



**Scotts
Valley**
General Plan



CITY OF SCOTTS VALLEY

GENERAL PLAN

GPAC FINAL DRAFT
OCTOBER 2020

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INTRODUCTION

The Scotts Valley General Plan (SVGP) is the City’s fundamental governance document that guides decision making, actions, programs, and crafting of more specific policies. It embodies community values and sets general direction for achieving broader visions identified in this document. The topics it addresses are wide-ranging, influencing many aspects of Scotts Valley.

It establishes goals, policies, and actions that will guide future land use and environmental protection decisions in Scotts Valley over the next 20 years. This chapter provides an overview of the purpose and contents of the SVGP, as well as a description of general plan update process.

PURPOSE AND LEGAL BASIS

In California, general plans serve as the “Constitution” for all future development in cities. The general plan provides the fundamental basis for the City’s land use and development policy, and represents the basic community values, ideals, and aspirations to govern a shared environment over the life of the general plan. The general plan addresses all aspects of development including land use, environmental management and sustainability, traffic and circulation, housing, parks and recreation, and other topics. The general plan’s policies are implemented through the Municipal Code, which includes the Zoning Code, Buildings and Construction Code, Subdivision Ordinance, and other City regulations.

California Government Code Section 65300 requires that the general plan be comprehensive, internally consistent, and long-term. Although it is required to address the issues specified by State law, the general plan is ultimately organized in a way that best suits Scotts Valley. The general plan should be clearly written, available to all those concerned with the community’s development, and easy to administer. This document supersedes the previous general plan, which was adopted in 1994.

The overall role of the general plan is to:

- Define a realistic vision of what the City desires to be in 20 years.
- Express policy direction in regard to the physical, social, economic, cultural, and environmental character of the city.
- Serve as a comprehensive guide for making decisions about land use, mobility, protection of environmental resources, housing, safety, and noise.

- Provide the legal foundation for zoning, subdivision, and public facilities ordinances; other adopted citywide plans; and compliance with the California Environmental Quality Act (CEQA).
- Present a clear and easy to understand format that encourages public participation and understanding.

ORGANIZATION AND CONTENTS

The SVGP is organized according to four main categories. These categories and their respect general plan element(s) are shown below.

	General Plan Category	General Plan Element(s)
	Built Environment	Land Use Economic Development Housing
	Mobility	Mobility
	Natural Environment	Open Space & Conservation
	Community	Community Services & Facilities Public Safety & Noise

Each element, within the four categories, contains a brief background section, following by a set of goals, policies and actions. Figures referenced in the text of each element appear at the end of each element.

The following provides a description of goals, policies, and actions and explains the relationship between them:

- A **goal** is a description of the general desired result that the City seeks to create through the implementation of its General Plan. They are general statements of aspiration or intent to achieve an endpoint and may be attainable.
- A **policy** is a specific statement that regulates activities in the City, guides decision-making, and directs on-going efforts as the City works to achieve a goal. A policy is on-going and requires no further implementation. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission, and City Council in their review of land development projects and in decision-making about City actions.
- An **action** is a measure, procedure, or technique intended to help reach a specified goal or policy. The City must take additional steps to implement each action in the General Plan. An action is not on-going, but rather something that can and will be completed. Taken together, the actions in this General Plan constitute a "to-do list" for the City of Scotts Valley.

Taken together as a comprehensive decision-making framework, the policies of the SVGP provide both a "yard-stick" by which actions are taken and measured and a governance tool to ensure accountability of those taking the actions back to SVGP and its overall vision.

Further, State law requires a general plan to be internally consistent, meaning no one policy can conflict with another. This approach is also inherently sustainable as policies at least have to be neutral to one another, if not supportive, across the elements.

In practice, this means that as a commission, committee, or the Scotts Valley City Council is reviewing a request, the decision-making body identifies the nature of the item, for example the consideration of a new project. The decision-making body then identifies all policies applicable to the consideration of a project, verifies that the project is consistent with the relevant policies and is at least neutral to – or not in conflict with – the rest. The decision-making body then uses this finding of general plan consistency as a basis for their action.

Organization of Policies

The SVGP provides guidance for four levels of geography, from the region to the individual project level. It also looks outward to Santa Cruz County, Northern California, and beyond to stay abreast of larger currents affecting Scotts Valley and to provide leadership in regional matters. It also looks inward at the City of Scotts Valley, its districts and neighborhoods, and individual projects as three sub-areas where implementation of SVGP occurs.

Thus, policies are organized into four geographic levels. The City plays different roles in these different geographic levels, as follows:

Region/Sub-region– For matters affecting Scotts Valley that extend beyond its borders, the City communicates and coordinates with neighboring cities or other jurisdictions operating within Santa Cruz County, the Monterey Bay Region or Northern California.

City-wide– Within Scotts Valley’s borders, the City makes decisions within its jurisdiction about activities that affect the public interest, partners with other public agencies and private sector entities, and develops plans, programs and policies that will be carried out citywide.

Neighborhood/District–Neighborhoods or districts are areas with their own distinct identities within the context of the larger community. They lend themselves to the formation of community-based groups that seek to improve or maintain these areas. The City can enhance districts within Scotts Valley by working with these groups, guiding development, directly making physical improvements and carrying out programs. At the neighborhood level, the City plays a similar role with an emphasis on maintaining and enhancing neighborhood character. While districts and neighborhoods have their own identities, the individual districts and neighborhoods are interconnected physically, economically and socially. The City initiates and supports efforts in these areas within the context of the community.

Project– A project is an undertaking that changes the built environment. Often it is an individual proposal for development that the City reviews for compliance with policies and regulations. As part of this review, the City considers the project’s possible environmental impacts, and impacts on public infrastructure such as streets and parks. The City also carries out projects of its own, such as construction of public facilities—sometimes in partnership with a private entity or another public agency such as a school district.

Not that not all policy levels necessarily apply to every goal.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) requires all local and State governmental agencies to consider the environmental consequences of projects over which they have discretionary authority. The State CEQA Statutes, Section 21065, define a project as “an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment.”

Chapter 8 Environmental Review, in combination with other elements of the General Plan document, serves as the Draft Environmental Impact Report (DEIR) for the project and provides the environmental information and analysis and primary CEQA documentation necessary to adequately consider the effects of the General Plan.

To minimize the need to re-analyze future development projects related to SVGP, CEQA encourages using a general plan EIR to address subsequent discretionary projects, such as

adopting zoning ordinances and specific plans and approving capital improvement or development projects that are consistent with the general plan. This streamlined approach to environmental review is commonly called “tiering” (CEQA Guidelines §15152). By using a tiered approach, the environmental review for a subsequent project can be limited to those project-specific significant effects that either were not examined or not examined fully in SVGP Program EIR. Later activities that have been described adequately under the SVGP Program EIR will not require additional environmental documents.

When necessary, new environmental documents, such as a subsequent or supplemental EIR or a negative declaration, will focus on the project-specific impacts of later activities, filling in the information and analysis missing from the SVGP Program EIR. Similarly, CEQA offers the ability for projects that are consistent with the development density established by general plan policies for which an EIR was certified to evaluate only project-specific significant effects particular to the project or its site (CEQA Guidelines §15183).

ABOUT SCOTTS VALLEY

Scotts Valley is located in north Santa Cruz County, and is intersected by Highway 17. The City is located just a short distance from the Monterey Bay, nestled in the redwoods on the upland slope of the Santa Cruz Mountains. It is approximately six miles north of Santa Cruz, 30 miles southwest of San Jose and 68 miles south of San Francisco (see [Figure 1-1: Regional Location](#)).

Scotts Valley was incorporated in 1966. The first Land Use Plan was adopted in 1968 and the first Scotts Valley General Plan was adopted in 1972. It has been updated three times subsequently in 1978, 1986, and 1994. The Housing Element, which is typically adopted under a separate process according to State requirements, has been adopted several times, which is required on an eight-year cycle.

The City and Its Planning Area

The goals, policies, and action of this SVGP apply to a greater geographical area than the City. As required by state law, a city's general plan must address areas outside its city limits that bear some relationship to its planning. To satisfy this law, a boundary line was established which encompasses all land within the City and unincorporated lands that may be affected by City Planning decisions. This area hereafter referred to as the "Planning Area" encompasses approximately 8.3 square miles, compared to the 4.6 square miles contained within the City limits.

To define unincorporated lands which may be annexed to the City, the Santa Cruz County Local Agency Formation Commission (LAFCO) commissioned a Sphere of Influence Study for the City. The "sphere of influence" is a plan for the probable ultimate physical boundary and service area

of a jurisdiction or agency. The Scotts Valley Sphere of Influence Study was adopted on October 16, 1985. This update of the SVGP does not propose any change to the current City limits.

The Scotts Valley Water District (SVWD) is a separate local agency and is not formally part of the City of Scotts Valley. The SVWD was originally formed in 1961 under the County Water District Act. In 1962, SVWD acquired and consolidated several small mutual water supply systems. The SVWD is located six miles north of the City of Santa Cruz, along State Highway 17 and covers approximately six square miles, including most of the City of Scotts Valley and a portion of the unincorporated area north of the City.

Figure 1-2: Planning Area illustrates the various boundaries described above.

The History of Scotts Valley ¹

Scotts Valley, located in the foothills of the Santa Cruz Mountains, has an important and historically significant past. Archaeologists have recently discovered artifacts in the valley used between eight and twelve thousand years ago by Paleo Indians. These early residents lived on the shores of an ancient Pleistocene lake, which covered an area near the site of the new Scotts Valley Civic Center complex.

Recorded history reveals that during Spanish-Mexican days the valley was known as the Rancho San Agustin. The 4,436-acre tract was granted to Jose Antonio Bolcoff, a Russian-born sailor who became a Mexican citizen and married into the prominent Castro family of Santa Cruz. In 1836 he was living on the San Agustin with his wife, Candida, their children and Candida's sisters, Jacinta and Maria de los Angeles Castro.

After Bolcoff was appointed administrator of the Missions Santa Cruz, he abandoned his rancho. In 1841 Governor Juan B. Alvarado granted the Rancho San Agustin to Bolcoff's American brother-in-law, Joseph Ladd Majors. Majors, a Tennessee trapper, was one of Isaac Graham's Rifleros Americanos who had aided Governor Alvarado and General Castro in their 1836 revolution. In 1838 he was living on the Rancho Zayante (Felton), where he and Job Dye were partners in a distillery. In 1839 Joseph was united in marriage to Maria de los Angeles Castro.

Soon after acquiring the San Agustin, Majors built a gristmill that ground wheat for residents of the Santa Clara Valley and for the establishment of Thomas O. Larkin in Monterey. His adobe on

¹ Pokriots, Marion Dale (1988). "A Glimpse at Scotts Valley's History". Scotts Valley Historical Society.

the rancho was used more than once as a fortress for American and British residents when local Mexican authorities threatened to rid the Santa Cruz region of its mounting "foreign" population.

From the 1840s, money-making activity in Scotts Valley centered on several industries: lumber, grain, the milling of grain, and most importantly the tanning of hides and working of leather. By 1843 Paul Sweet, a Rhode Island sailor, was operating California's first commercial tannery on major's rancho in an area between Lockwood Lane and Lockhart Gulch. The prevalence of tanbark oaks in the Santa Cruz Mountains played an important part in the emergence of the tanning industry in Santa Cruz County.

The American occupation of Alta California brought changes to Scotts Valley. Majors was chosen alcalde (mayor) of Santa Cruz and was later elected county treasurer. By 1850 he was ready to sell his large valley holdings. Hiram Scott, a young Maine seaman turned gold miner, wished to purchase the ranch. Scott started making payments on the San Agustin in 1852 and soon sent for his relatives in Maine. During the 1850s the valley was inhabited solely by the Scotts and the region became known as Scotts Valley.

Hiram Scott built the Greek revival style Scott House in 1853. Situated behind City Hall, it is a Santa Cruz County Historical Trust Landmark, and is on the National Register of Historic Places. The house originally stood on Scotts Valley Drive, near where a Bank of America branch is now located.



Scott House circa 1853

In those years, horses and cattle roamed the countryside. Arable land was sown to grain, which was hauled to Santa Cruz by ox teams and then shipped to San Francisco by schooner. Grizzly bears and deer populated the valley and the quail were numberless.

It wasn't long before Hiram and his family started to sell off portions of the rancho. Many of these buyers were British immigrants. Northumberland-born Joseph Errington had operated a dairy near Granite Creek Road, later known as the Live Oak Dairy. Errington's sister and her husband John Dagleas operated another dairy on the west side of Carbonera Creek, which was eventually purchased by the Thomsons, who were also from England. Samuel Lockhart, a Manchester man, was active in lumbering in the Lockhart in the early history of San Francisco, purchased extensive holdings in Glen Canyon. George Chappell, an English sailor who had been exiled to Mexico with Graham in 1840, owned four hundred acres between the Mount Hermon overpass and Rancho Carbonera.

Others from the United States and European countries also came to the valley. Samuel Dickens, a North Carolina lumberman, bought acreage along both sides of Mount Hermon Road. Dickens' eleven hundred acres were later sold to David Morrill Locke, a New Hampshire Forty-niner who had made his fortune selling water to San Franciscans during the gold rush and through various business enterprises in Knight's Ferry. Locke's Springvale Dairy was considered a tourist attraction and was the largest dairy operation in the valley. Locke donated two acres

of his land to the Scotts Valley school district at Scotts Valley Drive and Bean Creek Road. The school became the center for both educational and social activities in the community.

Stagecoaches ran twice daily through Scotts Valley, where drivers stopped to change horses at the Scott house and later at the Hendricks' ranch (near the intersection of Whispering Pines Drive and Mount Hermon Road). A toll gate crossed Glenwood Drive near Canham Road. Glenwood Drive was the only "way to San Jose" without riding to Soquel in the early days.

The rancho remained predominately a farming and dairy region until the 1930s. Butter, milk, cheese, apples, grapes and poultry were the main products sold by local residents.

