$1,235,000

RMRA (SB 1) Funded Projects

The Road Repair and Accountability Act of 2017 (SB1) will provide nearly \$200,000 in revenues to the City to fund road maintenance and rehabilitation. In FY 2017/18 a pavement management study (PMS) was completed to inform the prioritization and funding of streets throughout the City. Based on the study, several large rehabilitation projects have been identified and are scheduled separately in the CIP. CIP#16, Annual Street Maintenance/Resurfacing Program, includes preventative maintenance measures to extend the time needed before more expensive rehabilitation and reconstruction is required on given roadways. Based on staff's analysis and available funding projected in the next five years, staff is recommending preventative maintenance be performed on the following roadways using SB1 funds.

Street Name	Begin Location	End Location
Blue Hills Ct	South Navarra Dr	South End
Green Tree Wy	Oak Creek Blvd	West End

Kentwood Ct	Kirkorian Ct	East End
Pinecone Ln	Whispering Pines Dr	East End
Purple Hills Ct	San Augustine	West End
Sageland Ct	San Augustine Way	West End
Taryn Ct	Lauren Circle	East End
Granite Creek Rd	Scotts Valley Dr	Santas Village Rd
Nadia Ct	Grace Way	East End
Scotts Valley Dr	Sawyer Ci	North End
Lockhart Gulch Rd	Mt. Hermon Rd	Pavement Change
Scotts Valley Dr	Mt. Hermon Rd	Bethany Dr

Measure S (Library) Funded Projects

The passage of Measure S in June 2016 will provide \$3 million in bond financing revenues for improvements to the Scotts Valley Library. The City is currently in the process of identifying improvements that are consistent with the measure. Currently, there are two projects which have been identified to be implemented as indicated below. The third project represents a placeholder amount pending the determination of the improvements to be made to the Library. Once projects have been identified, they will be scheduled in future Five-Year CIP Plans.

#	Description	Priority	Fiscal Year	Measure S Amount
--	Library Roof and HVAC System	B	2018/19	\$300,800
41	Library Improvements - Sound Attenuation, Building System Improvements, Parking Lot	B	2019/20	\$190,000
42	Library Improvements – Other	B	2019/20	\$2,549,200
Total				\$3,000,000

Grant Funded Projects

There are three projects that are partially funded, or may potentially be funded, by grants and reimbursements from the State and federal government and other agencies. Staff continually evaluates grant opportunities as they become available, future grant opportunities in FY2018/19 include programs from Caltrans, the State Water Board, the Natural Resources Agency, and CalRecycle.

#	Description	Priority	Fiscal Year	Awarded Grant Amount	Pending Grant Amount
17	Rehabilitation of Glenwood Drive	B	2018/19-2019/20	\$310,000	\$665,000
18	Sidewalk Improvements on Kings Village Road	B	2018/19	\$271,000	
21	Active Transportation Plan	B	2022/23		\$175,000
Total				\$581,000	\$840,000

Lennar Funds Funded Projects

The First Amendment to the Development Agreement between the City and Lennar Homes of California, Inc. dated March 11, 2014 provided \$1 million for parks and recreational opportunities at the City Council's discretion. The City Council at that time identified several projects that would be funded through what is referred to as "Lennar Funds." A total of \$676,400 was allocated to projects previously authorized by the City Council that have either been completed, are included in the Five-Year CIP Plan, or not yet scheduled as reflected in the table below.

#	Description	Priority	Fiscal Year	Lennar Funds Amount
Projects Approved and Expected to be Completed by FY 2017/18				
N/A	Chairs/Tables at Community Center	N/A	FY 2014/15	\$ 14,600
N/A	Pool Cover	N/A	FY 2014/15	7,500
N/A	Recreation Van	N/A	FY 2015/16	18,700
N/A	Softball Infield Fields	N/A	FY 2015/16	12,400
N/A	Skypark Tennis and Basketball Courts	N/A	FY 2015/16	16,500
N/A	Community Center ADA Improvements – Phase 1 (1 st yr)	N/A	FY 2016/17	29,000
N/A	Parks ADA Improvements – Phase 1 (1 st year)	N/A	FY 2016/17	38,800
N/A	Performing Arts Center/Building Improvements	N/A	FY 2016/17	70,000
N/A	Brook Knoll & Vine Hill Modular Flooring Replacement	N/A	FY 2016/17	30,000
N/A	Community Center ADA Improvements – Phase 1 (2 nd yr)	N/A	FY 2017/18	46,000
N/A	SVHS Tennis Courts	N/A	FY 2015/16	12,000
Total projects approved and completed				295,500
Projects Scheduled in Five-Year CIP Plan FY 2017/18 to FY2021/22				
26	Parks ADA Improvements – Phase 1	A	2017/18 to 2020/21	162,400
33	Skypark Tennis Area Improvements	C	2018/19	20,000
34	Parks ADA Improvements – Phase 2	A	2021/22	75,000
Projects Scheduled in Five-Year CIP Plan				257,400
Projects Approved and Not Yet Scheduled				
N/A	MacDorsa Park Retaining Wall	N/A	N/A	2,500
N/A	Theater	N/A	N/A	25,000
N/A	Octagon Building	N/A	N/A	12,500
N/A	Siltanen Field Backstops	N/A	N/A	15,000
N/A	Skypark Tennis Area	N/A	N/A	68,500
Total projects approved and not yet scheduled				123,500
Total – All Approved Projects Completed, Scheduled and Unscheduled				\$676,400

After the funding of these projects, it is anticipated that nearly \$323,600 will be available to fund future projects.

CONSISTENCY WITH THE GENERAL PLAN

The proposed FY 2018/19 to FY 2022/23 Capital Improvement Program is consistent with the following General Plan Objectives

Circulation

- CO-86 Develop and maintain an integrated transportation system that is within the City's ability to finance and operate
- CO-182 Improve the aesthetic qualities of Scotts Valley Drive

Open Space and Conservation

- OSO-336 Protect watersheds and recharge areas.
- OSO-368 Increase public access to scenic corridors and open space

Public Services and Facilities

- PSO-523 Support measures to improve and enhance the capability of the Police Department
- PSO-569 Ensure adequate levels of wastewater treatment

Parks and Recreation

- PRO-603 Develop and adequately maintain a comprehensive park and recreation system for a population of 15,000 residents

FUTURE MEETINGS

The Five-Year CIP Plan will be included in the Preliminary FY 2018/19 Annual Budget and Five-Year Financial Plan that will be reviewed by the City Council at its regular meeting on May 16, 2018.

The City Council may add, delete, or rearrange the timing of any of the projects within the Capital Improvement Program.

FISCAL IMPACT

There is no fiscal impact at this time pending inclusion of the final Five-Year CIP Plan as part of the FY 2018/19 Annual Budget, which is scheduled on June 6, 2018 and final adoption on June 20, 2018.

STAFF RECOMMENDATION

Staff recommends the Planning Commission find that the proposed FY 2018/19 to FY 2022/23 is in conformance with the City's General Plan.

TABLE OF CONTENTS

PAGE

Five-Year CIP Plan, including the following sections	
Capital Improvement Project Budgeting Process	9-11
Capital Improvement and Capital Purchase Program overview.....	12-18
CIP Project Descriptions.....	19-76
Five-Year Capital Improvement Project and Capital Purchase Plan (FY 2018/19 to FY 2022/23)	77-79
Five-Year CIP Plan Funding Availability	80-81

THE CAPITAL IMPROVEMENT PROJECT BUDGETING PROCESS

The City prepares a five-year capital improvement project and capital outlay plan as part of its annual budget. The development of the capital improvement project ("CIP") program is more complex than planning to purchase a piece of equipment that would be the subject of a capital outlay expenditure. This document provides background information on the process to develop and budget the CIP portion of the five-year plan.

What is a CIP?

A capital improvement project (or "CIP") is a plan for capital expenditures to provide for the acquisition, expansion or rehabilitation of an element of the City's physical plant to be incurred over a period of several future years. Examples of such projects include:

- Wastewater treatment plant upgrades
- Street pavement projects
- Park infrastructure improvements (e.g., paving basketball courts, walkway construction or rehabilitation)
- City facilities construction / refurbishment

Because the costs of such improvements are usually significant, the City prepares a five-year capital improvement project plan so that it can anticipate future costs and funding strategies for projects.

CIP Planning Process

Identifying CIP Projects

Throughout the fiscal year, City staff members continually monitor the functional status and performance of all of the City's physical plant. Maintenance activities supporting City infrastructure are

documented and analyzed to determine if rehabilitation or replacement is necessary. In addition, throughout the year, policy direction from the City Council may be received to construct, enhance or rehabilitate City facilities. Staff makes note of these projects and begins to define the scope, nature and extent of projects as may be required.

In the winter of each year, under the direction of the City Manager, the Public Works Director initiates discussions with members of various City departments to begin the process of developing the coming five-year plan. Existing projects on the previous year's Five-Year CIP Plan are reviewed and updated. Staff also begins the process of formally identifying, for consideration by the City Council, updates to CIP's identified in the prior year's plan, and any new CIP's which were not on the list in the previous year.

Project Prioritization

Each project is assigned a priority category based on staff's professional judgment using the factors and priority levels identified below:

- **Priority A** – project is **essential/critical** to health and safety or legal/regulatory requirements
- **Priority B** – project is **important** to maintaining health and safety or maintaining quality of life, **but not critical**.
- **Priority C** – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Cost Estimates

Over the next few months, staff develops a draft CIP Plan. Upon identifying the scope and nature of each project, staff begins to

prepare cost estimates of the projects. Projects which come up within the next 1-2 years have more detailed engineers' cost estimates prepared for purposes of determining the total cost of the project. Projects which are 3-5 years out have less-detailed cost estimates prepared but are sufficient in detail to give an overall order-of-magnitude cost estimate for planning purposes. This is performed for both newly identified projects and projects that are being updated from the previous year's five-year CIP plan.

The City builds in an inflation factor to cost estimates that are 2-5 years out. Inflation factors can range anywhere from 2% to 10% per year. Assumptions are made based upon the historical trends and future expectations of raw material and labor costs for each project. For example, projects that have significant amounts of steel or oil products may have a high inflationary factor due to the price increases experienced and forecast for those raw materials. On the other hand, projects which entail dirt and sod may yield lower inflationary factors. The typical inflation factor used in the City's CIP plan is 3%.

Cost estimates also include contingency factors that can range from 0% to 25% based upon historical experience of similar projects and relative uncertainty with respect to the project itself. For example, a construction project built upon ground that is suspected to have hazardous materials may yield a higher contingency factor than a relatively simple replacement of walkways in a park. The typical contingency factor used is 25% to provide the most conservative estimate. Staff exercises judgment based upon its professional experience in determining both inflationary factors and contingency factors.

Cost Components

Staff develops separate cost components for the design phase and the construction phase of a project, where necessary. For larger projects, the construction phase may also be split into separate components for project identification and manageability. In this way, the costs can be identified based upon the timing for

each phase of the project. Cost estimates are then prepared and time-activated based upon each component of the project and as described above.

Funding Sources

Once the costs have been identified and projected, a financial analysis is prepared to determine whether the projects can be funded. Consideration is given to a variety of sources of funds, including:

- Grant funds
- Revenues dedicated for such purposes (e.g., gas tax or Measure D funds for street improvements)
- Development impact fees
- Wastewater revenue rate projections
- Interest earnings
- Existing undesignated funds

Funding sources are then compared to project cost estimates to develop the Five-Year CIP Plan. The timing of the various projects is taken into consideration given the status of the existing infrastructure, risk management considerations, Council Policy Calendar initiatives, bidding environment, and available funding. The funding analysis will identify projects based on priority level and determine the extent to which funding is available. Any deficiencies in project funding for Priority A projects are highlighted, with possible alternative funding sources and direction from the City Council. Funding deficiencies for Priority B and C projects are also identified but will typically be deferred to future years while staff works to identify alternative funding sources.

Development of Five Year Plan

Prior to or concurrent with the completion of the draft CIP plan, staff will meet with representatives from various city commissions as appropriate to gain input from those bodies relative to CIP projects for which they may have input. Two commissions in particular that have discussions on the City's CIP plans are the

ADA Accessibility Committee and the Parks & Recreation Commission.

Once the draft plan is created, it is presented to the City Council in a Study Session held in April or early May. Council then provides direction on each of the projects within the plan and any changes are incorporated into a revised Five-Year CIP Plan. Any updates requiring further discussion are provided once again to the City Council at its May Budget Study Session. The CIP Plan is also provided to the Planning Commission in May for their review and concurrence that the proposed five-year plan is consistent with the City's General Plan.

The Council then holds a Public Hearing on the budget, which includes the Five-Year CIP Plan, normally the first Wednesday in June. Subject to any public testimony and final Council direction, the final Five-Year CIP Plan is prepared, and the project costs associated with any projects which are funded in the next fiscal year are appropriated by the City Council as part of the adoption of the Annual Budget.

Capital Improvement and Capital Purchase Program



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The Capital Improvement and Capital Purchase Program (CIP) consists of projects to maintain and enhance the City's infrastructure related to its roads, parks, facilities and wastewater treatment plant for the benefit of the community. It also includes the capital outlay associated with equipment, vehicles and information technology hardware/software that support the City's operations.

The primary objective of the CIP is to develop and implement projects to ensure continued reliable delivery of service to meet the City's needs. The following is a summary of active projects to be managed during Fiscal Year 2018/19.

Ongoing Projects

Update Traffic Master Plan (FY16/17-1 \$150,000)

This project entails the development of an updated traffic master plan for the city that, once completed, would the City's General Plan, provide recommendations about future intersection improvements, and help shape an updated analysis of traffic mitigation impact fees paid by development.

Current Status: The timing of the Traffic Master Plan will coordinate with the General Plan Update. It is expected that the Traffic Master Plan would be completed in FY 2020/21. This project will be closed out, and will be incorporated in the City's five-year financial plan projections to take place in that year.