During the Great Depression, the land was put to more diversified uses. The J. Jackson Graham family sold the peat on their property along Mount Hermon Road to gardenia growers. The Young family moved their Santa Cruz mushroom business to the Lockwood Lane area. Eberhardt, Rose and Houghton planted tracts of blueberries between Whispering Pines Drive and Lockwood Lane and Marion Hollins built her polo stables near the old Santa's Village.

The climate and beauty of the area attracted tourists and industries associated with tourism soon developed. A camp was established by the Evers family, which boasted a store, a gas pump, two cabins and spaces for tents. The Swedish Evangelical Missionary Association built a conference center in beautiful Lockhart Gulch. Agnes Archibald developed a mini-zoo and resort on Scotts Valley Drive called Beverly Gardens, which attracted people from the Bay Area and Los Angeles. Movie companies found the valley a delightful place for location sites. The old and established Summer Home Farm resort on Bean Creek was purchased by the Salvation Army and renamed Camp Redwood Glen. Eventually, the Tree Circus, Sorensen's Wax Museum and Santa's Village attracted vacationers on their way to local beaches and parks.

Shortly after the freeway was opened in the mid-1950's, Scotts Valley went into the doldrums. Businesses along Scotts Valley Drive (the old Los Gatos Highway) folded. When a group of investors pushed for a large cemetery just off the freeway and the City of Santa Cruz moved forward with plans to annex Scotts Valley, the community became alarmed.

Residents soon began discussing "home rule" and incorporation. Papers for incorporation were drawn up in 1963, and a measure to incorporate was passed in 1964. However, it wasn't until August 2, 1966, that Scotts Valley officially became a city. Mayor Bill Graham presided over the first city council and Friend Stone served as the valley's first City Administrator.

The area was the site of Santa's Village, a Christmas-themed amusement park which opened on May 30, 1957 on a 25-acre (10 ha) site which was formerly Lawridge Farm, part of the former Rancho San Augustin. "Residents" of the park included Santa, Mrs. Santa, and elves and gnomes who operated the rides and sold tickets. There was a petting zoo, a bobsled ride, a whirling Christmas tree ride, and a train ride, as well as a Fairy Tale Land. The park was sold in 1966 but continued to be operated under lease by the Santa's Village Corporation. When that

corporation went bankrupt in 1977 the owner considered launching a Knott's Berry Farm type of complex but was denied a permit by the city of Scotts Valley, and the park closed for good in 1979.



Santa's Village (date unknown)

Scotts Valley's most famous resident was film director Alfred Hitchcock, who lived in a mountaintop estate above the Vine Hill area from 1940 to 1972. Florence Owens Thompson, made famous by Dorothea Lange's Migrant Mother photograph, died in Scotts Valley in 1983.

THE GENERAL PLAN UPDATE PROCESS

Preparation of this general plan update was led by the Scotts Valley General Plan Advisory Committee (GPAC). The GPAC held fourteen meetings over the course of three years. All meetings were open to the public.

To solicit community input, a community workshop was held June 3, 2107 at the Scotts Valley Community Center. It was facilitated by members of the GPAC, with support from City staff and consultants. Utilizing an open-house format, more than 100 participants recorded some 250 + comments organized according to five broad topics, namely; 1) Built Environment, 2) Natural Environment, 3) Mobility, 4) Community, and 5) Looking to the Future.

A web-based community survey was also conducted to receive input from the broader community. The survey was comprised of 50 questions addressing a range of topics including land use and future development, aesthetics and urban design, mobility, parks and recreation, public services and community of life. Fifteen questions included an opportunity for narrative comments. 813 people responded to the survey. Between the workshop and the survey, the following is a summary of the community's values:

- The community places a high value on the small-town character of Scotts Valley and want to retain this quality of life into the future.
- Maintaining the valley's natural resources and visual character is a high priority for the community.
- Development of the Town Center into a mixed-use, pedestrian-friendly project is a high priority.
- The pace of future development should be done carefully, with a focus on more high-quality restaurants and retail options.
- More housing choices (types), that are also affordable, is a very important issue to the community.
- The expansion of pedestrian sidewalks and bike paths, as well as trails through open space, is a high priority.
- Residents frequently use the City's parks and other public facilities and are generally very pleased with the facilities and programs.
- Aesthetic improvements through landscaping and building design guidelines were recommended along the Mt. Hermon Road and Scotts Valley Drive corridors.

Complete documentation of the workshop and survey can be found in Envision Scotts Valley – Community Outreach Report (September 2017).

VISION STATEMENT AND GUIDING PRINCIPLES

Vision Statement

Surrounded by hillsides and forests, Scotts Valley is an energetic City that values a mix of natural and built environments. The residents and business owners will always benefit from a balanced mix of housing, employment, commercial, public, and services, and foster community interaction that is the foundation of a family-oriented way of life.

Guiding Principles

Community Identity & Connections

- CIC-1 Preserve and enhance Scotts Valley's safe, small town character and natural wooded setting in balance with these other guiding principles.
- CIC-2 Use high-quality design features and amenities through appropriate architecture, landscape, and streetscape designs that enhance the visual appearance of new development in public spaces, including parks and roadways.
- CIC-3 Encourage year-round community events and activities that facilitate interaction with neighbors and the broader community.
- CIC-4 Ensure that all neighborhoods enjoy access to community services and amenities.
- CIC-5 Promote Scotts Valley as a welcoming community that supports diverse backgrounds and ideas.

Natural Resources

- NR-1 Protect and enhance natural and scenic resources – including creeks and hillsides which enhance the city's character.
- NR-2 Act as environmental stewards in the sustainable management of our natural resources and open space.
- NR-3 Seek opportunities to advance the use of renewable resources and minimize impacts to air quality, noise, and greenhouse gas emissions.

Neighborhoods & Housing

- NH-1 Maintain and enhance the existing character of our residential neighborhoods.
- NH-2 Support neighborhood improvements that foster identity and build stability, inclusiveness, and interaction.
- NH-3 Maintain safe residential neighborhoods that minimize noise, provide adequate parking and discourage crosscut traffic.

- NH-4 Encourage a broadly-based housing supply with a diverse housing stock that accommodates all ages, abilities, and economic needs.

Mobility

- M-1 Provide a balanced transportation system that accommodates the need of automobiles, transit, pedestrians, and bicycles.
- M-2 Pursue opportunities for pedestrian and bicycle networks that connect neighborhoods to schools and commercial uses throughout the City.
- M-3 Promote transportation options that are safe and convenient for all residents, including youth, seniors, and persons with disabilities.

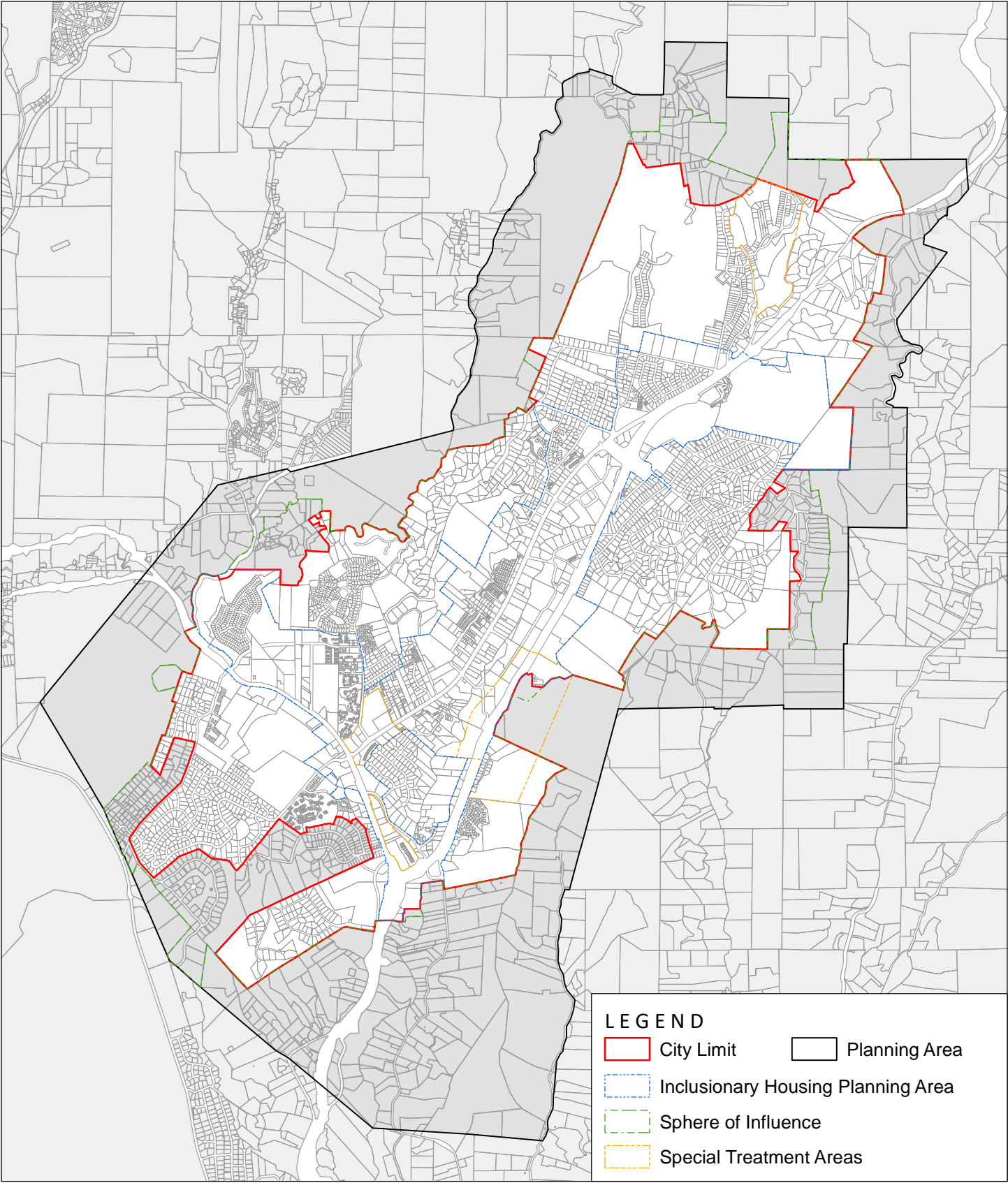
Growth and Economic Development

- GED-1 Pursue a balanced approach to future development that supports housing, employment, and commercial needs and services in balance with these other guiding principles.
- GED-2 Target future growth within existing commercial corridors of Scotts Valley Drive and Mount Hermon Road so as to not adversely impact residential neighborhoods.
- GED-3 Foster a diverse local economy that supports local businesses, employs local residents, and maintains the fiscal health of the City to provide public services and facilities.
- GED-4 Support the development of the town center.
- GED-5 Foster a healthy business community that provides a diverse mix of the goods and services.








Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure I-1: Regional Location



LEGEND

 City Limit	 Planning Area
 Inclusionary Housing Planning Area	
 Sphere of Influence	
 Special Treatment Areas	



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Figure I-2: Planning Area



The Scotts Valley **Land Use Element** addresses the physical features of the city's residential neighborhoods and commercial districts, including the mix and density of land uses, mobility connections and public infrastructure. It describes a pattern of development in Scotts Valley consistent with the General Plan vision statement and guiding principles.

LAND USE ELEMENT

Introduction

The Land Use Element contains goals, policies and a land use map indicating the planned location, amount and intensity of residential, commercial, industrial, public and open space lands. The land use policies need to be considered together with the land use map to assess the City's intentions for future development and conservation within the community. The land use map implements the goals and policies contained throughout the Scotts Valley General Plan.

The Land Use Element is intended to protect the hillside forests which provide the essential character of the valley, develop the urban core near major transportation corridors, and foster a healthy business community which can provide most-many of the goods and services for the City and ensure a broadly-based housing supply.

Current Status

Recommended by Planning Commission to City Council – DATE

Accepted by City Council at Public Hearing – DATE

Background and Context

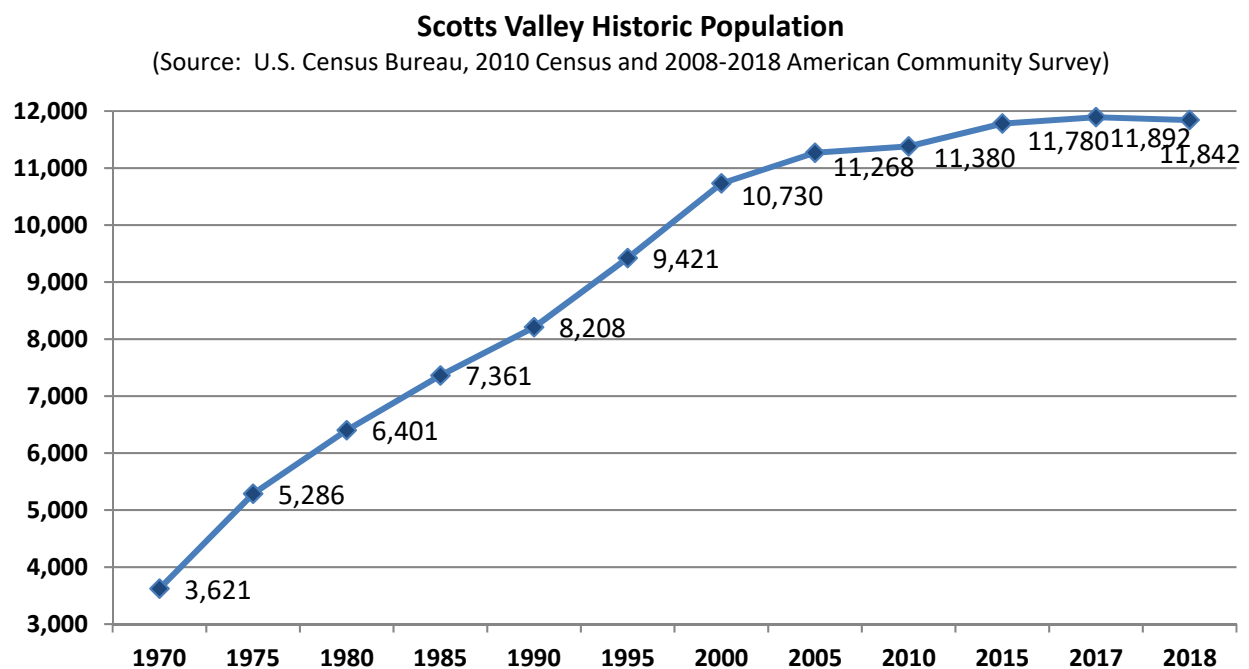
Existing Conditions

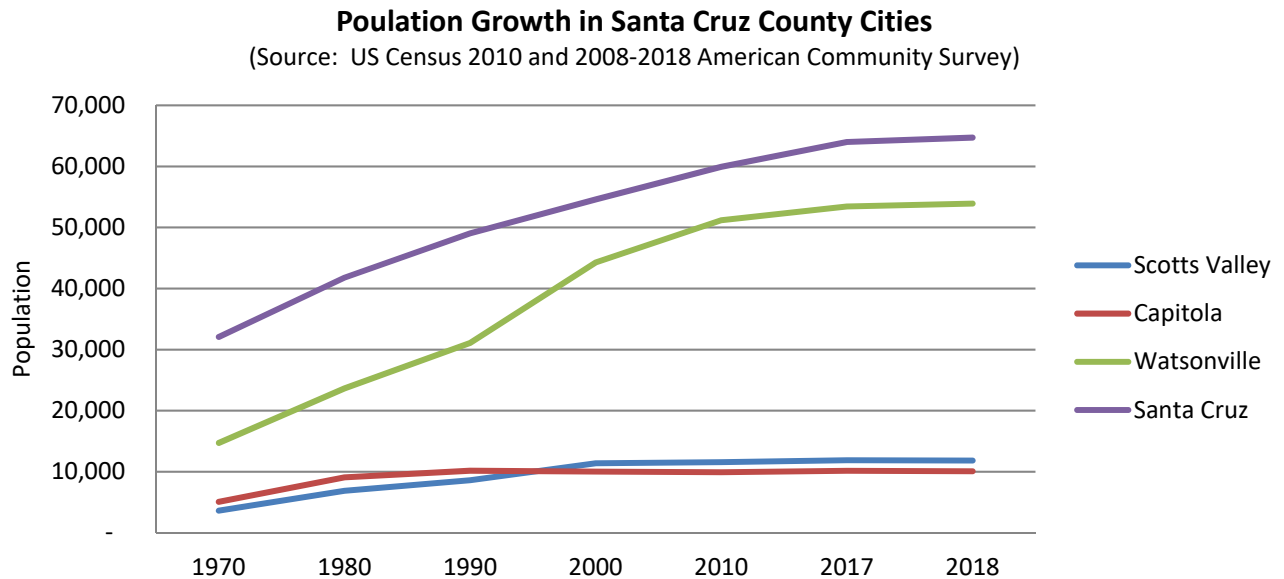
Since incorporation in 1966, the City of Scotts Valley has evolved as a balanced community with family-oriented residential neighborhoods, innovative light-industrial and manufacturing businesses, and strong retail/services corridors along Mount Hermon Road and Scotts Valley Drive. The City's topography reinforces the notion of a community in a valley, surrounded by forested hills and scenic landscapes.

The following summarizes the existing conditions and future growth projections and plans for various land uses within the planning area.

Population

As of 2017, there were an estimated 11,842 people who call Scotts Valley home. Since 1970 (four years after incorporation; population 3,621), the population has increased by 8,271 persons, or nearly 70 percent. Between 1970 and 2000, Scotts Valley experienced the highest annual growth rate (7.10 %) of any city in Santa Cruz County. However, given the limited amount of vacant land available for new development and other factors, growth since 2000 has slowed considerably. Overall, Scotts Valley growth is relatively modest when compared to the cities of Watsonville and Santa Cruz which together have increased their population by nearly 70,000 over the same time period.





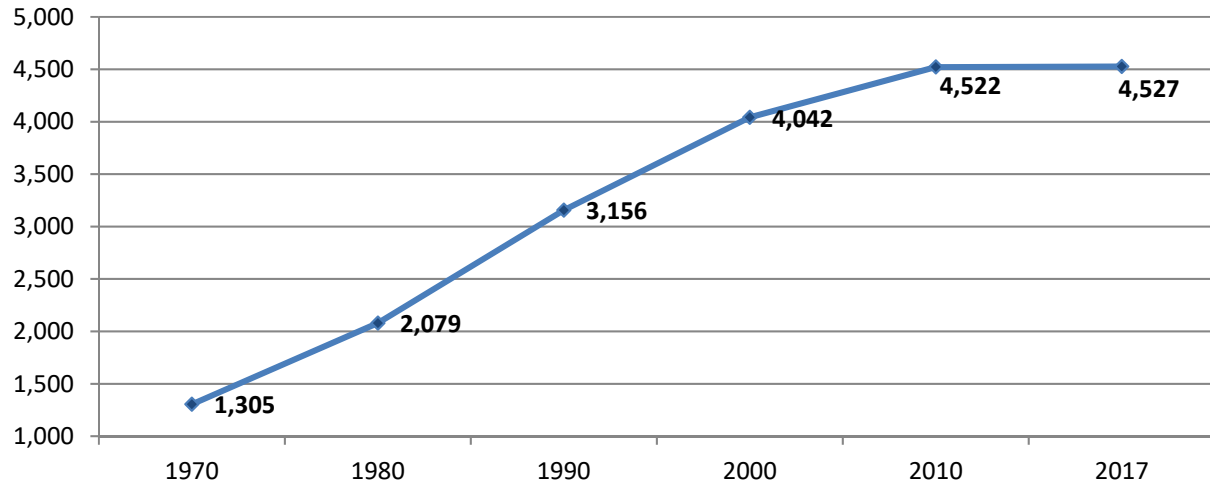
Housing

Since incorporation in 1966, the City has had a considerable increase in population, creating a significant demand for housing. Between 1970 and 2017, the City added 3,222 housing units, however, since 2010, the number of housing units has leveled off and fewer units per year have been constructed as compared to previous growth rates. The average number of persons per household (2014 – 2018) was 2.68.

Residential uses include both single and multiple-family residences, apartments and condominiums and mobile home parks. Residential development has been guided by the topography, geology, vegetative cover, access to transportation and service facilities. Larger lots with low densities have been developed in the hillsides with single family detached homes in the Whispering Pines, Granite Creek and Hacienda/Cadillac neighborhoods. Higher densities are located on the valley floor close to local shopping, public services and transportation facilities such as the neighborhoods on Blake Lane, Jolley Way, Trammel Way, and along Bean Creek Road. Mobile home parks within the City include Monteville, Spring Lakes, Vista Del Lago, and Mountain Brook. Monteville, Spring Lakes and Mountain Brook are deed-restricted adult communities.

Scotts Valley Total Housing Units

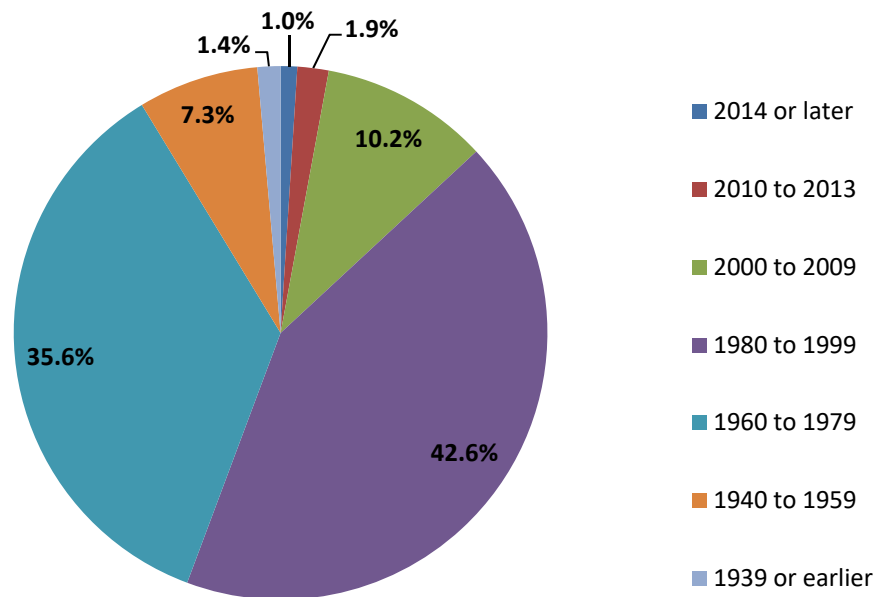
(Source: U.S. Census Bureau, 2010 Census and 2008-2018 American Community Survey)



As shown below, 88% of the existing housing stock was constructed between 1960 and 2000. Most of these homes (56%) are detached, single family houses. The other 44% of the housing stock is made up of apartments and condominiums, attached houses, and mobile homes.

Age of Housing Stock

(Source: American Community Survey, U.S. Census Bureau, 2018)



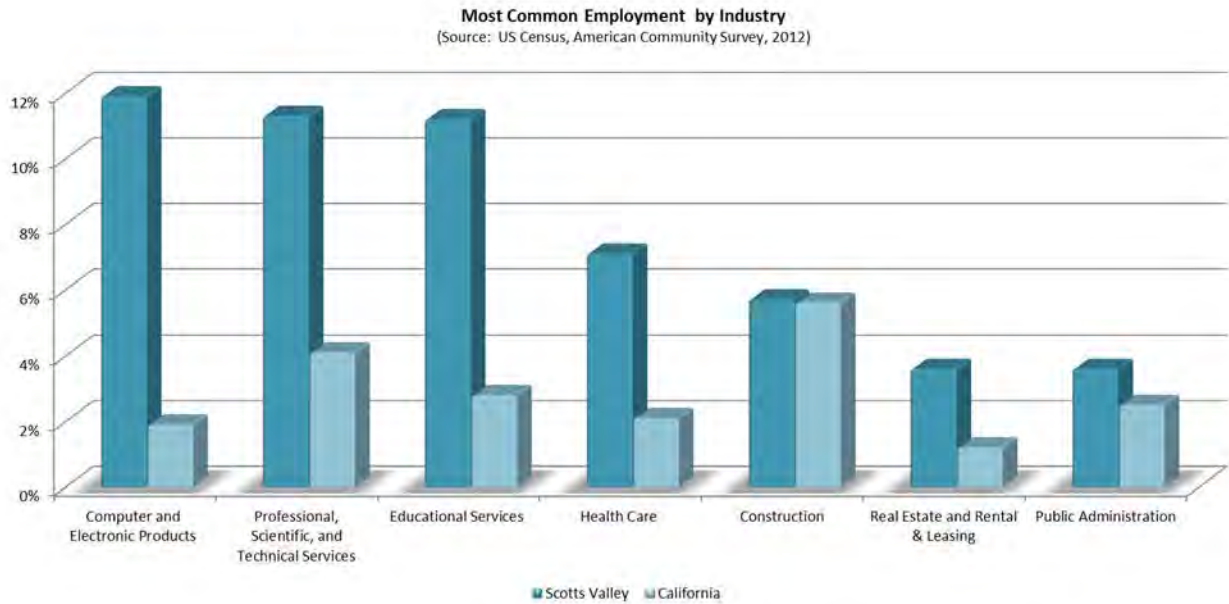
In 1991, the city adopted a “Planned Development zone district which allows projects to be individually designed to meet the needs of the property zoned “PD”. This flexibility allows a project to be constructed at the maximum allowable density while considering the topography, vegetation, and other constraints to development.

The street network plays an important role in the development of the residential neighborhoods. In the hillside neighborhoods, streets are typically narrow to preserve the existing topography and vegetation. These narrow streets, however, prevent residents from using the street for guest parking since emergency vehicles must be able to pass at all times. The absence of streets and adequate access can also prevent neighborhoods from accessing shopping and service areas or other residential areas without traveling with the congestion of the work force. For example, the neighborhoods west of Scotts Valley Drive have only one access through the city (Scotts Valley Drive). Because there are no local streets solely for residential traffic, many of the residences are located on narrow, dead-end streets off Scotts Valley Drive.

Consequently, there is no defined neighborhood west of Scotts Valley Drive. The lack of access also limits development east of Highway 17 along Green Hills Road. Currently, the only access to Scotts Valley or Highway 17 is at the intersection of Glen Canyon Road and Mount Hermon Road.

Employment

Scotts Valley has over 700 employers who provide more than 5,000 jobs within the city limits. As of 2017, the unemployment rate was 5.2%, less than that of Santa Cruz County (6.7%). As shown in the chart below, the most common employment industries are computer and electronic products, professional scientific and technical, educational services, and healthcare; all of which rank far higher than the average rate of employment as compared to the State of California.



Employment related land uses include retail services, office, and light industrial uses. Major retail/services centers include Kings Village Shopping Center, Scotts Village, Scotts Valley Square and Graham Plaza. Community commercial shopping centers are located along Mount Hermon Road. Scotts Valley Junction is located at the northern end of Scotts Valley Drive.

Retail, professional services and offices are also located along Scotts Valley Drive. These tend to be locally-owned businesses and include restaurants, banks, insurance, real estate, and specialty services.