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Mt. Hermon Road/Scotts Valley Drive/Whispering Pines Drive Intersection Operations Improvement Project (FY 16/17-6, \$758,375)

This project will improve the level of service (LOS) at the intersection of Mt. Hermon Road and Scotts Valley Drive. This project will include lengthening the westbound left turn lane from Mt. Hermon Road to Whispering Pines Drive, bicycle and pedestrian improvements, signal modifications and restriping. This project will meet the recommended conditions of Town Center EIR.

Current Status: Project is currently under construction and will be completed in Spring 2018.

Pavement Rehabilitation on Green Hills Road (FY 17/18-17, \$913,000)

This project will rehabilitate Green Hills Road from Glen Canyon Road to its terminus. The project will include bike lanes, road widening, new curb and gutter, restriping on Glen Canyon Road from Vern Hart Fish Park to Green Hills Road. On South Navarra from Green Hills Road to Grant Creek Road, the project will also include signage and sharrow.

Current Status: Project is to be re-bid in late Spring. Construction will occur in Summer 2018.

Vine Hill School Daycare Improvements (FY 17/18-31, \$10,000)

This project will provide a substantial repair/replacement to ramp and stairs leading up to the modular, skirting around the outside of the building, ceiling tiles

Current Status: Public Works staff will complete construction in Summer 2018.

Skypark Picnic Area Shade Structure (FY 17/18-33, \$65,000)

This project will provide a third rentable Shade Structure area in Skypark Park next to the existing large BBQ and picnic area with shade structure over it. This will be a revenue source for the City, which is projected to provide additional annual revenues totaling \$5,000 or more.

Current Status: Staff is in the process of receiving bids for this project. Construction will occur in Spring 2018.

Identification Signs – Library and Community Center (FY 17/18-45, \$43,000)

This project consists of monument signs for the Scotts Valley Branch Library and the Community Center. The City Council has previously approved a directional sign program which included intersection signs and directional signs for the Community Center and the Library.

Current Status: Staff is in the process of finalizing sign design. Construction will occur in Spring 2018.

Library Roof and HVAC System (FY 17/18-46, \$292,000)

This project will replace the HVAC system at the library followed by roof repairs. These systems were not upgraded as part of the adaptive reuse project which created the Library in 2011.

Current Status: This project is currently pending on determination of building use adjacent to the library space.

Projects Completed and Closed Out in FY 2017/18:

- **Screenings Washer and Compactor** (FY 2017/18-1, \$100,000)
- **Mt. Hermon Rd at CVS/KMART Sidewalk Improvements** (FY 2017/18-19, \$39,600)
- **Skypark Turf Drainage** (FY 2017/18-32, \$50,000)

Project Overview for FY 2018-19

The projects proposed for FY 2018/19 will provide for the seamless operation of the City's wastewater treatment plant, implement improvements to the City roadways and sidewalk systems, comply with the new storm drain regulations, implement improvements to City parks and buildings to better conform to the requirements of the Americans with Disabilities Act (ADA), improve public safety communication, and improve the City's information technology infrastructure. All of the projects identified for FY 2018/19 are expected to have the necessary funding resources to complete.

A brief summary of the projects proposed for FY 2018/19 are as follows:

Wastewater

- **Air Conditioning Unit in the Wastewater Operations Building (\$30,000)** – replacement of the current air conditioning unit which has been out of service since Fall 2016.
- **Tanker Truck (\$90,000)** – purchase of an additional truck to enable continuous operation of the WWTP using the Aero-mod sludge thickener/press.

- **Mission Communications for Lift Stations (\$40,000)** – update the communication from three lift stations to allow for integration into the WWTP monitoring system.
- **Sewer System Management Plan (\$375,000)** – update to the City's sewer system management plan (SSMP), including a review of operations and maintenance activities, completing a sewer system condition assessment, updating the sewer system capital improvement program and conducting the required environmental review of the SSMP.
- **PLC Upgrade (\$50,000)** – year four of a five-year upgrade of the programmable logic controllers at the WWTP.
- **Rebuild Aqua Guards (\$250,000)** – rehabilitation of the aqua guards that remove inorganic debris that can clog downstream pumps and equipment.

Transportation

- **Annual Street Maintenance/Resurfacing Program (\$200,000)** – annual street overlay program to address alligatoring, potholes, and traffic volume, funded based upon Council direction from the pavement management study conducted in 2017.
- **Rehabilitation of Glenwood Drive (\$100,000)** – preliminary design of improvements to Glenwood Drive to preserve the existing roadway and enhance bicycle and pedestrian safety.
- **Sidewalk Improvements on Kings Village Road (\$306,000)** – rehabilitation of existing sidewalks and construction of new segments to provide connectivity

from Mount Hermon Road to the Cavallaro Transit Center.

Storm Drains

- **Trash Amendments Compliance (\$100,000)** – installation of trash capture systems in priority land use areas as required by the State Water Resources Control Board, the first year of a 10-year implementation plan.

Parks

- **Parks ADA Improvements Phase 1 (\$38,800)** – the third year of a five-year plan for accessibility improvements. Current year improvements include the parking lot and path of travel at Siltanen Park.
- **Recreation Building Roof (\$52,900)** – repair and replacement of roofs and gutters.
- **Siltanen Family Swim Center Pool Resurfacing (\$15,000)** – substantial repair/replacement to the surface of the pool in Siltanen Park.
- **Vern Hart Fishing Park Improvements (\$12,000)** – repair storm damage to Vern Hart Fishing Park as a result of the storms of 2017.

General Facilities

- **City Facility ADA Improvements Phase 1 (\$24,200)** – improvements per the City Access Audit & Transition Plan that will include improvements to doorways, restrooms, and exterior routes.

- **Small Dump Truck 5-Yard (\$80,000)** – acquisition of an additional dump truck to assist in public works and wastewater projects.

Police

- **Santa Cruz Mountains (Highway 17) Police Radio Site (\$47,500)** – an additional radio receiver site for the primary blue channel at a site located within the Santa Cruz Mountains to improve radio communications for Scotts Valley Police Officers while on Hwy 17.
- **Body Worn Camera Implementation (\$150,000)** – acquisition and implementation of body worn cameras for police officers and in-car cameras.

Information Technology

- **Storage Area Network Integration (\$95,000)** – continuation of improvements to the City's network storage, improving reliability and increasing the life cycle of servers.
- **Citywide Technology Updates (\$35,000)** – required updates for desktop and server operating systems and software applications.
- **Citywide Phone Replacement (\$193,800)** – replacement of the City's aging telephone and voicemail system for all City locations, the first year of a four-year phased project.
- **Public Works Large Format Printer (\$10,000)** – replacement of the 36" large format multi-function printer at the Public Works trailer.

Five-Year Funding Analysis

Table B of the Five-Year CIP plan identifies available funding for the City's capital improvement plans. The funding sources for each project are based on available resources, projected future revenues and transfers and are presented based on each project's respective priority level. There are a total of seven projects totaling \$9.8 million for which funds are not expected to be available based on current projections. It should also be noted that the plan assumes a transfer of \$1.5 million from the City's General Fund over the next five years to fund capital projects with no other funding sources, of which \$1.4 million of those projects are considered Priority A projects. This transfer is built into the City's five-year General Fund forecast that is part of the City's overall fiscal sustainability plan.

The following table summarizes the total funding availability of projects in all Priority categories.

Priority Level	Funded	Under- or Un-funded	Total
Priority A	\$ 4,291,150	\$ -	\$ 4,291,150
Priority B	\$ 7,679,600	\$ 3,677,300	\$11,356,900
Priority C	\$ 859,900	\$ 6,114,900	\$ 6,888,800
Totals	\$ 12,830,650	\$ 9,792,200	\$22,622,850

The funding availability for projects based on priority level are discussed further below.

Priority A Projects

The analysis indicates that all scheduled Priority A projects have sufficient funding from their identified funding sources. There is one unscheduled project for which cost estimates are not currently available and that does not have identified funding sources:

- **Public Works Department Facility (No cost estimate currently available)** – the current Public Works modular at the Corporation Yard are beyond their useful lives. Staff is exploring a solution to expand the existing Wastewater Operations building and reconfigure the vehicle maintenance facilities to accommodate all Public Works staff. Opportunities could then be explored to repurpose the rest of the facilities that could include other uses up to and including possible sale of a portion of the land. The cost of construction of the facility is pending an engineer's estimate from an engineering consultant. This project is presented as a placeholder pending the analysis and identification of possible funding sources, but the replacement of the facilities will be critical to the long-term provision of services by the Public Works department.

Priority B Projects

The analysis indicates that all scheduled Priority B projects have sufficient funding from their identified funding sources. There are three unscheduled projects that do not have identified funding sources as follows:

- **Sidewalk Master Plan Projects (\$2,513,000)** – the Sidewalk Master Plan prepared in 1996 has been used as the basis for implementation of various sidewalk improvements. There exist 13 projects ranging in value from \$12,000 to \$477,000 that have not been implemented nor incorporated into the current five-year CIP plan. In order for these projects to be implemented, it would require funding resources such as grants,

development impact fees, Gas Tax or Measure D revenues.

- **Storm Drain Master Plan Projects (\$184,300)** – The Storm Drain Master Plan was last updated in December 1989. The Plan will need to be updated to take into consideration changing regulations associated with stormwater management. Nevertheless, there remain 9 projects from the original master plan ranging in estimated cost from \$8,500 to \$64,000 that do not currently have any identified available funding resources. These projects would require funding from such sources as grants, development impact fees or possible Gas Tax of Measure D revenues to the extent that one or more of the projects have a demonstrated impact on roadways before they could be scheduled or implemented.
- **Play Structure Equipment at Skypark (\$184,300)** – The play structure at Skypark will need to be replaced within the next five years, however there is no identified funding source to fund the nearly \$1 million necessary to serve the community. Various options are being explored that could reduce the projected cost of the project and to identify possible funding sources from grants or Proposition 68 funds.

Priority C Projects

The analysis indicates that all scheduled Priority C projects have sufficient funding from their identified funding sources. In addition, there are four other unscheduled projects that do not have identified funding sources as follows:

- **Stormwater LID (\$231,900)** – The proposed project would replace approximately 2,000 square feet of existing impervious are of sidewalk and roadway in order to construct new bioretention facilities within the Lundy Lane ROW and the WWTP. The initial plan was to use Proposition 1 grant monies to fund the project, however the state is unlikely to fund this as a stand-alone project. Until which time as other grant sources are identified, or there is the opportunity to incorporate the project into future wastewater rate models, the project is presented as unscheduled.
- **Bicycle Transportation Plan Projects (\$2,858,000)** – a Bicycle Transportation Plan was completed in 2012 that identified to improve bicycle circulation, encourage bicycle usage as alternatives to vehicles, and reduce traffic congestion. There remain 6 projects ranging in estimated cost from \$230,000 to \$841,000 that do not have any identified funding sources. Alternative funding sources could include grants, development impact fees, Gas Tax or Measure D revenues.
- **AI Shugart Park Phase 3 & 4 Construction (\$2,500,000)** – the AI Shugart Park Master Plan was created in 2009 that incorporated four phases. Phases 3 and 4 which include significant new elements such as a dog park, restroom, parking lots, a bridge, and turf and picnic areas, do not have any identified funding sources. In order for this project to move forward, there would need to be identified funding sources such as private donations, grants, park impact fees, or approval to use a portion of the remaining Lennar Funds.

- **Glenwood Open Space Preserve East Trails (\$525,000)** – this project would consist of construction of the east side trail system of the Glenwood Open Space Preserve inclusive of fully improved parking facilities and an accessible path of travel from the Siltanen Park parking lot to the main trailhead. If this project were to proceed, it would require funding resources such as other grants, development impact fees, or Measure D revenues may be considered.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

AIR CONDITIONING UNIT – WASTEWATER OPERATIONS BUILDING

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	30,000	30,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	30,000	30,000

PROJECT DESCRIPTION:

This project would replace the AC unit in the Wastewater Operations building. The current AC unit has been out of service since Fall 2016 and the cost to repair would be greater than the cost to replace with a new unit.

FUNDING SOURCES:

Primary funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes Spring 2018
Installation Summer 2018

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	24,000	-	24,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	24,000	-	24,000
Contingency 25%	6,000	-	6,000
Totals	30,000	-	30,000

PROJECT PRIORITY CATEGORY¹: A¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

TANKER TRUCK

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	80,000	80,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	80,000	80,000

PROJECT DESCRIPTION:

This purchase would be the second tanker truck for the WWTP. An additional truck is needed to enable continuous operation of the WWTP using the Aero-mod sludge thickener/press.

As opposed to the belt press sludge that is disposed of in Marina, Aero-mod sludge is disposed of at the City of Santa Cruz WWTP at a greatly reduced disposal price and allowing for shorter, safer disposal trips that consume less employee time and minimize wear and tear on the truck.

The Aero-mod unit produces a larger volume of sludge, necessitating an additional truck to allow for continued operation when the other truck is in transit.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes
Purchase

Spring 2018
Summer 2018

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	80,000	-	80,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	80,000	-	80,000
Contingency	0%	-	-
Totals	80,000	-	80,000

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

MISSION COMMUNICATIONS FOR LIFT STATIONS

Funding	Funding Sources	
	WWTP Capital	Total
2018-2019	40,000	40,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	40,000	40,000

PROJECT DESCRIPTION:

This project will update the communication from three lift stations from phone lines to a cloud based system. The other four pump stations have already completed this upgrade. The completion of this project will allow for the removal of serial cables and payment of those lines. This will also allow for these pump stations to be integrated into the WWTP monitoring system.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quote Complete
Installations and Programming Winter 2019

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	32,000	-	32,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	32,000	-	32,000
Contingency 25%	8,000	-	8,000
Totals	40,000	-	40,000

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SEWER SYSTEM MANAGEMENT PLAN

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	375,000	375,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	375,000	375,000

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	300,000	-	300,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	300,000	-	300,000
Contingency	25% 75,000	-	75,000
Totals	375,000	-	375,000

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

PROJECT DESCRIPTION:

The State Water Resources Control Board (SWRCB) Statewide General Waste Discharge Requirements (WDR) require all public wastewater collection system agencies in California to develop, implement, and maintain a sewer system management plan (SSMP). The SSMP must be updated every five (5) years, and must include any significant program changes. No significant changes have been identified since the original document was developed in 2007-2009. The collection system has not had a comprehensive video assessment completed since the 1990s. It is anticipated that the SWRCB will be auditing the City's SSMP in the next 24 months.