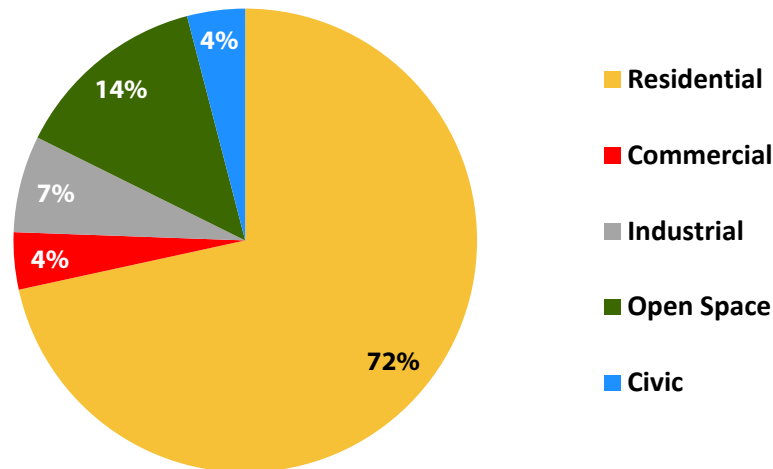
Light industrial areas include the Aviza Technology site north of Mount Hermon Road (now vacant), the Enterprise Technology Center east of highway 17 and north of Granite Creek Road, and a variety of businesses between Scotts Valley Drive and Highway 17 along Disc Drive / El Pueblo Road / Janis Way. The primary uses are computer technology, manufacturing, and bulk retail services.

Land Use

The City of Scotts Valley is comprised of approximately 4.6 square miles. Land uses in the City includes residential, commercial, industrial, open space, and civic (government) uses. A large majority (72%) of Scotts Valley is designated residential, which includes both single and multiple-family residences, apartments and condominiums and mobile home parks.

1994 General Plan Planning Area Land Use Designations (Acres)

(Source: City of Scotts Valley GIS, 2014)



Development Capacity

State law requires that a General Plan include “an estimate of the total amount of development that may be built in an area under a certain set of assumptions, including applicable land use laws and policies (e.g., zoning), environmental constraints, etc.”

Current Holding Capacity

Holding-Development capacity refers to the maximum amount of development that can be accommodated if all land uses shown on the General Plan Map were built. This capacity is commonly expressed in terms of population, housing units, and jobsemployment.

Understanding Density and Intensity

Residential “Density”

The term “density” in a land use context is a measure of the desired population or residential development capacity of the land. Residential density is described in terms of dwelling units per gross acre (du/ac). Gross residential acreage is defined as the area developed to residential use, exclusive of local serving streets, alleys or arterials. A dwelling unit is a building, or a portion of a building, used for human habitation and may vary considerably in size from small apartments to large single-family homes. For example, the density of a residential development of 200 dwelling units occupying 50 gross acres of land is 4.0 du/ac.

Non-Residential “Intensity”

The term “intensity” refers to the degree of non-residential development based on building characteristics such as height, bulk, floor area ratio, and percentage of lot coverage. The City of

Scotts Valley uses “building coverage” which is defined in the City’s Municipal Code as “the horizontal area measured within the outside of the exterior walls of the ground floor of all main and accessory buildings on a lot. The coverage of a structure, or portion thereof, not provided with surrounding exterior walls shall be the area under the horizontal projection of the roof or floor above.”

1994 General Plan

The 1994 General Plan was prepared during a period of rapid and sustained growth that was assumed to continue to the horizon year of 2015. Between 1960 and 1990, the annualized growth rate for Scotts Valley averaged 3.11%, which is a very high rate of growth. Employment growth was more rapid, growing at an annualized rate of 7.7% between 1982 and 1990.

If all the residential land shown on the existing 1994 General Plan Land Use Map were built out, Scotts Valley would contain approximately 6,500 housing units, supporting a population of about 16,000. If all the industrial, commercial, office, and other employment generating land were built out, Scotts Valley would contain approximately 6.2 million square feet of building floor area, or enough to support about 12,000 jobs.

General Plan Update Development Capacity

To determine the development capacity for this updated General Plan, the first step was to identify parcels that are currently entitled but not yet developed, vacant, or underdeveloped. Entitled development are projects that have been approved for development and are either under construction or pending. As such, their development capacity (i.e. the number of residential units or the amount of commercial square footage) is known. For vacant and underdeveloped parcels, an average density per their land use designation was multiplied by the parcel size.

Additionally, the City has received a number of project applications that are requesting a General Plan Amendment. Such amendments are discretionary and require the approval by the City Council. To be conservative, the development capacity analysis assumed that all projects requesting a general plan amendment would be developed.

As shown in Table LU-1: General Plan Development Capacity, the General Plan Update assumes a more moderate growth rate that is less than the previous (1994) General Plan, and more consistent with actual growth trends over the past 20 + years, as well as projections as identified by the Association of Monterey Bay Area Governments (AMBAG).

Table LU-1: General Plan Buildout Summary

	<u>Households</u>	<u>Population</u>	<u>Employment</u>
<u>Existing General Plan (1994)</u>	<u>6,500</u>	<u>16,000</u>	<u>12,000</u>
<u>General Plan Update</u>	<u>5,600</u>	<u>15,400</u>	<u>8,400¹</u>
<u>Difference</u>	<u>(900)</u>	<u>(600)</u>	<u>(3,600)</u>

Notes:

1. Per AMBAG 2018 Regional Growth Forecast (2015-2040)

Apart from minor updates to reflect past City approvals, the land use designations in the City of Scotts Valley and the Planning Area will remain the same as designated under the 1994 General Plan (as amended). These land use designations are shown in Figure LU-1: General Plan Land Use Designations.

For the GP EIR (see Chapter 8 Environmental Review), the development capacity will provide a reference point for how and where such growth will be accommodated, and how the City and other public agencies will accommodate such growth, particularly with respect to infrastructure requirements (e.g. roads, water, sewer), and public services (e.g. police, fire, and parks & recreation).

Development Considerations

Allowing all parcels to be developed to the maximum density or intensity is not the intention of this general plan. The intention is to reflect a maximum development envelope or density range under appropriate conditions, and in accordance with applicable detailed zoning regulations. There are many factors that may limit or affect a development's ability to achieve the maximum intensity on a specific parcel, resulting from the parcel's physical limitations, the City's zoning standards, and how an owner/developer chooses to address the function and design of the development. These factors may include, but are not limited to, the following:

- Parcel size and configuration
- Height limits
- Lot coverage allowed
- Requirements for setbacks, build-to standards, landscaping and open space
- Development standards and design guidelines
- Type of parking provided (e.g. surface, below-grade, or structured)

- Adjacency to sensitive land uses, such as single-family neighborhoods.

It is important to note that this development build-out analysis only represents a maximum development envelope of density based on existing and potential general plan land use designations. Development forecasts involves an analysis of other factors such as; environmental constraints, economic and market conditions, historic trends, property ownership, and community preferences.

General Plan Land Use Designations

Table LU-24: ~~Scotts Valley~~ General Plan Land Use Designations describes the density, land uses and corresponding zoning for each general plan land use designation. These designations are shown in Figure LU-1: General Plan Land Use Designations.

If a project is proposed which is inconsistent with the General Plan Land Use Map, the property owner may apply for a General Plan Amendment. The City Council must be able to make a specific finding that the proposed amendment to the General Plan is in the public's interest or deny the amendment. Amendments to each required General Plan element are allowed up to four times per year.

The zoning process consists of the rezoning of lands within the incorporated City limits (or the pre-zoning of property proposed for annexation) from one zoning district to another. The rezoning of property directly implements the land use designations as shown on the Land Use Map since, by state law, the rezoning of property must be consistent with the General Plan.

Zoning applications are reviewed by various city departments for consistency with City Council and General Plan policy, as well as, to identify specific public improvements and requirements such as streets, storm and sanitary sewer and street lights. Review by other public agencies is also incorporated in the zoning process as appropriate.

Zoning changes take two forms: 1) Conventional zoning and 2) Planned Development overlay zoning. Conventional zoning districts contained in the City's Zoning Ordinance include a range of allowed land uses, development intensities and standards within the major land use categories: residential, commercial and industrial, together with zoning districts for other land uses such as Public/Quasi-Public and Open Space. The various ranges of allowed use and development intensity correspond generally to the respective General Plan land use designations, thereby allowing the application of a zoning district to a property which implements the land use intended by the General Plan.

Planned Development zoning reflected in a General Development Plan and adopted by the City Council provides 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 structure appearance.

The second phase of a Planned Development zoning process, the Planned Development permit, is a site/architectural permit that implements the approved Planned Development overlay zoning of the property.

Table LU-21: General Plan Land Use Designations

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Residential				
Mountain	R-MT-5	1 du / 5 acres	Primarily for hillside areas of the city where environmental constraints require development at lower densities.	<ul style="list-style-type: none"> Single-family detached dwellings Secondary dwelling units Accessory structures Public parks and recreation areas Compatible public, quasi-public, and special uses
Rural	R-R-2.5	1 du / 2.5 acres	<p>To provide areas for large-lot residential living and minor agricultural activities.</p> <p>To preserve, to the greatest extent feasible, the natural topography while creating a living environment which best serves the needs of its residents.</p>	<ul style="list-style-type: none"> Single-family detached dwellings Secondary dwelling units Accessory structures Public parks and recreation areas Compatible public, quasi-public, and special uses
Estate	R-1-40	1 du /acre	To provide areas for single-family residential development where lot sizes and densities are designed to accommodate large areas of open space for recreational activities compatible with a residential environment.	<ul style="list-style-type: none"> Single-family detached dwellings Secondary dwelling units Accessory structures Public parks and recreation areas Compatible public, quasi-public, and special uses
Low	R-1-20	2 du/s/acre	To provide areas for households that desire rural/suburban living with a range of housing options and are designed to accommodate areas of open space for recreational activities compatible with a residential environment.	<ul style="list-style-type: none"> Single-family detached dwellings Secondary dwelling units Accessory structures Public parks and recreation areas Compatible public, quasi-public, and special uses

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Medium	R-1-10	<u>2</u> - 5 du/s/acre	To provide areas for households that desire suburban living with a range of housing options, and to provide opportunities for limited neighborhood support uses and amenities.	<ul style="list-style-type: none"> ▪ Single-family detached dwellings ▪ Secondary dwelling units ▪ Accessory structures ▪ Public parks and recreation areas ▪ Compatible public, quasi-public, and special uses
Medium High	R-M-6 and R-M-8	<u>5</u> - 9 du/s/acre	To provide areas for households that desire suburban living with a range of housing options, and to provide opportunities for neighborhood support uses and amenities.	<ul style="list-style-type: none"> ▪ Single-family attached and detached dwellings ▪ Townhouses and condominiums ▪ Secondary dwelling units ▪ Accessory structures ▪ Public parks and recreation areas ▪ Compatible public, quasi-public, and special uses
High	R-H	<u>9</u> - 15 du/s/acre	To provide areas for households that desire urban living within a compact and walkable neighborhood and provide opportunities for neighborhood support uses and amenities.	<ul style="list-style-type: none"> ▪ Single-family attached dwellings ▪ Townhouses and condominiums ▪ Apartments ▪ Limited neighborhood-serving commercial ▪ Secondary dwelling units ▪ Accessory structures ▪ Public parks and recreation areas ▪ Compatible public, quasi-public, and special uses

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Very High	R-VH	<u>15.1</u> - 20 du/s/acre	To provide areas for households that desire dense urban living within a compact, walkable neighborhood that is served by transit, and to provide opportunities for neighborhood support uses and amenities.	<ul style="list-style-type: none"> ▪ Townhouses and condominiums ▪ Apartments ▪ Neighborhood-serving commercial ▪ Secondary dwelling units ▪ Accessory structures ▪ Public parks and recreation areas ▪ Compatible public, quasi-public, and special uses
Commercial				
Professional	C-P	35%	To provide areas for administrative, business and professional offices in which merchandise is not manufactured or sold.	<ul style="list-style-type: none"> ▪ Professional services and office ▪ Compatible public, quasi-public, and special uses
Service	C-S	45%	To provide areas for convenient retail and service establishments that serve neighborhood and local populations and are served by transit and quality bicycle and pedestrian-friendly facilities.	<ul style="list-style-type: none"> ▪ Retail, professional services, and office ▪ Compatible public, quasi-public, and special uses ▪ Very High residential (mixed-use) is permitted providing adjacent uses are compatible and the residential use is secondary to the retail use (<u>i.e. consists of no more than 49% of the total gross square feet of the development</u>).

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Shopping Center	C-SC	35%	To provide areas for urban centers with retail and services, office, and mixed-use establishments that serve local and regional populations, and are well served by transit and quality bicycle and pedestrian-friendly facilities.	<ul style="list-style-type: none"> ▪ Retail, service, office ▪ Public gathering places such as plazas and courtyards ▪ Compatible public, quasi-public, and special uses ▪ Very High residential (mixed-use) is permitted providing adjacent uses are compatible and the residential use is secondary to the retail use <u>(i.e. consists of no more than 49% of the total gross square feet of the development)</u>.
Industrial				
Light Industrial	I-L	50%	<p>To provide areas for manufacturing, product assembly, warehousing and supporting uses and amenities.</p> <p>Class 1—Does not involve toxic materials nor involve a change of phase/state of any material in significant quantities.</p> <p>Class 2—Involves the use of toxic materials and/or changes the phase/state of a material(s) in a significant way.</p>	<ul style="list-style-type: none"> ▪ Industrial or manufacturing ▪ Office, retail and service uses that provide support to employees ▪ Compatible public, quasi-public, and special uses This designation should not be located adjacent to a residential or commercial use without substantial buffers
Industrial R&D	PD	n/a	To provide areas that involve activities related to corporate or governmental innovation involved in scientific and applied research, technology, and product design and development.	<ul style="list-style-type: none"> ▪ Compatible public, quasi-public, and special uses ▪ Applies to the Enterprise Technology Center

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Heavy Industrial	n/a		To provide areas that involve intensive manufacturing, mining and quarrying of minerals that due to their intensity of use are less compatible with residential and commercial categories	<ul style="list-style-type: none"> ▪ Mining / quarry ▪ Chemical manufacturing
Other				
Public / Quasi-Public	P	n/a	To provide public facilities that are necessary or desired for public health, safety, and welfare and quasi-public facilities that serve the broader community.	<ul style="list-style-type: none"> ▪ Public and private educational facilities ▪ Emergency services ▪ Health care facilities ▪ Religious facilities ▪ Governmental buildings ▪ Cultural facilities
Open Space / Conservation	OS	n/a	To provide areas for the conservation <u>and sustainable use</u> of the community's natural or scenic resources.	<ul style="list-style-type: none"> ▪ Wetlands and open water ▪ Plant and wildlife habitats ▪ Timber production zones ▪ Floodplains ▪ Active and passive recreation facilities ▪ Greenways and trails ▪ Areas with permanent open space easements ▪ Buffers between developed areas ▪ Golf courses and commercial outdoor recreation facilities ▪ Farmlands and grazing areas ▪ Compatible public, quasi-public, and special uses

General Plan Land Use Designation	Corresponding Zoning Designation	Residential Density / Commercial Building Coverage ¹	Description	Potential Land Uses
Special Treatment Areas	PD	n/a	To provide overlay designations for areas where planned developments or some form of special treatment is required for allow future development.	<ul style="list-style-type: none"> Land uses are variable. See Special Treatment Areas discussion, below.

Notes:

(1) Residential – maximum dwelling units/gross acre. Commercial – maximum building coverage.

(2) n/a – Not applicable.

Specific Plans

A specific plan is a tool for the systematic implementation of the general plan. It effectively establishes a link between implementing policies of the general plan and the individual development proposals in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of uses to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision. Specific Plans are authorized by California Government Code sections 65450 through 65457.

The City has three Specific Plans that are currently (2019) effective, as described below:

Town Center Specific Plan

The Town Center Specific Plan was adopted by the City Council in December 2008. A primary goal of the Town Center Specific Plan (The Plan) is to create an identifiable and inviting place with an intimate streetscape lined with storefronts and a mix of uses that promote an environment where people can live, work, and play. The Plan proposes new commercial development (retail and office), residential development, and civic uses to create a place that thrives from morning to night. At buildout, the Town Center is entitled for up to 300,000 sf. of commercial space and 254 residential units.

In some areas, a horizontal mix of uses (standalone residential and standalone commercial adjacent to each other on a given site) and in other areas a vertical mix (residential or office above retail or commercial within the same building) will be appropriate. Mixed-use development will be focused along the main street leading from Mt. Hermon Road to the town green. Medium density standalone residential will serve as a transition from commercial development to the residential along Skypark Drive and Blue Bonnet Lane.

Residential development is limited to higher densities, such as townhomes, apartments and condominiums. Although residential uses will be an important component to the success of the Plan Area, it will be a secondary use intended to support the predominantly retail and community serving focus of the area.

Gateway South Specific Plan

The Gateway South Specific Plan (2007) was prepared to guide future development in the Gateway South Special Treatment Area (described below). The Specific Plan area is located on the north and south sides of Mount Hermon Road near the intersection of Highway 17. The plan designates parcels for a variety of residential, commercial, open space, and public uses on 43 acres. Special treatment is needed to address the challenging site access and circulation issues associated with topography, a riparian corridor, and the surrounding vehicular, bicycle, and pedestrian infrastructure

Glenwood Specific Plan

The 195-acre Glenwood planning area consists of two, large, undeveloped parcels located on west and east sides of Glenwood Drive at the north end of the City of Scotts. Starting in 1991, various land plans and site boundaries were considered, including an initial proposal to construct 276 single-family homes and townhomes, an 18-hole golf course and clubhouse and a middle school.

Ultimately, due to significant environmental constraints and community opposition, the Scotts Valley Unified School District constructed a high school on 22 acres which was opened initially to freshman students in September of 1999. On the west side of Glenwood Drive, 49 single-family lot were constructed on 11 acres. Seven plus acres were dedicated to the expansion of Siltanen park and the remaining 160 acres are now preserved as permanent open space, known as the Glenwood Open Space Preserve.

Special Treatment Areas

Bethany Neighborhood Special Treatment Area

The BNSTA is approximately 80 acres with approximately 26 acres of buildable area that is primarily developed as an educational facility and associated uses. The remainder of the BNSTA is developed with single family residences. The area is located at the northern portion of the City, west of Highway 17 and is bordered on the west by Bethany Drive/Bethany Way and on the east by Scotts Valley Drive. The entire BNSTA is designated for Public/Quasi Public uses.

Buildable areas are those areas where the slopes are generally less than 10%. Development has already occurred in many of the buildable areas. The sole access to the Bethany area is via Bethany Drive. Most of the built and buildable areas of the BNSTA lie in the narrow valleys between the hills at elevations of 800 to 850 feet.



All properties in the BNSTA will be developed under the Planned Development zoning regulations to minimize traffic impacts and disruption to the surrounding residential neighborhood. The land use for these properties in the BNSTA will reflect a mix of institutional, residential, park, and open space designations similar to the existing educational campus.

However, within the BNSTA area, there are approximately 16 lots that are developed with single-family residences under separate ownership from the educational campus. These single-family residences may be modified consistent with the zoning regulations applicable to the R-1-10 zoning district in effect at the time. In the future, if these single-family residences become associated with the educational campus, any additions, modifications or redevelopment must comply with the Planned Development zoning regulations.







Gateway South Special Treatment Area

Previously identified as the Mount Hermon Road near Highway 17, the Gateway South Special Treatment Area (GSSTA) includes properties fronting Mount Hermon Road on the east between State Highway 17 and Glen Canyon Road. The Gateway Specific Plan, described above, identifies a plan for future development of the GSSTA.

Following are representative photos of development in Scotts Valley that apply to the residential, commercial, industrial and public/quasi-public General Plan Land Use Designations.

General Plan Land Use Category	Corresponding Zoning Designation
Residential	
Estate	R-1-40
	
Granite Creek Estates (single-family detached)	Granite Creek Estates (single-family detached)
Low	R-1-20
	
Casa Way (single-family detached)	Casa Way (single-family detached)

General Plan Land Use Category Medium	Corresponding Zoning Designation R-1-10
 <p data-bbox="332 785 669 810">The Vineyards (single-family detached)</p>	 <p data-bbox="924 785 1318 810">Scotts Valley Heights (single-family detached)</p>
Medium-High	R-M-6 and R-M-8
 <p data-bbox="358 1299 643 1325">Skypark (single-family detached)</p>	 <p data-bbox="980 1299 1265 1325">Skypark (single-family detached)</p>
High	R-H
 <p data-bbox="371 1814 630 1839">Hidden Oaks (condominiums)</p>	 <p data-bbox="964 1814 1281 1839">The Manor (single-family detached)</p>

General Plan Land Use Category Very High	Corresponding Zoning Designation R-VH
 <p>Town Center Collection (condominiums)</p>	 <p>Pinnacle View (townhomes)</p>
Commercial Professional	C-P
 <p>Bank of America Service</p>	 <p>Glen Canyon Road C-S</p>
 <p>Kaiser Permanente</p>	 <p>Shell Gas Station</p>

General Plan Land Use Category	Corresponding Zoning Designation
Shopping Center	C-SC
	
Kings Village	Kings Village
Industrial	
Light Industrial	I-L
	
Zero Motorcycles	Scarborough Lumber
Industrial R&D	I-RD
	
Enterprise Technology Center	Enterprise Technology Center

General Plan Land Use Category	Corresponding Zoning Designation
Other	
Public-Quasi Public	P
	
Scotts Valley Community Center	Scotts Valley Transit Center
	
Skypark	MacDorsa Park
Open Space / Conservation	OS
	
Skypark Linear Trail	Glenwood Preserve

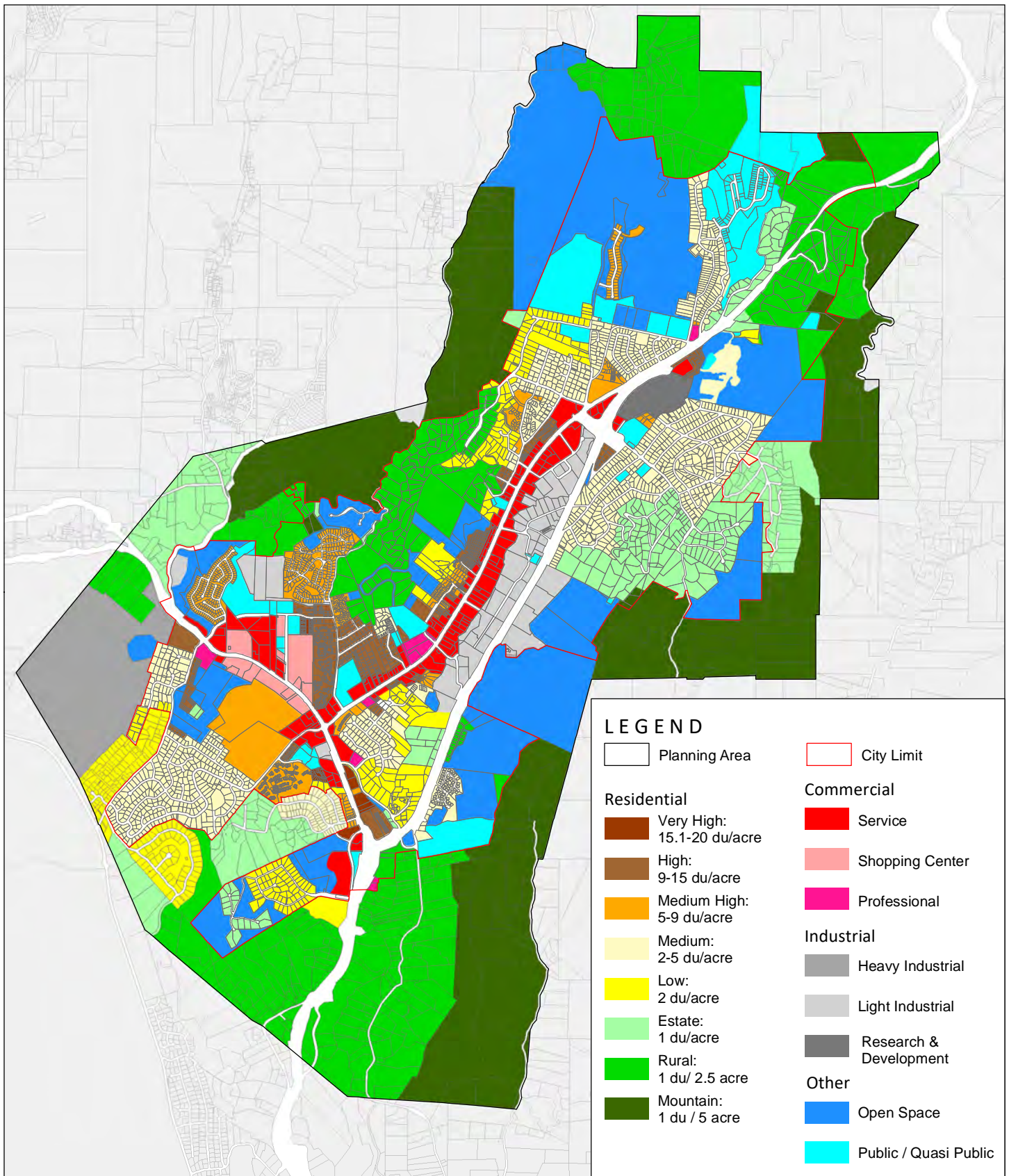


Figure LU-1: General Plan Land Use Designation

Goals, Policies & Actions

Goal LU-1 Maintain and enhance Scott Valley’s small-town valley character and community-focused quality of life.

Policies

Regional

Policy LU-1.1 Regional Sense of Place

Support regional efforts to create a strong sense of place and support the efficient use of land.

Policy LU-1.2 Regional Coordination

Support projects, programs and policies to promote compatibility and mutually beneficial built environments and land uses with adjacent jurisdictions and other agencies.

City

Policy LU-1.3 Inclusiveness

Provide for a mixture of land uses that cater to the needs of people of all ages, backgrounds, and abilities.

Policy LU-1.4 Economic Viability

Encourage land use patterns and new development that enhance Scotts Valley’s long-term economic viability and promotes sustainable (green) businesses.

~~**Policy LU-1.5 Street Closures**~~

~~Allow occasional street closures in the Town Center and other non-residential areas to create public spaces for temporary community activities. Plan and manage street closures to avoid diversion of traffic and parking into adjacent residential neighborhoods.~~

~~**Policy LU-1.6**~~ **Policy LU-1.5 Public Facilities**

Maintain and enhance the City’s public facilities to the highest and best use for the benefit of the entire community.

~~Policy LU-1.7~~ **Policy LU-1.6 Neighborhood Parks**

Maintain and improve neighborhood parks with a variety of facilities that cater to the needs and interest of city residents including youth, seniors, and persons with physical disabilities.

~~Policy LU-1.8 Public Art – Commercial~~

~~Commercial development should include public art.~~

~~Policy LU-1.9~~ **Policy LU-1.7 Public Art – Residential New Development**

Public art, consistent with the small-town valley concept or adopted design guidelines, should be incorporated into commercial and residential projects where feasible.

~~Policy LU-1.10~~ **Policy LU-1.8 Public Art – Review Process**

Public art shall become part of the design review guidelines and made available to developers, architects, landscape designers, city committees and commissions. All public art shall be reviewed by the Planning Commission.

Project

~~Policy LU-1.11~~ **Policy LU-1.9 Design Quality**

Encourage new development and redevelopment to incorporate high quality design that enhances the visual character of the community.

~~Policy LU-1.12~~ **Policy LU-1.10 Compatible Development**

Encourage new commercial and residential development that is compatible with neighboring land uses and development patterns, through the incorporation of design guidelines and, where appropriate, mitigation measures.