Tasks include reviewing the City's existing management plan, operations, and maintenance; completing a sewer system condition assessment; updating the sewer system capital improvement program; and conducting the required environmental review of the SSMP.

FUNDING SOURCES:

Primary source of funding is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Develop RFP	Summer 2019
Bid	Fall 2019
Plan Development	Fall 2019-Spring 2020

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PLC UPGRADE

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	50,000	50,000
2019-2020	51,500	51,500
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	101,500	101,500

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	40,000	-	40,000
2019-2020	40,000	3%	41,200
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	80,000	1,200	81,200
Contingency 25%	20,000	300	20,300
Totals	100,000	1,500	101,500

PROJECT PRIORITY CATEGORY¹: A

PROJECT DESCRIPTION:

This project will upgrade the programmable logic controller (PLC) at the wastewater treatment plant to allow for remote operations of parts of the facility. Currently the PLC system allows for monitoring only. This will allow for operations staff to complete some processes from home, reducing the frequency of on call visits to the plant. This technology is considered standard at similar size plants. FY 2018/19 is the fourth year of the five-year planned upgrade.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quote	Complete
Installations and Programming	In phases through 2020

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

REBUILD AQUA GUARDS

Funding	Funding Sources	
	WWTP Capital	Total
2018-2019	250,000	250,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	250,000	250,000

PROJECT DESCRIPTION:

This project would rehabilitate both of the existing Aqua Guards. An Aqua Guard is a self-cleaning in-channel screen that uses a filter element system to automatically remove inorganic debris that can clog downstream pumps and equipment.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Bids Spring 2018
Construction Fall 2018

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	200,000	-	-	200,000
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	200,000	-	-	200,000
Contingency	25%	50,000	-	50,000
Totals	250,000	-	-	250,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

WATER PUMP SYSTEM UPGRADE

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	30,900	30,900
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	30,900	30,900

PROJECT DESCRIPTION:

This project would replace two variable frequency drive pumps that provide and air gap for water from the Scotts Valley Water District to the WWTP.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes Fall 2019
Construction Winter 2020

Expenditure Categories				
Expenditures	Estimated Project Cost	Inflation		Total
		Inflation %	Escalation	
2018-2019	-	-	-	-
2019-2020	24,000	3%	700	24,700
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	24,000		700	24,700
Contingency	25% 6,000		200	6,200
Totals	30,000		900	30,900

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

ELECTRIC SECURITY GATE

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	20,600	20,600
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	20,600	20,600

PROJECT DESCRIPTION:

This project would replace the current manual close gate at the WWTP with an electric remote controlled gate with intercom system. The current gate has a manual lock and is open during the workday that allows unobstructed access to the WWTP.

FUNDING SOURCES:

Primary funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Project Bid Winter 2019
Construction Spring 2020

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	16,000	3%	16,500
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	16,000		16,500
Contingency 25%	4,000		4,100
Totals	20,000	600	20,600

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

CLARIFIER SUPERSTRUCTURE AND WALKWAYS

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	255,800	255,800
2021-2022	-	-
2022-2023	-	-
Total	255,800	255,800

PROJECT DESCRIPTION:

This project will replace the superstructure and walkways on Clarifier #3 and walkways on Clarifier #4. The superstructure consists of a set of rake blades and squeegees suspended from a bridge to collect settled solids on the tank bottom and/or surface of the water. The current walkways are rusted and may present a safety concern if not remediated.

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	193,000	6%	204,600
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	193,000	11,600	204,600
Contingency 25%	48,300	2,900	51,200
Totals	241,300	14,500	255,800

This original clarifier is currently over 30 years old and is underperforming due to leaks and recirculating sludge. Staff plans to perform visual inspections and repairs to the existing structure over the next three years in anticipation of replacing this item in FY 2020/21.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

PROJECT PRIORITY CATEGORY¹: BESTIMATED PROJECT SCHEDULE:

Receive Quote	Complete
Project Bid	Fall 2020
Construction	Spring 2021

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

ROTARY DRUM THICKENER

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	231,900	231,900
2021-2022	-	-
2022-2023	-	-
Total	231,900	231,900

PROJECT DESCRIPTION:

This project will provide redundancy for the Aero-mod sludge thickener/press and eliminate the need for the belt press at the wastewater treatment plant. This project replaces the belt press rehabilitation and the belt press may be sold after installation of the new Rotary Drum Thickener.

FUNDING SOURCES:

Primary funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes
Construction
Spring 2020
Summer 2021

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	175,000	6%	185,500
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	175,000	10,500	185,500
Contingency 25%	43,800	2,600	46,400
Totals	218,800	13,100	231,900

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

GLEN CANYON LIFT STATION GENERATOR

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	59,700	59,700
2021-2022	-	-
2022-2023	-	-
Total	59,700	59,700

PROJECT DESCRIPTION:

This project will replace the generator at the Glen Canyon lift station. This piece of equipment is rarely used and is currently functional; however, it will not meet air quality standards in the future.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes
Installation

Winter 2020
Spring 2021

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	45,000	6%	47,700
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	45,000	2,700	47,700
Contingency 25%	11,300	700	12,000
Totals	56,300	3,400	59,700

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

AERATION BASIN SYSTEM UPGRADE

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	130,800	130,800
2022-2023	-	-
Total	130,800	130,800

PROJECT DESCRIPTION:

This project consists of new valving to independently operate each basin of the aeration system and optimize oxidation at the WWTP.

FUNDING SOURCES:

Primary funding source for this project is the Wastewater Capital Reserve Fund

ESTIMATED PROJECT SCHEDULE:

Receive Bids Winter 2022
Construction Summer 2022

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	96,000	9%	104,600
2022-2023	-	12%	-
Subtotal	96,000	8,600	104,600
Contingency 25%	24,000	2,200	26,200
Totals	120,000	10,800	130,800

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

EFFLUENT PUMP

Funding Sources		
Funding	WWTP Capital	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	272,500	272,500
2022-2023	-	-
Total	272,500	272,500

PROJECT DESCRIPTION:

This project will replace one effluent pump at the wastewater treatment plant. There are currently three pumps of similar age used in rotation that have been in service for 20 years. Beginning in FY 2021/22 staff will begin to replace the aging effluent pumps as they near the end of their useful life.

FUNDING SOURCES:

Funding source for this project is the Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive Quotes Spring 2020
Construction Summer 2021

Expenditure Categories			
Expenditures	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	200,000	9%	218,000
2022-2023	-	12%	-
Subtotal	200,000	18,000	218,000
Contingency 25%	50,000	4,500	54,500
Totals	250,000	22,500	272,500

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

ULTRAVIOLET DISINFECTATION SYSTEM EVALUATION

Funding	Funding Sources	
	Tertiary Treatment Fund	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	42,000	42,000
Total	42,000	42,000

PROJECT DESCRIPTION:

This project would perform an evaluation of the ultraviolet (UV) disinfection system for recycled water at the WWTP. Project components would include evaluation of lamp intensity, electricity consumption, disinfection effectiveness, and overall efficiency and cost effectiveness to determine replacement needs to continue to meet State water treatment requirements.

FUNDING SOURCES:

Primary funding source for this project is the Tertiary Treatment Plant Fund.

ESTIMATED PROJECT SCHEDULE:

Bid Summer 2022
Evaluation Winter 2023

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	30,000	12%	3,600	33,600
Subtotal	30,000		3,600	33,600
Contingency 25%	7,500		900	8,400
Totals	37,500		4,500	42,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

STORMWATER LID

Funding Sources			
Funding	WWTP Capital	Prop 1 Grant	Total
2018-2019	-	-	-
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	-	-	-
Unscheduled	111,900	120,000	231,900
Total	111,900	120,000	231,900

PROJECT DESCRIPTION:

This project would replace approximately 2,000 square feet of existing impervious are of sidewalk and roadway in order to construct new bioretention facilities within the Lundy Lane ROW and the WWTP. The goal of the project is to provide stormwater treatment and infiltration of the Lundy Lane drainage basin.

FUNDING SOURCES:

Primary funding source for this project would be the Proposition 1 Grant matched by the Wastewater Capital Reserve Fund and staff time executing the project. This project is not likely to be funded by the state as a stand-alone project. This project will be identified as unscheduled until which time staff identifies opportunities to combine this project with another wastewater project to make this project eligible for reimbursement.

ESTIMATED PROJECT SCHEDULE:

Project Design	Completed
Grant Application	Spring 2019
Grant Award	Fall 2019
Project Bid	Winter/Spring 2020
Construction	Summer/Fall 2020

Expenditure Categories				
Expenditures	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Unscheduled	165,600	12%	19,900	185,500
Subtotal	165,600		19,900	185,500
Contingency	41,400	25%	5,000	46,400
Totals	207,000		24,900	231,900

PROJECT PRIORITY CATEGORY¹: C1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

ANNUAL STREET MAINTENANCE/RESURFACING PROGRAM

Funding	Funding Sources		
	RMRA (SB 1)	Gas Tax	Total
2018-2019	200,000	-	200,000
2019-2020	230,000	20,000	250,000
2020-2021	275,000	-	275,000
2021-2022	275,000	-	275,000
2022-2023	275,000	-	275,000
Total	1,255,000	20,000	1,275,000

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Escalation	Total
2018-2019	160,000	-	-	160,000
2019-2020	200,000	0%	-	200,000
2020-2021	220,000	0%	-	220,000
2021-2022	220,000	0%	-	220,000
2022-2023	220,000	0%	-	220,000
Subtotal	1,020,000	-	-	1,020,000
Contingency 25%	255,000	-	-	255,000
Totals	1,275,000	-	-	1,275,000

PROJECT PRIORITY CATEGORY¹: A

PROJECT DESCRIPTION:

This project is an annual street overlay program that includes the resurfacing of various city-maintained streets on

¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

a rotating basis. Maintenance can take the form of either slurry seal, asphalt overlay, or road reconstruction as necessary. In FY 2017/18 a pavement management study (PMS) was completed to inform the prioritization and funding of streets throughout the City. Based on the study, several large rehabilitation projects have been identified and are scheduled separately in the CIP. This project includes preventative maintenance to extend the time needed before more expensive rehabilitation and reconstruction is required.

Staff plans to address problems in FY2018/19 on the streets below.

Street Name	Begin Location	End Location	Treatment
Blue Hills Ct	South Navarra Dr	south end	HMA overlay
Green Tree Wy	Oak Creek Blvd	west end	
Kentwood Ct	Kirkorian Ct	east end	
Pinecone Ln	Whispering Pines Dr	east end	
Purple Hills Ct	San Augustine	west end	HMA overlay w/digouts
Sageland Ct	San Augustine Way	west end	
Taryn Ct	Lauren Circle	east end	
Granite Creek Rd	Scotts Valley Dr	Santas Village Rd	
Nadia Ct	Grace Way	east end	HMA overlay w/digouts
Scotts Valley Dr	Sawyer Ci	north end	
Lockhart Gulch Rd	Mt. Hermon Rd	pavement change	Seal Cracks
Scotts Valley Dr	Mt. Hermon Rd	Bethany Dr	

FUNDING SOURCES:

Primary funding source for this project will be Gas Tax revenues and RMRA. Alternative funding sources may include Measure D Sales Tax revenues or grant funding from federal or state sources.

ESTIMATED PROJECT SCHEDULE:

Identify Streets for improvement	Winter of each year
Issue Bids for Construction	Spring to Summer
Construction	Spring to Summer

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

REHABILITATION OF GLENWOOD DRIVE

Funding	Funding Sources			
	Measure D	RTC-RTIP	CTC-LPP	Total
2018-2019	100,000	-	-	100,000
2019-2020	500,000	310,000	665,000	1,475,000
2020-2021	-	-	-	-
2021-2022	-	-	-	-
2022-2023	-	-	-	-
Total	600,000	310,000	665,000	1,575,000

PROJECT DESCRIPTION:

The Project will implement significant improvements to both preserve the existing roadway and enhance bicycle safety through widening the roadway for new Class II bike lanes between Casa Way and the City limits, and create a safe pedestrian crossing for the Glenwood Preserve Trail System.

FUNDING SOURCES:

Primary source of funding would be Measure D Sales Tax revenues and grant from the Regional Transportation Commission – Regional Transportation Improvement Program (RTC-RTIP). The City has applied for an additional grant for this project and construction of the Glenwood Open Space Preserve East trails from the California Transportation Commission 2018 Local Partnership Program. If this grant is not awarded, the project would still be constructed with a reduced scope.

ESTIMATED PROJECT SCHEDULE:

Preliminary Design	Spring 2018
Final Design	Summer 2018
Develop Bid Specs	Winter 2018/2019
Issue Bids for Construction	Spring 2019
Construction	Summer/Fall 2019

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	100,000	-	-	100,000
2019-2020	1,125,000	3%	33,800	1,158,800
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	1,225,000		33,800	1,258,800
Contingency 25%	306,300		8,500	314,800
Totals	1,531,300		42,300	1,573,600

PROJECT PRIORITY CATEGORY¹: B¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SIDEWALK IMPROVEMENT ON KINGS VILLAGE ROAD

Funding	Funding Sources		
	Measure D	RTC-RTIP	Total
2018-2019	35,000	271,000	306,000
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	-	-	-
Total	35,000	271,000	306,000

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	306,000	-	306,000
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Subtotal	306,000	-	306,000
Contingency	0%	-	-
Totals	306,000	-	306,000

PROJECT PRIORITY CATEGORY¹: B

PROJECT DESCRIPTION:

This project will construct new, fill in gaps, and improve accessibility of sidewalk on King's Village Road to provide connectivity from Mount Hermon Road to the Cavallaro

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Transit Center and other facilities. Improvements include:

- **Bluebonnet Lane:** Fill in sidewalk gap on south side of road on the frontage of the 200 block of Bluebonnet Lane and 350 Bean Creek Road.
- **Kings Village Road East:** Fill in sidewalk gap directly adjacent to 201 Kings Village Road.
- **Kings Village Road West:** Construct new sidewalk from Mount Hermon Road to the Cavallaro Transit Center.
- **Mount Hermon Road:** Modify existing curb ramps to be ADA complaint at the intersection of Kings Village Road.

FUNDING SOURCES:

Primary funding source for this project is a combination of a grant from the Regional Transportation Commission – Regional Transportation Improvement Program (RTC-RTIP), which has provided a grant of \$271,000 based on an 11% matching requirement by the City of \$35,000 from Measure D Sales Tax revenues.

ESTIMATED PROJECT SCHEDULE:

Design	Spring 2018
Bid	Summer 2018
Construction	Summer/ Fall 2018

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SCOTTS VALLEY DRIVE MEDIANS

Funding	Funding Sources			
	Not Identified			Total
2018-2019	-			-
2019-2020	375,000			375,000
2020-2021	-			-
2021-2022	-			-
2022-2023	-			-
Total	375,000			375,000

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	300,000	0%	-	300,000
2020-2021	-	0%	-	-
2021-2022	-	0%	-	-
2022-2023	-	0%	-	-
Subtotal	300,000	-	-	300,000
Contingency	75,000	25%	-	75,000
Totals	375,000	-	-	375,000

PROJECT DESCRIPTION:

This project includes additional medians and a series of improvements for access management and pedestrian safety on Scotts Valley Drive from Civic Center Drive to Granite Creek Road to relieve traffic congestion resulting from recently and expected approved development projects. Landscape medians were constructed on Scotts Valley Drive between Mount Hermon Road and Civic Center Drive during the improvements to Scotts valley drive in the mid-1990s.

Project components may consist of new construction of new landscaped medians inclusive of irrigation, climate appropriate plantings, and mulching and new crosswalks, warning striping at unsignalized crosswalks, signage for yielding and/or new rapid rectangular flashing beacons.

FUNDING SOURCES:

Primary source of funding for this project is from Traffic Impact Mitigation Fees.

ESTIMATED PROJECT SCHEDULE:

Design	Fall/Winter 2019
Bid	Winter/Spring 2020
Construction	Summer 2020

PROJECT PRIORITY CATEGORY¹: B¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PAVEMENT REHABILITATION ON BEAN CREEK ROAD

Funding	Funding Sources	
	Measure D	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	500,000	500,000
2021-2022	-	-
2022-2023	-	-
Total	500,000	500,000

PROJECT DESCRIPTION:

Bean Creek Road, between Montevalle to the City limits, is currently exhibiting issues such as poor drainage, potholes, and uneven pavement surfaces. Construction would include reworking the subgrade, asphalt overlaying, drainage improvements, and restriping.

FUNDING SOURCES:

Primary source of funding would be Measure D Sales Tax revenues. Alternative funding sources could include grant funding from federal and/or state resources and Gas Tax revenues.

ESTIMATED PROJECT SCHEDULE:

Develop Bid Specs	Spring 2020
Issue Bids for Construction	Summer 2020
Construction	Summer/Fall 2020

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	377,400	6%	400,000
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	377,400		400,000
Contingency 25%	94,400		100,000
Totals	471,800	28,200	500,000

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

ACTIVE TRANSPORTATION PLAN

Funding	Funding Sources		
	Measure D	Traffic DIF	Total
2018-2019	-	-	-
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	100,000	100,000	200,000
Total	100,000	100,000	200,000

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	142,900	12%	17,100	160,000
Subtotal	142,900		17,100	160,000
Contingency 25%	35,700		4,300	40,000
Totals	178,600		21,400	200,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

PROJECT DESCRIPTION:

The City has two outdated master plans for bicycle (2012) and pedestrian improvements (1996). In order to be eligible for many transportation grant programs an Active Transportation Plan (ATP) is required.

The ATP will identify an integrated network of walkways and bikeways that connect City neighborhoods and communities to employment, recreation, education and destinations that meet daily needs. The ATP will develop and prioritize a list of bicycle and pedestrian projects to increase active transportation opportunities and increase safety, mobility, connectivity and access for all roadway users, and to relieve traffic congestion through the City. The in progress General Plan Update Mobility Element will serve as a guiding document for the ATP.

FUNDING SOURCES:

Primary funding sources for this project would be 50% from Measure D Sales Tax revenues that addresses existing infrastructure, and 50% from Traffic Impact Mitigation Fees that address impacts from recent development activities. Alternative funding sources could include grant funding from Caltrans or other federal and/or state resources and Gas Tax revenues.

ESTIMATED PROJECT SCHEDULE:

Bid	Summer 2022
Plan Development	Fall 2022-Spring 2023

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SIDEWALK MASTER PLAN PROJECTS

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	2,513,000	2,513,000
Total	2,513,000	2,513,000

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	0%	-	-
2020-2021	-	0%	-	-
2021-2022	-	0%	-	-
2022-2023	-	0%	-	-
Unscheduled	2,010,400	0%	-	2,010,400
Subtotal	2,010,400	-	-	2,010,400
Contingency 25%	502,600	-	-	502,600
Totals	2,513,000	-	-	2,513,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

PROJECT DESCRIPTION:

Projects from the 1996 Scotts Valley Sidewalk Master Plan that have not been completed are listed on the following page, which include brief project summaries and 1996 cost estimates.

Prioritization and timing of the proposed projects would be based on several factors, including grant fund availability, community engagement, and other possible new development projects that may impact the proposed projects. Current costs are extrapolated from 1996 costs, which would need to be updated if the City proceeded for any of these projects.

These projects may change based on the outcomes of the Active Transportation Plan scheduled for FY 2022/23.

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as grants, development impact fees, Gas Tax or Measure D revenues.

ESTIMATED PROJECT SCHEDULE:

Design	Varies
Bid	Winter/Spring of each year
Construction	Summer of each year

City of Scotts Valley Sidewalk Master Plan
Unfunded Projects List

Priority	1996 Master Plan Item No.	Street	Description	Estimated Cost
1	27	Grace Way	East side from Victor Square to San Augustine Way	\$ 12,000
2	28	San Augustine Way	East side from Grace Way to Hacienda Drive	\$ 62,000
3	16	Erba Lane	North side from Scotts Valley Drive to City Hall property	\$ 42,000
4	19	Carbonero Way	North side from Scotts Valley Drive to El Pueblo Road	\$ 49,000
5	10	Kings Village Road	Both sides from Mt Hermon Road to Bluebonnet Lane	\$ 145,000
6	4	Mt. Hermon Road	South side from Skypark drive to La Madrona Drive; north side from La Madrona Drive to Scotts Valley Medical Clinic	\$ 477,000
7	6	Estrella Drive	South side from Whispering Pines to Lockewood Lane	\$ 168,000
8	13	Glen Canyon Road	North side from Mt. Hermon Road to Green Hills Road	\$ 297,000
9	21	Victor Square	Inside the perimeter of the entire square	\$ 108,000
10	11	Bluebonnet Lane	Both sides from Bean Creek Road to Skypark	\$ 151,000
11	12	Bean Creek Road	Both sides from Scotts Valley Drive to the middle School; west side from the middle school to Bluebonnet Lane	\$ 400,000
12	20	El Pueblo Road	West side from Carbonero Way to cul-de-sac; east side from Carbonero Way to old El Pueblo; north side from old El Pueblo to Scotts Valley Drive	\$ 291,000
13	23	South Navarra Drive	East side from Green Hills Road to Granite Creek Road	\$ 298,000
14	15	Scotts Valley Drive	East side from Granite Creek overpass to Tabor Drive	\$ 163,000

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

BICYCLE TRANSPORTATION PLAN PROJECTS

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	2,858,000	
Total	2,858,000	-

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Unscheduled	2,286,400	0%	2,286,400
Subtotal	2,286,400	-	2,286,400
Contingency 25%	571,600	-	571,600
Totals	2,858,000	-	2,858,000

PROJECT PRIORITY CATEGORY¹: CPROJECT DESCRIPTION:

The March 2012 Scotts Valley Bicycle Transportation Plan outlined proposed projects to meet the following goals:

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

1. Improve bicycle circulation within the City of Scotts Valley and with adjoining jurisdictions;
2. Increase use of bicycling for short- and long-range trips, and reduce the use of motor vehicles;
3. Provide a safe and efficient bicycle transportation system within the Planning Area;
4. Design all streets and roads to be "bicycle friendly" to equally accommodate both bicycles and private motorized vehicles, in addition to equestrians, pedestrians, and transit; and
5. Reduce traffic congestion by encouraging all residents, visitors and employees within the City to voluntarily increase bicycle trips for the benefit of all.

See attached page for project summaries and 2012 cost estimates. Prioritization and timing of the proposed projects would be based on several factors, including grant fund availability, community engagement, and other possible new development projects that may impact the proposed projects.

These projects may change based on the outcomes of the Active Transportation Plan scheduled for FY2022/23.

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as grants, development impact fees, Gas Tax or Measure D revenues.

ESTIMATED PROJECT SCHEDULE:

Design	Varies
Bid	Winter/Spring
Construction	Summer

Scotts Valley Bicycle Transportation Plan
Unfunded Project List

2012 Plan Item No.	Project	Existing Condition	Estimated Cost
3	Bethany Dr, Class I (Scotts Valley Dr. to Bethany College)	• Narrow roadway • Residential • High volumes during commute	\$ 841,000
5	Granite Creek, Class II including Highway 17 overpass	• Narrow in places • Residential • High volumes during commute	\$ 526,000
6	North Navarra Dr. through Sucinto Drive, Class II	• Undeveloped area behind Borland	\$ 420,000
8	El Rancho, Class II	• Narrow • Medium traffic volumes	\$ 315,000
9	Lockhart Gulch Road, Class II	• Narrow, no bike lane • Primarily residential	\$ 526,000
10/11	Bike Rest Stops	• Need at Camp Evers Fishing Park and Skypark	\$ 230,000

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

TRASH AMENDMENTS COMPLIANCE

Funding	Funding Sources	
	General CIP	Total
2018-2019	100,000	100,000
2019-2020	100,000	100,000
2020-2021	100,000	100,000
2021-2022	100,000	100,000
2022-2023	100,000	100,000
Total	500,000	500,000

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	80,000		-	80,000
2019-2020	80,000	0%	-	80,000
2020-2021	80,000	0%	-	80,000
2021-2022	80,000	0%	-	80,000
2022-2023	80,000	0%	-	80,000
Subtotal	400,000		-	400,000
Contingency	25%		-	100,000
Totals	500,000		-	500,000

PROJECT PRIORITY CATEGORY¹: A

PROJECT DESCRIPTION:

Per the 2015 the State Water Resources Control Board's Amendment to the Water Quality Control Plan, referred to as the "Trash Amendments", the City is required to install trash capture systems in priority land use areas. A Storm Drainage Master Plan Update is currently being completed to accurately evaluate compliance with the Trash Amendments and determine capital needs. The City has approximately 10 years (at 10% progress per year) to complete installation of Full Capture Systems in identified locations. It is anticipated that the City will need to spend \$660,000 - \$944,000 in one-time capital improvements over the 10-year period.

FUNDING SOURCES:

Primary funding for this project is the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Complete SDMP Update Summer 2018
Issue Bids Winter 2019
Construction Spring 2019

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

STORMDRAIN MASTER PLAN PROJECTS

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	184,300	184,300
Total	184,300	184,300

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Inflation Escalation Total
2018-2019	-	-	-
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Unscheduled	147,400	0%	147,400
Subtotal	147,400	-	147,400
Contingency 25%	36,900	-	36,900
Totals	184,300	-	184,300

PROJECT PRIORITY CATEGORY¹: B

PROJECT DESCRIPTION:

The Scotts Valley Storm Drain Master Plan identifies recommended storm drain culvert improvements and

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

references corresponding locations on the City's storm drain system maps. These projects are typically deferrable, however, when a problem or need for improvement occurs, a certain amount of money is allocated per drainage location. The last study was performed in December 1989. The table below displays the projects identified in that study and have been prioritized should funding be identified.

These projects may change based on the outcomes of the Storm Drain Master Plan Update currently in progress.

Priority	Project Description (Map Location)	Total Cost
1	Vine Hill School Road at west corner Siltanen (W8B-F7)	\$15,000
2	Upper Navarra, Sunset Terrace to Granite Creek Rd. (C10A-E8)	\$11,900
3	Drainage Easements South Side Granite Creek Road (C10C)	\$15,000
4	Dunslee Way to Scotts Valley Dr. (C12B-D7)	\$6,500
5	Caliente Dr., Estrella Dr. to Colado Dr. (E1B-B6)	\$18,400
6	Baja Sol at Baja Sol Ct. (B6C-B6)	\$12,100
7	Meadow Way at Granite Creek Road (W8A-E7)	\$10,400
8	Estrella Dr. near Lunar Dr. (E1A-B6)	\$64,000
9	Pinecone easement to Baja Sol (B6B-B6)	\$31,000

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as grants, development impact fees, Gas Tax or Measure D revenues.

ESTIMATED PROJECT SCHEDULE:

Design
Issue Bids
Construction

Fall/Winter each year
Spring each year
Summer each year

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PARKS ADA IMPROVEMENTS – PHASE 1

Funding	Funding Sources	
	Lennar	Total
2018-2019	38,800	38,800
2019-2020	40,000	40,000
2020-2021	41,200	41,200
2021-2022	-	-
2022-2023	-	-
Total	120,000	120,000

PROJECT DESCRIPTION:

This project would implement the first phase of park improvements as part of the City's ADA Transition Plan for Hocus Pocus, MacDorsa, Siltanen and Camp Evers Fishing Parks.

Sub-projects for FY 2018/19 include improvements to the parking lot and path of travel at Siltanen Park.

For a detailed description of projects, the City's Transition Plan is on its website www.scottvalley.org and a hard copy is at City Hall, One Civic Center Drive.