~~Policy LU-1.13 Compatible Development – Residential~~

~~Prohibit new land use activities within and in close proximity to residential zones that generate undesirable impacts which cannot be mitigated.~~

~~Policy LU-1.14 Development Impacts – Residential~~

~~Encourage new residential development that minimizes impacts to residential neighborhoods through the incorporation of design guidelines and, where appropriate, mitigation measures.~~

~~Policy LU-1.15~~ **Policy LU-1.11 Public Involvement**

Encourage project applicants to consult with neighbors early in the project application review process.

~~Policy LU-1.16~~ **Policy LU-1.12 Commercial Development – Landscaping**

Commercial and industrial developments shall be designed and landscaped in an attractive manner and thereafter maintained to visually integrate the development with its surrounding context.

~~Policy LU-1.17~~ **Policy LU-1.13 Commercial Development – Lighting**

Lighting of commercial and industrial areas shall be ~~carefully~~ controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses.

~~Policy LU-1.18~~ **Policy LU-1.14 Public and Quasi-Public Facilities**

Designate areas for new public and quasi-public facilities and accessory facilities commensurate with the identified need. ~~These facilities shall be conveniently located in or near the areas where they are intended to serve.~~

~~Policy LU-1.19~~ **Policy LU-1.15 Coordination with Utility Providers**

Work with utility providers to identify future utility expansion needs. Obtain easements from property owners to extend private utilities and/or promote cooperation between utility providers and property owners for acquiring easements or rights-of-way for utility expansions.

~~Policy LU-1.20~~ **Policy LU-1.16 Dedication of Park Land**

Require new residential development to dedicate park land and/or to contribute park in-lieu fees to the City that enable the purchase of additional park land, or to provide recreational facilities, or to maintain existing parks consistent with the Parks Master Plan.

Actions

Action LU-1.1 Design Guidelines

Update the City's Residential Design Handbook, ~~Mount-~~ Hermon Design Guidelines, and Commercial and Industrial Design Review Guidelines to reflect more contemporary architecture and urban design standards.

Goal LU-2 Maintain a well-defined valley community with boundaries defined by the planning area's natural features and environmental functions.

Policies

Regional

Policy LU-2.1 Annexations

When determined by the City Council to be consistent with the Vision Statement and Guiding Principles of this General Plan, consider pursuing annexations in accordance with the requirements as set forth in the City's Annexation Policy.

City

Policy LU-2.2 Edge Boundaries

Preserve open space and maintain ~~very low intensity residential~~ development at the edge of the city limits compatible with surrounding county land uses.

Policy LU-2.3 Preservation of Open Space

Preserve open space areas for the protection of public health and safety, provision of recreational opportunities and protection of natural resources.

Policy LU-2.4 Preservation of Riparian Corridors

During the development review period, require the preservation of riparian corridors consistent with state law and the policies described in the Open Space and Conservation element of this General Plan.

Neighborhood

Policy LU-2.5 Neighborhood Characteristics

Require new development to reinforce and be designed to support the unique natural qualities and environmental features in which it is located.

Policy LU-2.6 Natural Features

Protect and enhance natural features, including trees, hillsides, natural habitat, and riparian areas, that contribute to the unique identity of individual neighborhoods.

Policy LU-2.7 Bethany Neighborhood Special Treatment Area

All future development in the Bethany Neighborhood Special Treatment Area shall be reviewed and considered under the Planned Development zoning regulations.

Project

Policy LU-2.8 Land Sloped Less than 25%

Those areas of a parcel with slopes of less than 25% may be considered for construction consistent with sound development and planning principles.

Policy LU-2.9 Land Sloped 25% to 40%

Land sloped 25% or greater may be considered for a "density transfer" requiring the steeper slopes to be preserved with no disruption and "transferring" the units that would be allowed on the slopes of 25% or greater for construction on the more level portions of the parcel, if these portions are otherwise suitable for higher densities.

Policy LU-2.10 Land Sloped Over 40% -- Open Space Preservation

Land over 40% slope shall be preserved as open space, with no construction of any kind, with the exception of quarry reclamation or remediation of natural slope failure. During the development of the site, the density for the 40% slopes may be transferred for construction into the areas with a slope of less than 25% if these areas are otherwise suitable for higher densities.

Policy LU-2.11 Density Transfer Developments

Any density transfer developments may be pursued under the Planned Development Ordinance.

Goal LU-3 Maintain a complementary balance of land uses throughout the city.

Policies

Region

Policy LU-3.1 Jobs / Housing Incentives

Work with representatives from regional, State, and federal agencies to include Scotts Valley ~~in~~ incentives programs that link housing to transportation and jobs.

Policy LU-3.2 Jobs / Housing Balance

Work with the County and other agencies to develop strategies for improving the region's jobs/housing balance and matching employment opportunities with housing costs.

City

Policy LU-3.3 **Balanced Land Use Patterns**

Foster land use patterns that balance economic, housing, community, and environmental needs, and promote social diversity.

Policy LU-3.4 **Zoning Densities**

Zone highest densities along transportation corridors.

Policy LU-3.5 **Lot Consolidation**

In areas where the existing lot pattern or size makes development difficult, the City shall encourage lot consolidation to promote planned commercial development.

Policy LU-3.6 **Economic Viability**

Ensure that land use patterns and new development enhance Scotts Valley's long-term economic viability and promotes sustainable businesses.

Policy LU-3.7 **Job Creation and Retention**

Maintain lands currently designated for commercial and industrial land use designations that promote job creation and retention.

Policy LU-3.8 **Regional Commercial Services**

Promote availability of commercial sites to accommodate a mix of professional office, service commercial, and ~~shopping-retail~~ center developments consistent with the environmental, service, and economic goals of the City.

Policy LU-3.9 **Neighborhood Commercial Services**

Develop, maintain, and encourage economically viable neighborhood serving commercial districts.

Policy LU-3.10 **Home Occupations and Telecommuting**

Encourage the development and expansion of home occupations and telecommuting.

Policy LU-3.11 **Infill Development**

Support well-designed infill development on vacant and underutilized sites that enhances Scotts Valley's quality of life.

Project

Policy LU-3.12 **Infrastructure Costs**

Require new development to pay its proportional share of the costs of expanded infrastructure needed to serve new development

Policy LU-3.13 Mass and Scale

Encourage that the mass, scale and height of new development is compatible with existing homes within residential neighborhoods.

Policy LU-3.14 Multi-Family Transition

Encourage that new multi-family housing located adjacent to single-family homes respects the size, scale, massing, and appearance of neighboring properties.

Policy LU-3.15 Architectural Character

Encourage that the architectural character of new development and substantial remodels complements the ~~unique~~ qualities of the neighborhood in which it is located and the overall valley character of Scotts Valley.

Actions

Action LU-3.1 Update Development Impact Fees

Review the City's impact fee requirements periodically and revise them as necessary to reflect current cost.

Goal LU-4 Encourage high-quality commercial and mixed-use development within the Mount Hermon Road and Scotts Valley Drive corridors that create an active and inviting public realm.

Policies

City

Policy LU-4.1 Commercial Development

Provide for attractive commercial development (including more intensive and higher quality ground floor retail) along commercial corridors, provided the uses are compatible with or transition easily to adjacent residential areas.

Policy LU-4.2 Public Amenities

Encourage new development to provide amenities that enhance the vitality of the corridor, such as outdoor dining and courtyards, publicly accessible or semi-public gathering places, and bicycle and pedestrian facilities.

Policy LU-4.3 Streetscape Improvements

Improve the physical appearance along arterial corridors through the installation of additional landscaping in the public right-of-way and improved bicycle and pedestrian facilities.

~~Policy LU-4.4 Scotts Valley Drive Mixed-Use Activity Node~~

~~Through incentives and coordination with property owners, encourage the development of activity nodes along Scotts Valley Drive that create a pedestrian-friendly setting. Improvements could include by are not limited to; wider sidewalks, outdoor courtyards, benches, distinctive property fronting landscaping, public art, and high-quality pedestrian crosswalks landscaped medians and bulb-outs, where appropriate.~~

~~Policy LU-4.5~~ **Policy LU-4.4 Mixed-Use on the West Side of Scotts Valley Drive**

Encourage vertically and horizontally mixed-use along the west side of Scotts Valley Drive where appropriate. Incorporate site design features that are sensitive to adjacent residential uses. Seek to consolidate small lots to create a better-quality design and minimize driveways.

Neighborhood

~~Policy LU-4.6~~ **Policy LU-4.5 Neighborhood Impacts**

Minimize negative impacts, particularly traffic, parking, and noise, on residential neighborhoods adjacent to Mount Hermon Road and Scotts Valley Drive. Incorporate design or mitigation measures into projects to avoid or minimize neighborhood impacts.

~~Policy LU-4.7~~ **Policy LU-4.6 Neighborhood Connections**

Provide pedestrian and bicycle improvements along Mount Hermon Road and Scotts Valley Drive that complement and connect with adjacent residential neighborhoods.

Project

~~Policy LU-4.8~~ **Policy LU-4.7 Intensity**

Within the Commercial Shopping Center (C-SC), Commercial Service (C-S) and Commercial Professional (C-P) land use designation, consider additional density on sites only when the project provides substantial benefits to the community (as demonstrated through consistency with other policies in this Plan) and minimizes or mitigates adverse impacts on adjacent properties.

~~Policy LU-4.9~~ **Policy LU-4.8 Public Spaces and Amenities**

Encourage new development to include public spaces and amenities that create and strengthen focal points and activity along the two corridors.

Policy LU-4.10 **Policy LU-4.9 Residential Uses**

Where there is suitable lot size and access, encourage residential uses only when integrated with other mixed-use commercial development.

Actions

Action LU-4.1 Discourage Strip Commercial

Amend the Zoning Ordinance to discourage strip commercial development in favor of clustered commercial and mixed-use development along Scotts Valley Drive.

Action LU-4.2 Streetscape Improvement Plan along Mount Hermon Road and Scotts Valley Drive

In coordination with City departments (Planning, Public Works, Police), local agencies (Scotts Valley Fire District, Scotts Valley Water District), the Scotts Valley Chamber of Commerce, and local businesses; seek funding to prepare a streetscape improvement plan for ~~Mount~~ Hermon Road and Scotts Valley Drive. Identify opportunities for: 1) Complete street improvements as described in the Mobility Element of this General Plan that improve pedestrian and bicycle safety and access, 2) Improved aesthetic character and quality through better defined landscaping and hardscape standards, and 3) Incorporation of landscaped medians and other areas that utilize recycled water and are designed to minimize maintenance costs. Convene a committee of interested parties to help in the development of the streetscape improvement plan.

Action LU-4.3 Scotts Valley Drive Mixed-Use Activity Node

In coordination with property owners, create a task force to explore the development of activity nodes along Scotts Valley Drive that create a pedestrian-friendly setting. Improvements could include but are not limited to; wider sidewalks, outdoor courtyards, benches, distinctive property fronting landscaping, public art, and high-quality pedestrian crosswalks landscaped medians and bulb-outs, where appropriate.

Goal LU-5 Protect the ability of industrial and research and development uses to locate and operate within the City.

City

~~Policy LU-5.1 At Risk Industries~~

~~Seeks ways to retain or convert at-risk industries and/or businesses to economically viable activities.~~

~~Policy LU-5.2~~ **Policy LU-5.1 Underutilized Industrial Properties**

Encourage and support redevelopment of underutilized Light Industrial (I-L) designated properties that promote research and development and specialty manufacturing as a means to encourage a diversified and high caliber workforce.

~~Policy LU-5.3~~ **Policy LU-5.2 Lot Consolidation**

Support efforts to consolidate lots and thereby improve the economic viability and vehicular access to industrial designated sites.

~~Policy LU-5.4~~ **Policy LU-5.3 Compatibility with Surrounding Uses**

Ensure that industrial areas are compatible with and do not adversely impact surrounding land uses.

~~Policy LU-5.5~~ **Policy LU-5.4 Protection from Future Residential Development**

To protect the long-term viability of existing industrial uses, carefully locate adjacent residential development with adequate setbacks and buffers to minimize potential conflicts and disturbances.

~~Policy LU-5.6~~ **Policy LU-5.5 Landscape Buffering**

Require buffers and landscaping in industrial developments to ensure compatibility with adjacent land uses and mitigate any potential adverse impacts.

~~Policy LU-5.7~~ **Policy LU-5.6 Industrial Use – Lighting**

Lighting of industrial areas shall be carefully controlled to the extent necessary for security, safety and identification without interfering with adjoining land uses. Lighting shall be directed away from public rights-of-way and adjacent residential land uses. (LA-60)

Project

~~Policy LU-5.8~~ **Policy LU-5.7 Compatibility with Residential Uses**

Industrial uses shall not be located or established where they increase traffic in surrounding residential areas.



The Scotts Valley **Economic Development Element** addresses the economic viability of Scotts Valley through the provision of balanced employment and housing opportunities, attraction and retention of businesses, and promotion of fiscal strength and stability in the community.

ECONOMIC DEVELOPMENT ELEMENT

Introduction

Scotts Valley's local economy contributes greatly to the overall quality of life experienced by the city's residents. A healthy local economy consists of a highly trained and educated workforce, diversified businesses, accessibility to the Monterey Bay and Silicon Valley, available housing, financial assistance to businesses, and infrastructure ready to serve technologically advanced businesses. Scotts Valley's business-friendly outlook and excellent quality of life make it ~~one of the most attractive cities in the Monterey Bay region~~ for business location, particularly for technology and manufacturing. Using these incentives, the City can continue to attract, retain, and expand the local economy. This will, in turn, ensure Scotts Valley's fiscal and financial health, allowing for a high level of public services and programs. As such, economic development goals and policies described in this element set the tone and direction for the City's business community.

This element contains policies to maintain the economic viability of Scotts Valley through the provision of balanced employment and housing opportunities, attraction and retention of businesses, and promotion of fiscal strength and stability in the community.