FUNDING SOURCES:

Funding source for this project will be Lennar Funds. Additional funding may be available in FY2018/19 for the above improvements if the City is awarded the California Transportation Commission 2018 Local Partnership Program grant for the Glenwood Preserve Trail System.

ESTIMATED PROJECT SCHEDULE:

Design	Varies
Bid	Spring of each year
Construction	Summer of each year

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	31,040		-	31,040
2019-2020	31,040	3%	900	31,940
2020-2021	31,040	6%	1,900	32,940
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	93,120		2,800	95,920
Contingency 25%	23,300		700	24,000
Totals	116,420		3,500	119,920

PROJECT PRIORITY CATEGORY¹: A1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

RECREATION BUILDING ROOF

Funding	Funding Sources	
	General CIP Fund	Total
2018-2019	52,900	52,900
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	52,900	52,900

PROJECT DESCRIPTION:

This project will provide a substantial repair/replacement to roof and gutters. The building currently has multiple leaks in the roof that is compromising the electrical system.

FUNDING SOURCES:

Primary funding source for this project will be the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Issue Bids for Construction
Construction
Complete
Summer 2018

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	46,000	-	46,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	46,000	-	46,000
Contingency 15%	6,900	-	6,900
Totals	52,900	-	52,900

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SILTANEN FAMILY SWIM CENTER POOL RESURFACING

Funding Sources		
General CIP	Fund	Total
2018-2019	15,000	15,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	15,000	15,000

PROJECT DESCRIPTION:

This project will provide a substantial repair/replacement to the surface of the pool in Siltanen Park. At times, the pool surface cracks and pieces from the surface give away making rough spots on the bottom of the pool. Current repairs consist of temporary patch work.

FUNDING SOURCES:

Primary funding source for this project will be the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Pool Resurfacing Fall 2018

Expenditure Categories				
Expenditures	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	12,000	-	-	12,000
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	12,000	-	-	12,000
Contingency	25% 3,000	-	-	3,000
Totals	15,000	-	-	15,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

VERN HART FISHING PARK IMPROVEMENTS

Funding	Funding Sources	
	Cal OES/FEMA	Total
2018-2019	12,000	12,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	12,000	12,000

PROJECT DESCRIPTION:

During the winter storm events of January 2017 damage was sustained to the bank of Carbonera Creek at Vern Hart Fishing Park causing a ground loss/land slide from park into creek. The City received \$11,825 in Disaster Funding from the California Office of Emergency Services (CalOES) to repair the damage.

Staff will repair the storm damage to the park in addition to improvements to the existing picnic area and parking lot effected by the storm damage.

FUNDING SOURCES:

Funding source for this project will be FEMA funds received for park repairs. Alternative funding sources could include park impact fees, grant funding from federal and/or state resources.

ESTIMATED PROJECT SCHEDULE:

Concept	Summer 2018
Issue Bids for contractor	Winter 2018
Landscape Construction	Spring 2019

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	9,425	-	9,425
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	9,425	-	9,425
Contingency 25%	2,400	-	2,400
Totals	11,825	-	11,825

PROJECT PRIORITY CATEGORY¹: C1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

VINE HILL SCHOOL DAYCARE IMPROVEMENTS

Funding	Funding Sources	
	General CIP Fund	Total
2018-2019	-	-
2019-2020	30,900	30,900
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	30,900	30,900

PROJECT DESCRIPTION:

This project will provide a substantial repair/replacement to ramp and stairs leading up to the modular, skirting around the outside of the building, ceiling tiles, and a roof. The ramp and stairs are unsteady, skirting is rotting away, and the roof leaks on an occasion in different locations throughout the building.

The project was appropriated in FY 2017/18 with \$10,000 funding for construction of ramp, stairs, skirting and ceiling tiles conducted by Public Works staff which will be completed in the Summer of 2018. The remaining project of \$30,900 is scheduled for FY 2019/20 and would be for the roof improvements.

FUNDING SOURCES:

Primary funding source for this project will be the General CIP Fund.

PROJECT PRIORITY CATEGORY¹: AESTIMATED PROJECT SCHEDULE:

Construction of ramp, stairs, skirting and ceiling tiles with Public Works staff Summer 2018
Issue Bids for Construction of Roof Spring 2019
Construction of Roof Summer 2019

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	24,000	3%	700	24,700
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	24,000		700	24,700
Contingency 25%	6,000		200	6,200
Totals	30,000		900	30,900

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PLAY STRUCTURE EQUIPMENT – HOCUS POCUS PARK

Funding	Funding Sources	
	Parks DIF	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	463,800	463,800
2021-2022	-	-
2022-2023	-	-
Total	463,800	463,800

Pocus Park is showing signs of wear and will need to be replaced with an enhanced play structure that could serve a greater number of community members for a longer period of time. The project would include equipment demolition and disposal, installation of 5,750 square feet of geotextile fabric, and installation of a new play structure.

An alternative proposal would use poured-in-place (PIP) rubber as the playground surface rather than EWF. The installation of PIP rubber would nearly double the cost of the project, which would not be cost effective given that annual maintenance costs associated with replacing EWF is well below the incremental cost of PIP rubber over the projected life of that product.

FUNDING SOURCES:

Primary funding source for this project will be the Parks DIF. Alternative funding that would be pursued prior to expending Parks & Recreation Facilities DIF funds could possibly come from grants or Proposition 68 funds.

ESTIMATED PROJECT SCHEDULE:

Bids	Winter 2021
Construction	Spring 2021

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	350,000	6%	371,000
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	350,000		371,000
Contingency 25%	87,500		92,800
Totals	437,500	26,300	463,800

PROJECT PRIORITY CATEGORY¹: BPROJECT DESCRIPTION:

The play structure in the main playground area at Hocus

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

BROOK KNOLL AND VINE HILL DAYCARE MODULAR IMPROVEMENTS

Funding	Funding Sources	
	Parks DIF	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	463,750	463,750
2021-2022	-	-
2022-2023	490,050	490,050
Total	953,800	953,800

PROJECT DESCRIPTION:

This project will provide a substantial improvement to the Brook Knoll and Vine Hill daycare modulars. The modulars regularly need major maintenance such as: siding/skirting replacement, ceiling/roof repairs, light covers, flooring, doors, and water leak damage inside walls and to sub flooring. Current repairs consist of temporary patches when damage arises.

FUNDING SOURCES:

Primary funding will be through the Parks & Recreation Facilities DIF. Alternative funding that would be pursued prior to expending Parks & Recreation Facilities DIF funds could possibly come from grants.

ESTIMATED PROJECT SCHEDULE:

Issue Bids for Construction	Spring 2020
Replacement of Brook Knoll Modular	Summer 2021
Issue Bids for Construction	Spring 2022
Replacement of Vine Hill Modular	Summer 2023

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	350,000	6%	21,000	371,000
2021-2022	-	9%	-	-
2022-2023	350,000	12%	42,000	392,000
Subtotal	700,000		63,000	763,000
Contingency 25%	175,000		15,800	190,800
Totals	875,000		78,800	953,800

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SKYPARK TENNIS AREA IMPROVEMENTS

Funding	Funding Sources		
	Park DIF	Lennar	Total
2018-2019	-	-	-
2019-2020	-	-	-
2020-2021	125,300	20,000	145,300
2021-2022	-	-	-
2022-2023	-	-	-
Total	125,300	20,000	145,300

PROJECT DESCRIPTION:

This project will provide storage, new and enlarged parking area, shade structure, and picnic tables in Skypark at the tennis area along the Linear Trail.

FUNDING SOURCES:

Primary funding source for this project will be the Parks DIF for storage, shade structure, and picnic tables. Lennar Funds will be used for the resurfacing and enlarging the parking lot.

ESTIMATED PROJECT SCHEDULE:

Issue Bids for Construction Spring 2020
Construction Summer 2020

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	109,600	6%	6,600	116,200
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	109,600		6,600	116,200
Contingency 25%	27,400		1,700	29,100
Totals	137,000		8,300	145,300

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PARKS ADA IMPROVEMENTS – PHASE 2

Funding	Funding Sources		
	Lennar		Total
2018-2019	-		-
2019-2020	-		-
2020-2021	-		-
2021-2022	53,600		53,600
2022-2023	53,600		53,600
Total	107,200		107,200

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-		-	-
2019-2020	-	0%	-	-
2020-2021	-	0%	-	-
2021-2022	53,600	0%	-	53,600
2022-2023	53,600	0%	-	53,600
Subtotal	107,200		-	107,200
Contingency	0%		-	-
Totals	107,200		-	107,200

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

PROJECT DESCRIPTION:

This project consists of retrofit work to provide ADA accessibility at Camp Evers Fishing Park, Hocus Pocus Park, MacDorsa Park, Scotts Valley Dog Park, Siltanen Park, and Skypark per Phase Two the assessment completed in 2015 and recorded in the City's Access Audit & Transition Plan. Work to be completed consists of improvements to exterior routes, doors, park facilities and surfaces, parking, restrooms and Recreation employee spaces.

This would be a 5-year CIP program which would not start until the Phase 1 improvements are completed. The amount shown here is the first two years of the 5-year program.

FUNDING SOURCES:

Funding source for this project is the Lennar Funds.

ESTIMATED PROJECT SCHEDULE:

Design	Varies
Bid	Spring of each year
Construction	Summer of each year

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SENIOR CENTER ADA IMPROVEMENTS – PHASE 2

Funding	General CIP		Funding Sources	
	Fund			Total
2018-2019	-			-
2019-2020	-			-
2020-2021	-			-
2021-2022	76,300			76,300
2022-2023	-			-
Total	76,300			76,300

PROJECT DESCRIPTION:

This project consists of retrofit work to provide ADA accessibility at the Senior Center per Phase Two the assessment completed in 2015 and recorded in the City's Access Audit & Transition Plan. Work to be completed consists of improvements to doorways, parking, restrooms, and the kitchen.

Expenditures	Estimated		Expenditure Categories	
	Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-		-	-
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	56,000	9%	5,000	61,000
2022-2023	-	12%	-	-
Subtotal	56,000		5,000	61,000
Contingency	14,000	25%	1,300	15,300
Totals	70,000		6,300	76,300

Phase Three of the Access Audit & Transition Plan consisting of retrofit work to provide ADA accessibility at Public Works and Wastewater Treatment Plant is outside of this 5-year CIP.

FUNDING SOURCES:

Funding source for this project is the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Bid Construction Spring/Summer 2021
Fall/Winter 2021

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PLAY STRUCTURE EQUIPMENT – SKYPARK

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	980,000	980,000
Total	980,000	980,000

PROJECT DESCRIPTION:

The play structure in the main playground area at Skypark is showing signs of wear and will need to be replaced with an enhanced play structure that could serve a greater number of community members for a longer period of time. The project would include equipment demolition and disposal, installation of 13,900 square feet of geotextile fabric, installation of a new play structures in the toddler and 5-12 areas, and replacement of approximately 507 cubic yards of engineered wood fiber (EWF).

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Unscheduled	700,000	12%	84,000	784,000
Subtotal	700,000		84,000	784,000
Contingency	175,000	25%	21,000	196,000
Totals	875,000		105,000	980,000

An alternative proposal would use poured-in-place (PIP) rubber as the playground surface rather than EWF. The installation of PIP rubber would nearly double the cost of the project, which would not be cost effective given that annual maintenance costs associated with replacing EWF is well below the incremental cost of PIP rubber over the projected life of that product.

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as grants or Proposition 68 funds.

PROJECT PRIORITY CATEGORY¹: B1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

ESTIMATED PROJECT SCHEDULE:

Bids	Winter 2022
Construction	Spring 2022

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

GLENWOOD OPEN SPACE PRESERVE EAST TRAILS

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	525,000	525,000
Total	525,000	525,000

PROJECT DESCRIPTION:

This project would consist of construction of the east side trail system of the Glenwood Open Space Preserve inclusive of parking facilities and a fully accessible path of travel from the Siltanen Park parking lot to the main trailhead. The trail development and construction will include signage, waste management, benches and picnic tables, as well as required mitigations described in the Glenwood Open Space Preserve Long Term Management Plan.

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as other grants, development impact fees, or Measure D revenues may be considered.

ESTIMATED PROJECT SCHEDULE:

Preliminary Design	Spring
Final Design	Summer
Issue Bids for Construction	Summer
Construction	Fall

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Inflation Escalation Total
2018-2019	-	-	-
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Unscheduled	525,000	0%	525,000
Subtotal	525,000	-	525,000
Contingency	0%	-	-
Totals	525,000	-	525,000

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

AL SHUGART PARK PHASE 1, 3 AND 4 CONSTRUCTION

Funding	Funding Sources	
	Not Identified	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Unscheduled	2,500,000	2,500,000
Total	2,500,000	2,500,000

PROJECT DESCRIPTION:

The Master Plan for the Al Shugart Park was approved by City Council on March 4, 2009. This project would include construction of Phases 1, 3 and 4. Phase 1 entails landscaping and beautification along Glenwood Drive. Phase 3 is construction of a dog park, restroom building, parking lot, and bridge over drainage channel. Phase 4 represents the remaining park improvements including a passive turf area, picnic areas, concrete walkway, and interpretive signage.

FUNDING SOURCES:

There is currently no dedicated funding source for this project. If this project were to proceed, it would require funding resources such as private funds, grants, Park Impact Fees (DIF), and/or Lennar Funds.

ESTIMATED PROJECT SCHEDULE:

Al Shugart Park Master Plan Design	Complete Summer
Bid/Award	Fall 2021
Start Construction	Winter/Spring 2021/2022

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Unscheduled	2,000,000	-	2,000,000
Subtotal	2,000,000	-	2,000,000
Contingency 25%	500,000	-	500,000
Totals	2,500,000	-	2,500,000

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

CITY FACILITY ADA IMPROVEMENTS – PHASE 1

Funding	Funding Sources	
	General CIP Fund	Total
2018-2019	24,200	24,200
2019-2020	24,900	24,900
2020-2021	25,750	25,750
2021-2022	-	-
2022-2023	-	-
Total	74,850	74,850

PROJECT DESCRIPTION:

This project consists of retrofit work to provide ADA accessibility at non-park City facilities per Phase Two the assessment completed in 2015 and recorded in the City's Access Audit & Transition Plan. Work to be completed consists of improvements to doorways, restrooms, and exterior routes.

FUNDING SOURCES:

Primary funding source for this project is the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Issue Bids Fall of each year
Construction Winter of each year

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Inflation Escalation Total
2018-2019	19,350		- 19,350
2019-2020	19,350	3%	600 19,950
2020-2021	19,350	6%	1,200 20,550
2021-2022	-	9%	- -
2022-2023	-	12%	- -
Subtotal	58,050		1,800 59,850
Contingency 25%	14,500		500 15,000
Totals	72,550		2,300 74,850

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SMALL DUMP TRUCK 5-YARD

Funding Sources			
Funding	WWTP		
	Facilities DIF	Capital	Total
2018-2019	40,000	40,000	80,000
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	-	-	-
Total	40,000	40,000	80,000

PROJECT DESCRIPTION:

This truck is an addition to the existing fleet of vehicles. A smaller truck is more easily maneuverable and does not require a commercial license for staff to operate. This truck would be used by both Public Works and Wastewater staff.

FUNDING SOURCES:

Funding for this purchase will be split equally from the General Facilities DIF and the Wastewater Treatment Plant Capital Reserves Fund.

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	80,000		-	80,000
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	80,000		-	80,000
Contingency	0%		-	-
Totals	80,000		-	80,000

ESTIMATED PROJECT SCHEDULE:

Vehicle Purchase
Fall 2018

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

LIBRARY IMPROVEMENTS – SOUND ATTENUATION, BUILDING IMPROVEMENTS, PARKING LOT

Funding	Funding Sources	
	Measure S	Total
2018-2019	-	-
2019-2020	190,000	190,000
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	190,000	190,000

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Inflation Escalation Total
2018-2019	-	-	-
2019-2020	152,000	0%	152,000
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	152,000	-	152,000
Contingency	25%	-	38,000
Totals	190,000	-	190,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

PROJECT DESCRIPTION:

This project will include the installation of sound attenuation equipment, building improvements, and parking lot improvements.

The cost allocation (excluding inflation) between the three projects is estimated as follows:

Project	Cost
Sound attenuation	\$ 75,000
Building improvements, including keyless entry and security cameras	50,000
Parking lot improvements	65,000
Total	\$190,000

FUNDING SOURCES:

Funding source for this project is the bond proceeds from Measure S Sales Tax revenues administered by Santa Cruz County.

ESTIMATED PROJECT SCHEDULE:

Solicit Bids Summer 2019
Project implementation Fall 2019

LIBRARY IMPROVEMENTS - OTHER

Funding	Measure \$	Funding Sources	Total
2018-2019	-		-
2019-2020	2,549,000		2,549,000
2020-2021	-		-
2021-2022	-		-
2022-2023	-		-
Total	2,549,000		2,549,000

PROJECT DESCRIPTION:

Funding is available in the amount of \$3 million in total from Measure S funds approved by voters in November 2016. Funds from Measure S must be expended within a 3-year period in accordance with the terms of the Joint Powers Authority created for this purpose. A placeholder amount of \$2,549,000 is included subject to final improvement plans approved by the City Council to fully exhaust the funds provided under Measure S.

FUNDING SOURCES:

Funding source for this project is the bond proceeds from Measure S Sales Tax revenues administered by Santa Cruz County.

ESTIMATED PROJECT SCHEDULE:

Develop improvement plans	TBD
Issue Bids for Construction	TBD
Construction	TBD

PROJECT PRIORITY CATEGORY¹: B

2018-2019	-	-	-
2019-2020	1,980,000	3%	59,100
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	1,980,000		59,100
Contingency	25%		495,000
Totals	2,475,000		74,000
			2,549,000

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

CITY FACILITY ADA IMPROVEMENTS – PHASE 2

Funding	Funding Sources	
	General CIP Fund	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	151,500	151,500
2022-2023	-	-
Total	151,500	151,500

PROJECT DESCRIPTION:

This project consists of retrofit work to provide ADA accessibility at non-park City facilities per Phase Two the assessment completed in 2015 and recorded in the City's Access Audit & Transition Plan. Work to be completed consists of improvements to doorways, restrooms, and exterior routes.

This program would not start until the Phase 1 improvements are completed.

FUNDING SOURCES:

Primary funding source for this project is the General CIP Fund.

ESTIMATED PROJECT SCHEDULE:

Bid Construction Winter 2021 Spring/Summer 2022

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation % Escalation	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	111,200	9%	121,200
2022-2023	-	12%	-
Subtotal	111,200	10,000	121,200
Contingency 25%	27,800	2,500	30,300
Totals	139,000	12,500	151,500

PROJECT PRIORITY CATEGORY¹: A

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PUBLIC WORKS DEPARTMENT FACILITY

Funding	Funding Sources	
	Facilities DIF	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	-	-

maintenance such as siding/skirting replacement, ceiling/roof repairs, light covers, flooring, doors, and water leak damage inside walls and to sub flooring. Current repairs consist of temporary patches when damage arises. The office and storage spaces exhibit mold growth and a pose health risk to staff. The modulars are beyond their useful life and require replacement.

The solution being explored would expand the existing Wastewater Operations building and reconfigure the vehicle maintenance facilities to accommodate all Public Works staff. Opportunities could then be explored to repurpose the rest of the facilities that could include other uses up to and including possible sale of a portion of the land.

FUNDING SOURCES:

The cost of construction of the facility is pending an engineer's estimate from an engineering consultant. An evaluation of other site uses will then need to be conducted to determine options to finance the construction of the facilities. Funding for this project could include General Facilities DIF (previously budgeted for improvements to the existing PW facility), sale of equipment, sale of a portion of the property, grants or additional development impact fees.

ESTIMATED PROJECT SCHEDULE:

Concept	Complete
Final Engineering	Fall/Winter 2018
Site alternatives	TBD
Bid	TBD
Construction	TBD

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	0%	-
2020-2021	-	0%	-
2021-2022	-	0%	-
2022-2023	-	0%	-
Subtotal	-	-	-
Contingency	25%	-	-
Totals	-	-	-

PROJECT PRIORITY CATEGORY¹: APROJECT DESCRIPTION:

The current Public Works offices consist of modulars constructed in the late 1970s and purchased/moved by the City in FY 1988/89. The modulars regularly need major

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

SANTA CRUZ MOUNTAINS (HWY 17) POLICE RADIO SITE

Funding	Funding Sources	
	SLESF-COPS	Total
2018-2019	37,500	37,500
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	-	-
Total	37,500	37,500

PROJECT DESCRIPTION:

The Scotts Valley Police Department needs to add another radio receiver site for the primary blue channel at a site located within the Santa Cruz Mountains to improve radio communications for Scotts Valley Police Officers while on Hwy 17.

This project would involve recurring annual operating expenses of a T-1 line from the radio site to the police department and additional support costs from our public safety communications vendor. Total incremental costs are expected to be approximately \$1,000 per year.

FUNDING SOURCES:

Primary funding for this project will come from SLESF-COPS grant funding.

PROJECT PRIORITY CATEGORY¹: AESTIMATED PROJECT SCHEDULE:

Evaluate Site Options	Spring 2017
Obtain Authorization to use Site	Summer/Fall 2017
Tower Analysis Complete	Fall 2017
Quote for Blue Equipment	Completed
Obtain Authorization to Purchase	TBD
Purchase Equipment	TBD
Establish a T1 line to site	TBD
Install Equipment	TBD
Complete final testing	TBD

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	30,000	-	30,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	30,000	-	30,000
Contingency	25%	-	7,500
Totals	37,500	-	37,500

¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

POLICE BODY WORN & IN CAR CAMERAS

Funding	Funding Sources	
	PD DIF	Total
2018-2019	150,000	150,000
2019-2020	-	-
2020-2021	-	-
2021-2022	-	-
2022-2023	39,200	39,200
Total	189,200	189,200

require community involvement, updated policies and procedures, additional training of sworn personnel and support staff.

The implementation of police cameras will require future upgrades and supportive maintenance after the initial five year support agreement expires.

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	150,000	-	150,000
2019-2020	-	3%	-
2020-2021	-	6%	-
2021-2022	-	9%	-
2022-2023	35,000	12%	39,200
Subtotal	185,000	4,200	189,200
Contingency	0%	-	-
Totals	185,000	4,200	189,200

FUNDING SOURCES:

Police development fees would be used for the initial purchase of the body cameras, network infrastructure, vehicle updates, software licensing and five-year support contract.

After the five year support contract is up the city will need to budget for ongoing upgrades and support contracts.

ESTIMATED PROJECT SCHEDULE:

Establish Workgroup	Complete
Evaluate Network Requirements	Complete
Finalize Policies & Procedures	In Process
Prepare Network Systems	In Process
Test and Evaluation	July 2018
Select Vendor	TBD
Install Software & Hardware	TBD
Update Vehicles	TBD
Total deployment of BWC program	TBD

PROJECT PRIORITY CATEGORY¹: CPROJECT DESCRIPTION:

The purchase and implementation of a police body worn camera program to outfit all officers with body cameras and patrol vehicles with in-car cameras. This program would

¹ Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

POLICE HAND GUN REPLACEMENT

Funding	Funding Sources		
	SLESF-COPS Fund		Total
2018-2019	-		-
2019-2020	15,500		15,500
2020-2021	-		-
2021-2022	-		-
2022-2023	-		-
Total	15,500		15,500

PROJECT DESCRIPTION:

Purchase twenty (20) new handguns for police officers. The existing handguns are more than twenty years old. The current guns will be assigned to Reserve Officers' for their use while on duty.

FUNDING SOURCES:

The guns can be purchased with FY 2019/20 COPs grant money.

ESTIMATED PROJECT SCHEDULE:

Establish a Workgroup Test and Evaluate Purchase	Fall 2018 Winter/Spring 2019 Summer 2019
--	--

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-		-	-
2019-2020	15,000	3%	500	15,500
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	15,000		500	15,500
Contingency	0%		-	-
Totals	15,000		500	15,500

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

POLICE DEPARTMENT LOCKER ROOM

<u>Funding</u>	<u>Funding Sources</u>	
	Police Facilities DIF	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	99,400	99,400
2021-2022	-	-
2022-2023	-	-
Total	99,400	99,400

PROJECT DESCRIPTION:

The Police Department locker room is more than 30 years old and is substandard to support current personnel. The shower is operational, but has significant drainage issues that can cause further issues regarding mold and deterioration of the building.

The scope of this project would involve a remodel of the existing locker room and the adjacent weight room to accommodate male and female officers. The current female locker room would be remodeled and a new shower installed for both male and female police employee use.

FUNDING SOURCES:

Primary funding for this project will come from Police Facilities DIF funds, and can be partially offset by using City Public Works staff.

ESTIMATED PROJECT SCHEDULE:

Select vendor to create remodel plan
Obtain quotes for Construction work
Evaluate new Lockers & related equipment.
Begin Construction
End Construction

Spring 2020
Fall 2020
Fall 2020
Winter 2020
March 2021

<u>Expenditures</u>	<u>Expenditure Categories</u>		
	Estimated Project Cost	Inflation %	Inflation Escalation
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	75,000	6%	4,500
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	75,000		4,500
Contingency 25%	18,800		1,100
Totals	93,800		5,600
			99,400

PROJECT PRIORITY CATEGORY¹: B1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

POLICE DEPARTMENT ARMORY

Funding	Police		Total
	Development	Funding Sources	
2018-2019	-		-
2019-2020	-		-
2020-2021	66,300		66,300
2021-2022	-		-
2022-2023	-		-
Total	66,300		66,300

PROJECT DESCRIPTION:

Remodel of existing police armory to bring it up to best practice standards for safety and security. The existing armory has not been upgraded since 1986.

FUNDING SOURCES:

Primary funding source for this project will be Police Development Fees funds.

ESTIMATED PROJECT SCHEDULE:

Select vendor to create remodel plan
Obtain quotes for Construction work
Evaluate new Lockers & related equipment
Begin Construction
End Construction

Spring 2020
Fall 2020
Fall 2020
Winter 2020
March 2021

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	-	-	-	-
2019-2020	-	3%	-	-
2020-2021	50,000	6%	3,000	53,000
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	50,000		3,000	53,000
Contingency	12,500	25%	800	13,300
Totals	62,500		3,800	66,300

PROJECT PRIORITY CATEGORY¹: C

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

POLICE RADIO SIMULCAST – SVPD BLUE

Funding	Funding Sources	
	SLESF-COPS Funds	Total
2018-2019	-	-
2019-2020	-	-
2020-2021	106,000	106,000
2021-2022	-	-
2022-2023	-	-
Total	106,000	106,000

additional radio tower sites to improve radio communications between field officers and the dispatch center. However, these additional sites do not address issues with the field officers ability to hear each other. The addition of simulcast technology would improve in-field radio communications for the department's primary radio channel.

After the implementation of the FCC narrowband mandate in January of 2013 law enforcement agencies have experienced issues with a reduction in radio coverage. Agencies have been forced to invest significant resources to improve their radio capabilities.

This project would involve recurring annual operating expenses of a T-1 line from the radio site to the police department and additional support costs from our public safety communications vendor. Total incremental costs are expected to be approximately \$1,000 per year.

FUNDING SOURCES:

Primary funding for this project will come from SLESF-COPS funds. Alternative funding that would be pursued prior to expending COPS funds could possibly come from Homeland Security Grant Funding.