Preparation of an Economic Development Element is not required under State law, but the Government Code authorizes cities and counties to adopt additional elements as deemed relevant and necessary. State General Plan Guidelines include Economic Development as a suggested topic to promote fiscal stability and economic growth. If a jurisdiction prepares an optional Economic Development Element, that element must be consistent with the other General Plan elements.

This element is most directly related to goals, policies, and implementation programs within Scotts Valley's Land Use, Circulation, and Housing elements.

Current Status

Recommended by Planning Commission to City Council – DATE

Accepted by City Council at Public Hearing – DATE



Background and Context

This Economic Development Element focuses on the provision of resources and incentives for business retention and expansion, primarily in retail, professional offices, and technology firms, and revitalization of vacant and underutilized sites with industrial and commercial uses.

Scotts Valley has limited land available for new development and strong interest in retaining Scotts Valley's small town character. Additionally, because the city's share of local property tax revenue is among the lowest in California, balancing the City budget while maintaining the City's reputable municipal services is increasingly a challenge.

Below is a socioeconomic overview of the City of Scotts Valley. It was drawn from the *Scotts Valley Economic Development Strategy Framework* prepared by Economic & Planning Systems (EPS), dated October 16, 2017.

Employment

The dominant industry in Scotts Valley is manufacturing, which accounts for nearly 20 percent of all jobs.¹ The City's second largest sector is accommodation and food services, which makes up 11 percent of Scotts Valley jobs. Employment in the accommodations sector is expected to grow with the 2017 opening of 1440 Multiversity, which will add roughly 525 beds at buildout and generate additional spillover hotel demand for certain events. Other significant employment sections in the City include the retail, health care, and professional. [Figure ED-1: Employment Trends in Scotts Valley by Industry](#) provides a breakdown of city employment by sector.²

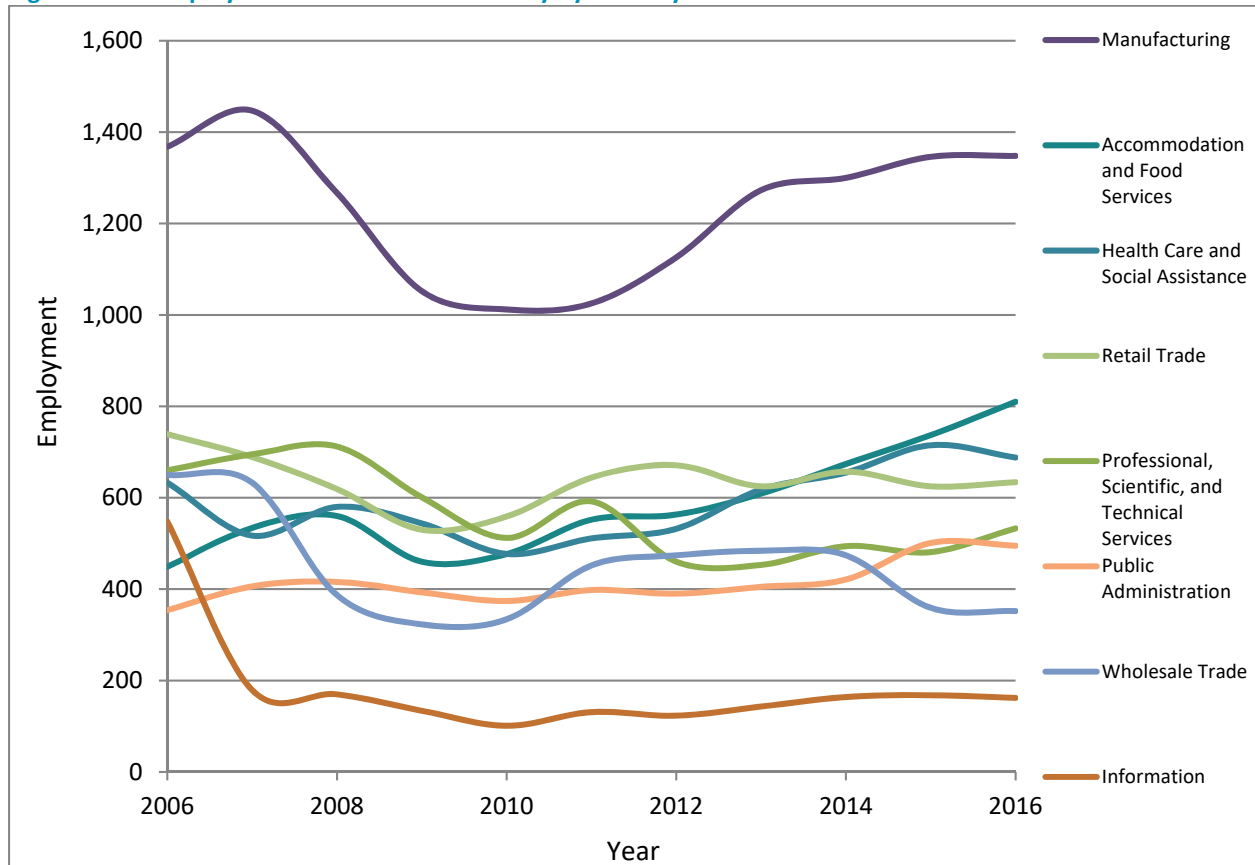
Despite notable employment opportunities within the City, Scotts Valley is a bedroom community with roughly twice as many residents as employees. Only about 11 percent of employed Scotts Valley residents work in the City. Roughly 32 percent of the City's employed residents commute to other parts of Santa Cruz County. Notably, 34 percent of the working residents commute to Santa Clara County. About 63 percent of Scotts Valley jobs are filled by employees commuting from within Santa Cruz County, primarily from the cities of Santa Cruz and Watsonville. Just 12 percent of Scotts Valley jobs are filled by employees commuting in

¹ Note that all industries comprise a diversity of occupations, often ranging from management executives to hourly support staff ~~or unskilled labor~~.

² Data from California's Employment Development Department. These job counts typically undercount employment slightly, particularly self-employed positions.

from Santa Clara County (see [Table ED-1: Commute Patterns of Scotts Valley Residents and Employees, by City](#)).

Figure ED-1: Employment Trends in Scotts Valley by Industry



Source: California Employment Development Department & EPS, Inc., 2017.



Table ED-1: Commute Patterns of Scotts Valley Residents and Employees, by City

Employment Destinations for Scotts Valley Residents			Commute Origins for Scotts Valley Employees		
Place	Number	Share	Place	Number	Share
Santa Cruz	690	14.2%	Santa Cruz	662	11.8%
San Jose	658	13.6%	Scotts Valley	517	9.2%
Scotts Valley	517	10.7%	Watsonville	358	6.4%
Live Oak	180	3.7%	San Jose	331	5.9%
Santa Clara	166	3.4%	Live Oak	244	4.4%
Sunnyvale	155	3.2%	Ben Lomond	157	2.8%
Mountain View	136	2.8%	Capitola	155	2.8%
Watsonville	132	2.7%	Soquel	143	2.6%
Palo Alto	124	2.6%	Pleasure Point	91	1.6%
Capitola	114	2.4%	Aptos	81	1.4%
All Other Locations	<u>1,973</u>	<u>40.7%</u>	All Other Locations	<u>2,860</u>	<u>51.1%</u>
Total	4,845	100%		5,599	100%

Source: US Census Longitudinal Employer-Household Dynamics (LEHD) OnTheMap 2014, Economic & Planning Systems, Inc., 2017.

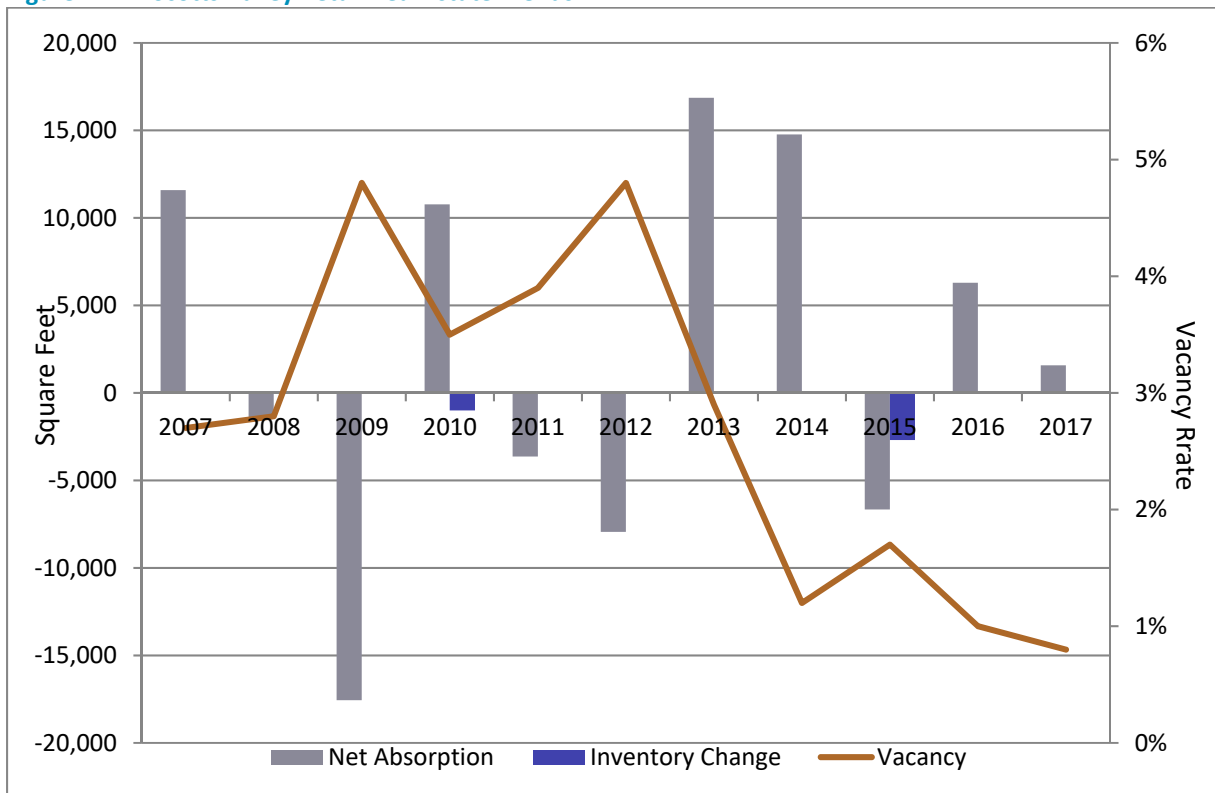
Real Estate Market Overview

Retail

Scotts Valley currently supports several independent retailers and restaurants, large-format retailers and other chain establishments, nearly all of which are located on Mount Hermon Road and Scotts Valley Drive.

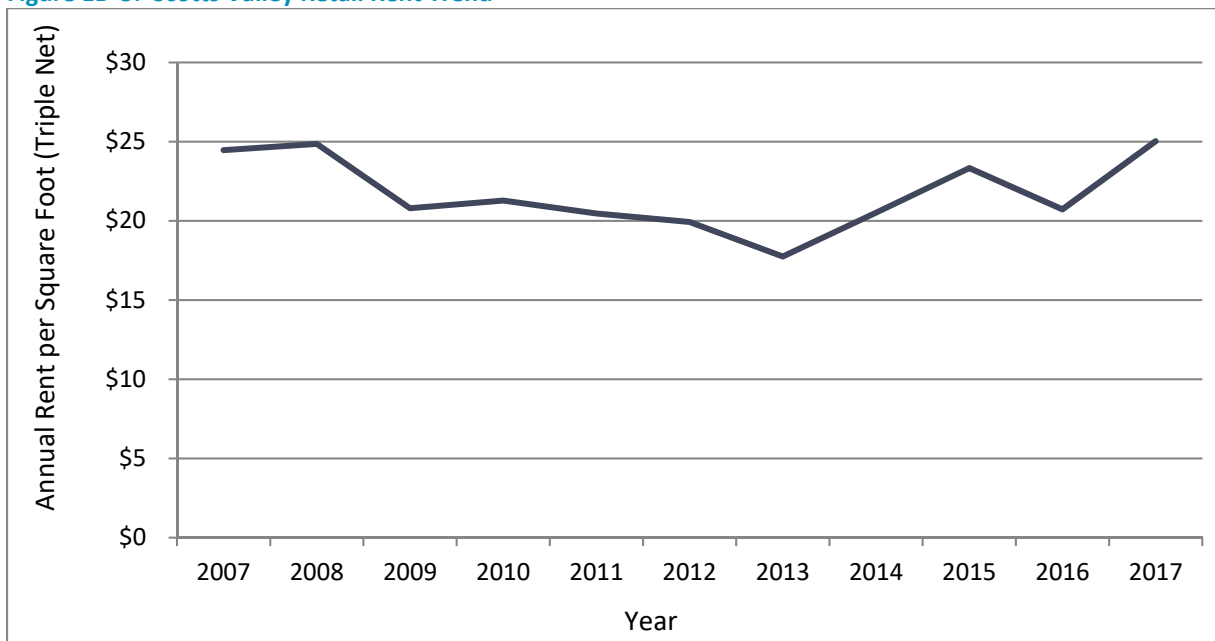
The Scotts Valley retail real estate market comprises roughly 915,000 square feet of space. Market data indicate that there is remarkably low vacancy (just one percent) and that rental rates range between \$20 and \$25 per square foot per year (triple net) as shown in [Figure ED-2: Scotts Valley Retail Real Estate Trends](#) and [Figure ED-3: Scotts Valley Retail Rent Trend](#). Despite the low vacancy rate, real estate professionals indicated that opportunities for new retail development are limited, given trends in the retail industry. Deliveries of new retail space have been minimal in recent years, with just 115,000 square feet of retail space added countywide between 2014 and 2017. There has been just one new retail delivery in Scotts Valley over the last 10 years, a stand-alone limited service restaurant on Scotts Valley Drive. However, there may be untapped opportunity for unique, experiential retail and food and beverage establishments that do not compete directly with the internet for sales.