ESTIMATED PROJECT SCHEDULE:

Evaluate & Design	Spring 2020
Approvals & Structural Testing	Spring 2020
Obtain quotes for Equipment	June 2020
Installation and Testing	Sept/Oct. 2020

Expenditures	Expenditure Categories		
	Estimated Project Cost	Inflation %	Total
2018-2019	-	-	-
2019-2020	-	3%	-
2020-2021	100,000	6%	106,000
2021-2022	-	9%	-
2022-2023	-	12%	-
Subtotal	100,000	6,000	106,000
Contingency	0%	-	-
Totals	100,000	6,000	106,000

PROJECT PRIORITY CATEGORY¹: APROJECT DESCRIPTION:

The Scotts Valley Police Department has been adding

¹ Priority descriptions:

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CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

INTEGRATION OF STORAGE AREA NETWORK (SAN)

Funding	Funding Sources		
	General CIP	WW Capital	Total
2018-2019	76,000	19,000	95,000
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	44,800	11,200	56,000
Total	120,800	30,200	151,000

and redundant backup solution to ensure business continuity in the event of a hardware or software failure.

The City accomplished this by creating a virtual partition on 2 of its physical servers using VMware software. This software allowed the two servers to support all of the city's operations virtually and provided a storage area network.

The City's increasing reliance on technology and greater storage has evolved and these two servers can no longer sustain the growing needs of the city and its various departments. Adding a physical storage area network will improve reliability and increase the life cycle of the physical servers by another one to two years.

These SANs will require an extended warranty for additional protection against hardware failures.

FUNDING SOURCES:

Primary funding for this project will be the General CIP and Wastewater Capital funds.

ESTIMATED PROJECT SCHEDULE:

Establish timeline for upgrade	Complete
Renew updated VMware	Complete
Clean up Existing VM SANs	In process
Purchase 2 SANs & Switches	May-July 2018
Configure 2 SANs & Deploy	TBD
Purchase 3 rd SAN	TBD

Expenditures	Estimated Project Cost	Expenditure Categories			Total
		Inflation %	Inflation Escalation		
2018-2019	95,000	-	-	-	95,000
2019-2020	-	3%	-	-	-
2020-2021	-	6%	-	-	-
2021-2022	-	9%	-	-	-
2022-2023	50,000	12%	6,000	-	56,000
Subtotal	145,000	-	6,000	-	151,000
Contingency	0%	-	-	-	-
Totals	145,000		6,000		151,000

PROJECT PRIORITY CATEGORY¹: APROJECT DESCRIPTION:

The City moved its entire computer network to a virtualized environment in FY 2011/12. The project established a stable

¹ Priority descriptions:

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CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

CITYWIDE TECHNOLOGY UPDATES

Funding	Funding Sources		
	General CIP	WW Capital	Total
2018-2019	28,000	7,000	35,000
2019-2020	20,640	5,160	25,800
2020-2021	5,120	1,280	6,400
2021-2022	-	-	-
2022-2023	4,480	1,120	5,600
Total	58,240	14,560	72,800

replacement of city wide computer workstations. The update was accomplished slowly over a two to three year period.

Microsoft has announced that it will no longer support Office 2007, Windows Server 2008 and Windows 7 Professional after January of 2020. This means that no further security patches will be deployed and therefore using these older systems will be incompatible with updated technology but most importantly it will create vulnerabilities in our computer network to malicious attacks.

The city needs to update operating system software on workstations and servers, key software such as Office, Word Perfect, Adobe Acrobat, SQL server and our email Exchange server will need to be updated over the next 3 years. Because many of the software companies are switching to a subscription model with annual reoccurring fees, the city will focus on obtaining volume licensing while it is still available. Adobe products are already using subscription models with reoccurring usage fees.

FUNDING SOURCES:

Primary funding for this project will come from General CIP and Wastewater Capital funds.

ESTIMATED PROJECT SCHEDULE:

Create timeline	Completed
Update Servers to WS 2016	April/May 2018
Begin testing Windows 10 Pro	In process
Purchase Phase 1	End of CY 2018
Purchase Phase 2	End FY 2019
Purchase Phase 3	End CY 2019
Final software updates	February 2020
Subscription fees on-going	TBD

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	35,000	-	-	35,000
2019-2020	25,000	3%	800	25,800
2020-2021	6,000	6%	400	6,400
2021-2022	-	9%	-	-
2022-2023	5,000	12%	600	5,600
Subtotal	71,000		1,800	72,800
Contingency	0%			
Totals	71,000		1,800	72,800

PROJECT PRIORITY CATEGORY¹: A**PROJECT DESCRIPTION:**

The City standardized on Windows 7 Professional and Windows Server 2008 when it completed network updates in FY2011/12. The network update included adding a Terminal Server and

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- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

CITY WIDE PHONE REPLACEMENT

Funding	Funding Sources		
	General CIP	WW Capital	Total
2018-2019	155,000	38,800	193,800
2019-2020	90,100	-	90,100
2020-2021	22,500	-	22,500
2021-2022	51,200	51,100	102,300
2022-2023	-	-	-
Total	318,800	89,900	408,700

infrastructure, new phone system (on premise or hosted) and supportive maintenance. The long-term goal of this project will be to have all city departments using one centralized phone and voice mail system.

- Presently all buildings are using different phone systems.
- The phone systems for City Hall/Police & Public Works are more than 18 years old.
- Phone cables in all buildings are more than 20 years old and are not sufficient to support future technology demands.
- The City Hall/Police phone system continues to experience failures requiring frequent restarts.
- This project will require additional network equipment to support new phone technology and cabling.
- On-going supportive maintenance will be required. Hosted phone systems supportive maintenance is included in their annual service agreement. On premise phone system licensing support cost range would be \$6,000-\$9,000 annually.

FUNDING SOURCES:

Primary funding source for this project is General CIP and Wastewater Capital funds. Alternate funding could come from facility impact fees to the extent funds are available.

ESTIMATED PROJECT SCHEDULE:

Prepare RFP for Phone System	Draft by August 1, 2018
Install updated cabling to CH/PPD	Begin September 2018
Test & Evaluate	TBD
Select Vendor	TBD
Install updated cable to CC/SC	FY 2019/20
Install updated cable to PR	FY 2020/21
Install updated cable to WW/PW	FY 2021/22

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	155,000	-	-	155,000
2019-2020	70,000	3%	2,100	72,100
2020-2021	17,000	6%	1,000	18,000
2021-2022	75,000	9%	6,800	81,800
2022-2023	-	12%	-	-
Subtotal	317,000		9,900	326,900
Contingency 25%	79,300		2,500	81,800
Totals	396,300		12,400	408,700

PROJECT PRIORITY CATEGORY¹: APROJECT DESCRIPTION:

This project is a one-time purchase to replace the City's aging phone and voice mail system. This project plan will involve the upgrade of phone cables to all city buildings, network

¹ Priority descriptions:

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CIP PROJECT DESCRIPTION FOR FIVE-YEAR FINANCIAL PLAN

PUBLIC WORKS LARGE-FORMAT PRINTER

Funding	Funding Sources		
	General CIP	WW Capital	Total
2018-2019	5,000	5,000	10,000
2019-2020	-	-	-
2020-2021	-	-	-
2021-2022	-	-	-
2022-2023	-	-	-
Total	5,000	5,000	10,000

PROJECT DESCRIPTION:

Purchase of 36" Dual-roll 36-inch, 6-ink integrated Multifunction Printer (print/scan/copy) to replace current printer for which replacement parts are being discontinued.

FUNDING SOURCES:

Primary funding source for this purchase will be split between General CIP Fund and Wastewater Capital Reserve Fund.

ESTIMATED PROJECT SCHEDULE:

Receive quotes
Purchase
Spring 2018
Summer 2018

Expenditures	Expenditure Categories			
	Estimated Project Cost	Inflation %	Inflation Escalation	Total
2018-2019	8,000	-	-	8,000
2019-2020	-	3%	-	-
2020-2021	-	6%	-	-
2021-2022	-	9%	-	-
2022-2023	-	12%	-	-
Subtotal	8,000			8,000
Contingency 25%	2,000			2,000
Totals	10,000			10,000

PROJECT PRIORITY CATEGORY¹: B

1 Priority descriptions:

- Priority A – project is **essential/critical** to health and safety or legal/regulatory requirements
- Priority B – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- Priority C – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Five-Year Capital Improvement Project and Capital Outlay Plan
FY 2018/19 to FY 2022/23

No.	Description	Priority	Proposed Funding Source (1)	New / Existing	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Unscheduled	Classification
Wastewater												
Air Conditioning Unit - Wastewater Operations												
1	Building	A	WW-C	New	30,000	30,000						Equipment
2	Tanker Truck	A	WW-C	Existing	80,000	80,000						Equipment
3	Mission Communications for Lift Stations	A	WW-C	Existing	40,000	40,000						Equipment
4	Sewer System Management Plan	A	WW-C	New	375,000	375,000						CIP
5	PLC Upgrade	A	WW-C	Existing	101,500	50,000	51,500					CIP
6	Rebuild Aqua Guards	B	WW-C	Existing	250,000	250,000						CIP
7	Water Pump System Upgrade	B	WW-C	Existing	30,900		30,900					CIP
8	Electric Security Gate	B	WW-C	Existing	20,600		20,600					CIP
9	Clarifier Superstructure and Walkways	B	WW-C	Existing	255,800			255,800				CIP
10	Rotary Drum Thickener	B	WW-C	New	231,900			231,900				CIP
11	Glen Canyon Lift Station Generator	C	WW-C	Existing	59,700			59,700				CIP
12	Aeration Basin System Upgrade	B	WW-C	Existing	130,800				130,800			CIP
13	Effluent Pump	C	WW-C	Existing	272,500				272,500			CIP
14	Ultraviolet Disinfection System Evaluation	B	WW-C	New	42,000					42,000		CIP
15	Stormwater LID		WW-C; P-1									
		C	Grant	Existing	231,900						231,900	CIP
Total - Wastewater Projects					2,152,600	825,000	103,000	547,400	403,300	42,000	231,900	
Transportation												
16	Annual Street Maintenance/Resurfacing Program	A	GT/RMRA	Existing	1,275,000	200,000	250,000	275,000	275,000	275,000		CIP
			Meas D; RTC-RTIP; CTC-									
17	Rehabilitation of Glenwood Drive	B	LPP	Existing	1,575,000	100,000	1,475,000					CIP
			Meas D; RTC-									
18	Sidewalk Improvements on Kings Village Road	B	RTIP	Existing	306,000	306,000						CIP
19	Scotts Valley Drive Medians	B	TDIF	New	375,000		375,000				-	CIP
20	Pavement Rehabilitation on Bean Creek Road	A	Meas D	Existing	500,000			500,000				CIP
21	Active Transportation Plan	B	Meas D; TDIF	New	200,000				200,000			CIP
22	Sidewalk Master Plan Projects	B	Not identified	Existing	2,513,000						2,513,000	CIP
23	Bicycle Transportation Plan Projects	C	Not identified	Existing	2,858,000						2,858,000	CIP
Total Transportation Projects					9,602,000	606,000	2,100,000	775,000	275,000	475,000	5,371,000	
Storm Drains												
24	Trash Amendments Compliance	A	CIP	New	500,000	100,000	100,000	100,000	100,000	100,000		CIP
25	Storm Drain Master Plan Projects	B	Not identified	Existing	184,300						184,300	
Total Storm Drain Projects					684,300	100,000	100,000	100,000	100,000	100,000	184,300	
Parks												
26	Parks ADA Improvements - Phase 1	A	Lennar	Existing	120,000	38,800	40,000	41,200				CIP
27	Recreation Building Roof	A	CIP	New	52,900	52,900						CIP
28	Siltanen Family Swim Center Pool Resurfacing	B	CIP	Existing	15,000	15,000						CIP
29	Vern Hart Fishing Park Improvements	C	CalOES	New	12,000	12,000						CIP
30	Vine Hill School Daycare Improvements	A	CIP	Existing	30,900		30,900					CIP

Five-Year Capital Improvement Project and Capital Outlay Plan
FY 2018/19 to FY 2022/23

No.	Description	Priority	Proposed Funding Source (1)	New / Existing	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Unscheduled	Classification
31	Play Structure Equipment - Hocus Pocus Park	B	Parks DIF	Existing	463,800			463,800				CIP
32	Brook Knoll and Vine Hill Daycare Modular											
	Replacement	B	Parks DIF	Existing	953,800			463,750		490,050		CIP
33	Skypark Tennis Area Improvements	C	Parks DIF; Lennar	Existing	145,300			145,300				CIP
34	Parks ADA Improvements - Phase 2	A	Lennar	Existing	107,200				53,600	53,600		CIP
35	Senior Center ADA Improvements - Phase 2	A	CIP	Existing	76,300				76,300			CIP
36	Play Structure Equipment - Skypark	B	Not identified	New	980,000						980,000	CIP
37	Glenwood Open Space Preserve East Trails	C	Not identified	New	525,000						525,000	CIP
38	Al Shugart Park Phases 1, 3 and 4 Construction	C	Not identified	Existing	2,500,000						2,500,000	CIP
Total Parks Projects					5,982,200	118,700	70,900	1,114,050	129,900	543,650	4,005,000	
General Facilities												
39	City Facility ADA Improvements - Phase 1	A	CIP	Existing	74,850	24,200	24,900	25,750				CIP
40	Small Dump Truck 5-Yard	B	Fac DIF; WW-	Existing	80,000	80,000						Equipment
41	Library Improvements - Sound Attenuation,	B	Meas S	Existing	190,000			190,000				CIP
42	Building Improvements, Parking Lot	B	Meas S	Existing	2,549,000			2,549,000				CIP
43	Library Improvements - Other	A	CIP	Existing	151,500				151,500			CIP
44	City Facility ADA Improvements - Phase 2	A	CIP	Existing	151,500							CIP
44	Public Works Department Facility	A	Not identified	New	-						-	CIP
Total General Facilities					3,045,350	104,200	2,763,900	25,750	151,500	-	-	
Police												
Santa Cruz Mountains (Hwy 17) Police Radio												
45	Site	A	COPS	Existing	37,500			37,500				CIP
46	Police Body Worn and In-Car Cameras	C	PD DIF	New	189,200			150,000		39,200		CIP
47	Police Hand Gun Replacement	C	COPS	Existing	15,500			15,500				CIP
48	Police Station Locker Room	C	PD DIF	Existing	99,400					99,400		CIP
49	Police Department Armory	C	PDF	Existing	66,300					66,300		CIP
50	Police Radio Simulcast - SVPD Blue	A	COPS	Existing	106,000					106,000		CIP
Total Police Projects					513,900	187,500	15,500	271,700	-	39,200	-	

Five-Year Capital Improvement Project and Capital Outlay Plan
FY 2018/19 to FY 2022/23

No.	Description	Priority	Proposed Funding Source (1)	New / Existing	Total	FY 2018/19	FY 2019/20	FY 2020/21	FY 2021/22	FY 2022/23	Unscheduled Classification
Information Technology											
51	Storage Area Network Integration	A	CIP; WW-C	Existing	151,000	95,000	-	-	-	56,000	Equipment
52	Citywide Technology Updates	A	CIP; WW-C	New	72,800	35,000	25,800	6,400	-	5,600	Equipment
53	Citywide Phone Replacement	A	CIP; WW-C	Existing	408,700	193,800	90,100	22,500	102,300	-	Equipment
54	Public Works Large Format Printer	B	CIP; WW-C	Existing	10,000	10,000					Equipment
Total Information Technology Projects					642,500	333,800	115,900	28,900	102,300	61,600	-
Total - All Projects					22,622,850	2,275,200	5,269,200	2,862,800	1,162,000	1,261,450	9,792,200

(1) Funding Sources:

Wastewater: WWTP-C = Wastewater Capital; P1 Grant = Proposition 1 Grant Funds; TTF = Tertiary Treatment Fund

Transportation: CTC-LPP = California Transportation Commission 2018 Local Partnership Program; Meas D = Measure D sales tax funds; GT/RMRA = Gas Tax and/or SB1 Road Maintenance and Rehabilitation Account funds; RTC-RTIP = SCCRTC Regional Transportation Improvement Program; TDIF = Traffic Impact Mitigation Fees

Storm Drains: SD DIF = Storm Drain Development Impact Fees

Parks: CalOES = California OES FEMA Funds; CIP = General CIP Fund; CTC-LPP = California Transportation Commission 2018 Local Partnership Program; Lennar = Lennar Trust Funds; Parks DIF = Parks & Recreation Development Impact Fees

General Facilities: CIP = General CIP Fund; Fac DIF = Facilities Development Impact Fees; Lennar = Lennar Trust Funds; Lib DIF = Library Development Impact Fees; Meas S = Measure S Library Sales Tax Bond Financing; Parks DIF = Parks & Recreation Development Impact Fees; WWTP-C = Wastewater Capital

Police: COPS = State Citizens' Option for Public Safety Funds; HSG = Homeland Security Grants; PD DIF = Police Facilities Development Impact Fees; PDF = Police Development Fees Fund

Information Technology: CIP = General CIP Fund; WWTP-C = Wastewater Capital

Five-Year Capital Improvement Project and Capital Outlay Plan
FY 2018/19 to FY 2022/23
Fund Availability

General Funds			Special Revenue Funds															Unidentified				
	01, 06	150	03	07	08	09	21	25	27	31	86	88	155	306	315	316	10, 12, 14	12	15			
No. Description	Category	General Fund/ Equipment Replacement Fund	General CIP	Gas Tax	Drainage Construction	Traffic Impact Mitigation	Parks & Recreation Facilities DIF	General Facility DIF	Lennar Funds	Police Facility DIF	Transportation Grants	Library DIF	Measure S - Library Facilities Authority	Measure D - Sales Tax for Transportation	SLESF - COPS	Police Development Fees	Homeland Security Grant	Wastewater Capital	Wastewater Prop 1 Grant	Tertiary Treatment Plant	No Identified Funding Source	Totals

Five-Year Capital Improvement Project and Capital Outlay Plan
FY 2018/19 to FY 2022/23

General Funds			Special Revenue Funds															Unidentified						
01, 06	150	03	07	08	09	21	25	27	31	86	88	155	306	315	316	10, 12, 14	12	15						
No.	Description	Category	General Fund/ Equipment Replacement Fund	General CIP	Gas Tax	Drainage Construction DIF	Traffic Impact Mitigation DIF	Parks & Recreation Facilities DIF	General Facility DIF	Lennar Funds	Police Facility DIF	Transportation Grants	Library DIF	Measure S - Library Facilities Authority	Measure D - Sales Tax for Transportation	SLESF - COPS	Police Development Fees	Homeland Security Grant	Wastewater Capital	Wastewater Prop 1 Grant	Tertiary Treatment Plant	No Identified Funding Source	Totals	
32	Replacement Brook Knoll and Vine Hill Daycare Modular	Parks						953,800															953,800	
36	Play Structure Equipment - Skypark	Parks																					980,000	
40	Small Dump Truck 5-Yard	General Facilities							40,000														80,000	
41	Library Improvements - Sound Attenuation, 41 Building Improvements, Parking Lot	General Facilities												190,000									190,000	
42	Library Improvements - Other	General Facilities												2,549,000									2,549,000	
54	Public Works Large Format Printer	Information Technology		5,000																			10,000	
Total - Priority B Projects			20,000	-	-	475,000	1,417,600	40,000	-	-	-	1,246,000	-	2,739,000	735,000	-	-	-	965,000	-	42,000	3,677,300	11,356,900	
Total Funds Available after Priority B Projects			13,510	14,600	905	1,783,800	2,737,400	250,850	265,000	752,100	402,000	606,750	43,300	114,700	543,600	69,300	-	1,331,040	-	-	39,400	(3,677,300)		
Priority C Projects																								
11	Glen Canyon Lift Station Generator	Wastewater																		59,700			59,700	
13	Effluent Pump	Wastewater																		272,500			272,500	
15	Stormwater LID	Wastewater																		231,900	231,900		231,900	
23	Bicycle Transportation Plan Projects	Transportation																				2,858,000	2,858,000	
29	Vern Hart Fishing Park Improvements	Parks	12,000																				12,000	
33	Skypark Tennis Area Improvements	Parks						125,300	20,000														145,300	
37	Glenwood Open Space Preserve East Trails	Parks																			525,000		525,000	
Al Shugart Park Phases 1, 3 and 4																								
38	Construction	Parks																			2,500,000		2,500,000	
46	Police Body Worn and In-Car Cameras	Police									189,200												189,200	
47	Police Hand Gun Replacement	Police														15,500							15,500	
48	Police Station Locker Room	Police									99,400												99,400	
49	Police Department Armory	Police															66,300						66,300	
Total - Priority C Projects			12,000	-	-	-	-	125,300	-	20,000	288,600	-	-	-	-	15,500	-	66,300	-	332,200	-	-	6,114,900	6,974,800
Total Funds Available after Priority C Projects			1,510	14,600	905	1,783,800	2,612,100	250,850	245,000	463,500	402,000	606,750	43,300	114,700	528,100	3,000	-	-	998,840	-	39,400	(9,792,200)		

Priority descriptions:

- **Priority A** – project is **essential/critical** to health and safety or legal/regulatory requirements
- **Priority B** – project is **important** to maintaining health and safety or maintaining quality of life, but not critical.
- **Priority C** – project is **deferrable** and would only be implemented to the extent that higher priority projects are first funded.

Footnote:

- (1) - The transfer from the General CIP fund to the Measure D fund would be in the form of an advance and would be repaid by FY 2022/23 based upon projected Measure D revenue collections
- (2) - The transfer from the Gas Tax fund to the General Fund represents reimbursement of Streets maintenance costs of \$260,000 per year for five years
- (3) - The transfer from the SLESF-COPS fund to the Homeland Security Grant fund resolves an overexpenditure in that fund from prior years that are eligible costs to have been charged against SLESF/COPS funds.

STAFF REPORT

Applicant: PPD Multimedia, Inc. / Jeff Bettencourt

Property Owner: Michael Coulson

Application: Design Review DR18-004

Location: 2980 El Rancho Drive

General Plan/Zoning: C-S Commercial Service

Environmental Status: Categorically Exempt : Class 1-Existing Facilities

Request: Consideration of a Design Review to allow one new monument sign for a commercial business known as Sutter Health Palo Alto Medical Foundation.

Staff Planner: Brenda Stevens, Assistant Planner

STAFF RECOMMENDATION

It is recommended that the Planning Commission approve Design Review DR18-004 by adoption of the attached resolution, subject to the conditions in Exhibit A.

PROJECT DESCRIPTION

The applicant is proposing to install one new monument sign and make a copy change of the existing wall sign for a commercial business known as The Sutter Health / Palo Alto Medical Foundation (PAMF) located at 2980 El Rancho Drive (Attachment 1 - Location Map).

PROJECT DISCUSSION

The project site is in the Service Commercial (C-S) zoning district. Per Section 17.20.050 of the Scotts Valley Municipal Code (SVMC), signs in the C-S zoning district require Design approval from the Planning Commission. Below is a review of the

projects compliance with the City's General Plan and Zoning Requirements. While the proposed monument sign requires Design Review, the wall sign does not, as it is only a copy change and a reduction in square footage from a previous tenant's wall sign.

Monument Sign

Design and Materials:

The proposed sign is single sided, internally lit and consists of an aluminum body and frame with plastic push through letters and logo. The two aluminum post would have concrete footings. The sign's color pallet includes corporate colors of grey, teal and white as noted on the plans. The sign would include the company logo and four lines of text reading: "Sutter Health Palo Alto Medical Foundation 2980 El Rancho Drive".

Location:

The plans call for the removal of the existing monument sign and installation of a new monument sign. The new freestanding monument sign would be located slightly south of the current sign location and closer to the parcel's front property line (Attachment 2 - site plan). The site plans shows the sign to be located two feet from the front property line. The SVMC requires the sign to have a minimum five foot front yard. Staff's discussions with the applicant confirmed that the applicant will locate the sign to meet setbacks requirements. Condition No. 5 also states that the sign shall be located to meet the five foot setback.

Size/Setbacks:

The chart below illustrates the SVMC's sign regulations (17.56.180.D.2) as it pertains to a commercial business identification sign and how the proposed sign will meet those requirements.

Allowed	Proposed
Height 12 ft.	5 ft. 8 in.
Sign Area 50 sq. ft.	32 sq. ft.
Front setback 5 ft.	2 ft. (5 ft. requirement) (See Condition No. 5)

ATTACHMENTS

PAGE No.

Resolution No. ____ to Approve DR18-004 (Action Item)

1. Location Map. 6
2. Plans (received 3-14-18). Attached

RESOLUTION NO. ____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SCOTTS VALLEY APPROVING DESIGN REVIEW DR18-004 TO ALLOW ONE NEW MONUMENT SIGN FOR A COMMERCIAL BUSINESS LOCATED AT 2980 EL RANCHO DRIVE // APN 024-222-07.

WHEREAS, the Planning Department of the City of Scotts Valley has received an application filed by PPD Multimedia, Inc, Design Review DR18-004, to allow one new monument sign for a commercial business known as Sutter Health Palo Alto Medical Foundation located at 2980 El Rancho Drive // APN 024-222-07.

WHEREAS, the project is determined to be categorically exempt from CEQA, Class 1 (Section 15301); and,

WHEREAS, the project was reviewed by the Planning Commission at a duly noticed public hearing on Thursday, May 10, 2018.

NOW THEREFORE, the Planning Commission of the City of Scotts Valley hereby resolves as follows:

SECTION 1: The environmental determination represents the independent judgement of the City.

SECTION 2: The categorical exemption is hereby approved.

SECTION 3: The Planning Commission of the City of Scotts Valley does hereby specifically make the following findings, as further clarified in the Planning Commission staff report dated Thursday, May 10, 2018:

1. *The siting of the structure on the site as compared with the siting of other structures in the immediate neighborhood is appropriate.* The location of the sign is compatible with signs in the immediate neighborhood.
2. *The materials, colors, proportion, mass, and detail of the exterior improvements are in good proportion, have simplicity of mass and detail, and are compatible with the appearance of the surrounding structures.* The materials, colors, proportion, mass, and detail of the improvements is in good proportion and is compatible with the appearance of the surrounding signs and structures.
3. *The signs serve primarily to identify the business or the activity conducted on the premises, or identifies the product or service offered thereon.* The proposed sign serves to identify the business as conducted on the premise.

4. *The sign is harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part.* The proposed sign is harmonious with the materials, color, texture, size, shape, height, location and design of the building, landscaping, property and environment of which it is a part.

SECTION 4: After careful consideration of the application and related materials, plans, maps, facts, exhibits, staff report, testimony and other evidence submitted in this matter, and incorporated herein by this reference, the Planning Commission of the City of Scotts Valley does hereby approve Design Review DR18-004 to allow one new monument sign for a commercial business located at 2980 El Rancho Drive // 024-222-07, subject to the conditions set forth in the attached Exhibit A, which are incorporated herein by this reference.

THE ABOVE AND FOREGOING RESOLUTION was duly adopted and passed by the Planning Commission of the City of Scotts Valley at a regularly scheduled meeting held on the 10th day of March, 2018 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

Chair, Derek Timm

Taylor Bateman, Community Development Director

EXHIBIT A
CONDITIONS OF APPROVAL
(Numbers 1 - x)

STANDARD

1. Developer has agreed to and shall defend, indemnify and hold harmless the City of Scotts Valley, its officers, agents and employees from any claim, action or proceeding against the City or its officers, agents or employees to attach, set aside, void or annul any action of the City in connection with approvals under the California Environmental Quality Act or with respect to approval of the project, which action is brought within the time period(s) prescribed by law. The City shall promptly notify the developer of any such claim, action or proceeding and shall fully cooperate in defense.
2. After Planning Commission approval, the property owner shall sign the Conditions of Approval (Exhibit A) agreeing to the Conditions of Approval prior to the issuance of any building permits, transfer of title, or within 30 days of approval of this application, whichever occurs first.
3. All required building permits shall be obtained and the application shall pay all appropriate fees prior to commencement of any construction on the property.

PLANNING DEPARTMENT

4. The color, materials, size, location, and design of the improvements shall match the approved plans. Modifications to the approved project may require approval by the Planning Commission at Community Development Director discretion.
5. The applicant shall red line the plans to indicate the location of the monument sign to meet the five foot front property line setback.

Property Owner Name & Signature

Date