Figure ED-2: Scotts Valley Retail Real Estate Trends



Source: CoStar group; Economic & Planning Systems, Inc. 2017.

Figure ED-3: Scotts Valley Retail Rent Trend



Source: CoStar group; Economic & Planning Systems, Inc. 2017.

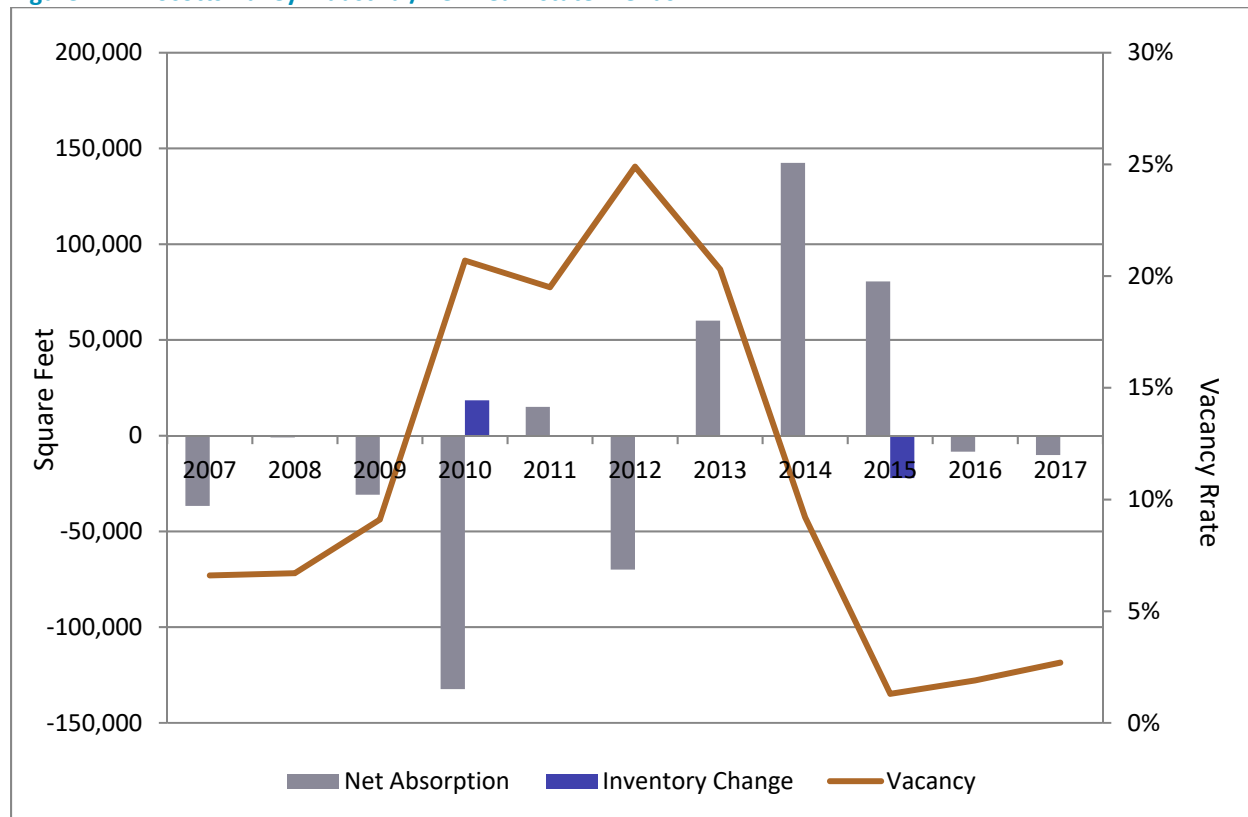


Industrial/Flex

Scotts Valley is home to several large manufacturers which occupy traditional industrial and “flex” space (e.g. Threshold Enterprises, Fox Racing Shox). This industrial/flex real estate market comprises about 1.3 million square feet of space. As shown in [Figure ED-4: Scotts Valley Industrial/Flex Real Estate Trends](#), while industrial/flex space has been in demand countywide, very little new space has been constructed. The Scotts Valley market has added only 20,000 square feet of space since 2010 and continues to experience very low vacancy, hovering around two percent since 2015.

Annual rent per square foot (triple net) has typically ranged between \$10 to \$12, but dropped as low as \$8 during the 2011-2013 economic downturn.

Figure ED-4: Scotts Valley Industrial/Flex Real Estate Trends



Source: CoStar group; Economic & Planning Systems, Inc., 2017.

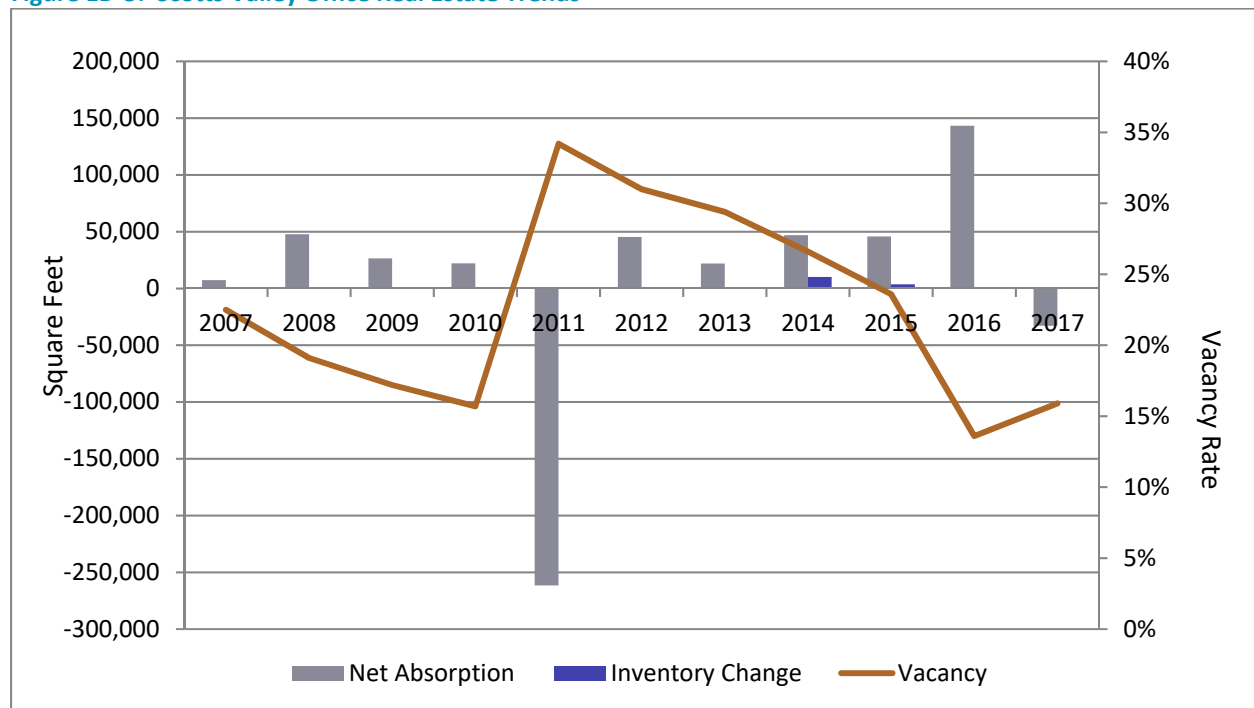
Office

The Scotts Valley office market has experienced positive absorption since 2012 with vacancy now at 15 percent. While this double-digit vacancy rate indicates a soft office market, it is notably improved from the 35 percent vacancy rate in 2011. Annual rent per square foot (base rent) has typically ranged between \$20 and \$24.

The Enterprise Technology Center, with 423,000 square feet, has been a significant contributor to office vacancy in Scotts Valley since Borland left in the early 2000s. However, recent tenanting has increased the occupancy rate to 66 percent, up from 32 percent in 2013.

As shown in [Figure ED-5: Scotts Valley Office Real Estate Trends](#), Scotts Valley has endured repeated spikes in vacancy over the years, owing to the loss of several large employers such as Borland, Netflix, and Seagate. However, in 2013, the market improved after the purchase of the Enterprise Technology Center by a Chinese investor and the purchase of the Seagate property on Disc Drive by Bay Photo. ~~Recently~~In 2017, UC Santa Cruz ~~recently~~ took 130,000 square feet in the Enterprise Technology Center and Kaiser opened a 20,000-square-foot facility in an existing office building on Scotts Valley Drive.

Figure ED-5: Scotts Valley Office Real Estate Trends



Source: CoStar group; Economic & Planning Systems, Inc., 2017.



Economic Development Issues and Opportunities

The *Scotts Valley Economic Development Strategy Framework* included a strengths, weaknesses, opportunities, and threats (SWOT) analysis based on findings from interviews with community stakeholders in Scotts Valley. As shown in [Table ED-2: SWOT Summary](#), the results offer a reference point for identifying economic development and planning strategies. A more comprehensive summary of stakeholder comments is provided in the *Economic Development Strategy Framework*.

Table ED-2: SWOT Summary

Strengths	Weaknesses	Opportunities	Threats
Safety	Limited Local Workforce	Town Center	Static Political Environment
Small Town Feel	Cost of Living	1440 Multiversity and Supporting / Complementary businesses	Housing Supply
Proximity to Silicon Valley and the Beach	Town Center Development Challenges	UCSC "Spin-off" Companies	Impact of Population Growth on Community Character
Schools	Minimal Capacity for Growth	Healthcare Demand	Traffic Congestion
Local Character	Limited Capacity of City Staff	Mountain Communities Tourism	
Accessible and Capable City Staff	Lack of Amenities and Nightlife	Marketing and Branding	

Source: EPS, Inc., 2017.

The *Economic Development Strategy Framework* concludes with six recommendations for future exploration:

1. Sustain existing high-quality City services and valued access to local officials and City staff.
2. Chart the course for citywide economic development through existing City Planning efforts, most significantly the General Plan Update.
3. Update the Town Center Specific Plan, now nearly 10 years old, to reflect current City goals, market realities, site-specific factors, and emerging opportunities.
4. Leverage regional economic development resources.
5. With increased fiscal stability, consider adding staff to prevent bottlenecks and execute basic economic development functions.
6. Consider marketing and branding opportunities.



Goals, Policies & Actions

Goal ED-1 Proactively manage land uses to provide and enhance economic development and job growth in Scotts Valley.

Policies

Region

Policy ED-1.1 **Regional Economic Development Coordination**
Work with regional organizations involved in land use and economic development to strengthen strategic alliances, ensure the efficient use of City resources and encourage mutually supportive efforts.

Policy ED-1.2 **Regional Housing Supply**
Work at the regional level to promote a shared responsibility for sufficient housing supply to accommodate the changing demographics and a growing population.

City

Policy ED-1.3 **Land Capacity for Employment**
~~Evaluate~~ Maintain land capacity for employment uses and protect and improve the quantity and quality of land designated exclusively for industrial and research and development, especially those vulnerable to conversion to non-employment uses.

Policy ED-1.4 **Balanced Supply of Commercial Uses**
~~Monitor~~ Support land uses and development trends in the City ~~that~~ ensure a balanced supply of commercial, industrial, and mixed-use designations and development intensities.

Policy ED-1.5 **Economic Diversity**
Support a diverse economic base including industrial suppliers and services, commercial/retail support services, clean technologies, high technology manufacturers, business services, and other related industries.

- Policy ED-1.6 Parcel Consolidation**
Support efforts to consolidate parcels for commercial development to improve economic conditions and ~~generate new jobs~~ create conditions for higher quality development projects.
- Policy ED-1.7 Technical Assistance to Businesses**
Provide technical assistance to businesses wanting to locate or expand within Scotts Valley. Services may include site location assistance, employment linkages, marketing and public information, permit processing, financial referrals, façade improvement grants, and economic analysis.
- Policy ED-1.8 Housing Balance**
Encourage a balance between job types, ~~the workforce~~, and housing development to reduce the negative impacts of long commutes and provide a range of employment opportunities for a diverse community of Scotts Valley residents.
- Policy ED-1.9 Taxation**
Maintain a local tax burden for business that is competitive with other jurisdictions in the region.

Actions

- Action ED-1.1 Town Center Specific Plan**
Given the dynamic changes in the retail sector, maintain and update, as necessary, the Town Center plan with an appropriate mix of land uses that are supported by a new market and financial feasibility analysis that is economically attractive to investors and developers.
- Action ED-1.2 Business Supporting Amenities**
Work with local businesses and economic development/promotion organizations to identify and cultivate business-supporting amenities such as full-service restaurants and conference and meeting room facilities.



Goal ED-2 Promote the City as a positive environment for economic development.

Policies

Region

- Policy ED-2.1 Economic Partnerships**
Actively participate in regional economic partnerships in Santa Cruz and Santa Clara Counties. Explore joint marketing efforts that would attract desirable businesses to locate in the City of Scotts Valley and the region.

City

- Policy ED-2.2 Job Creation Incentives**
Provide incentives that promote the creation of high-quality jobs across all industries.
- Policy ED-2.3 Business and Job Attraction**
Attract and retain a diverse mix of businesses and industries that can provide jobs for the residents of various skill and education levels.
- Policy ED-2.4 Marketing and Brand Identity**
Promote and market a unique brand identity for Scotts Valley, capitalizing on the City's valley setting and strong community values.
- Policy ED-2.5 Start-up and Locally Owned Businesses**
Support strategies and programs that facilitate the development of ~~small~~ ~~high-tech~~ start-up companies and locally-owned businesses.
- Policy ED-2.6 Economic Activity in Public Spaces**
Explore policies and programs to lease parts of public spaces (e.g. parks, community center, library) to private businesses and non-profit organizations to activate the space with programs and activities, such as small product vendors, bike rentals, exercise programs, events and festivals.
- Policy ED-2.7 Community Events**
Work in cooperation with community organizations to promote community events such as farmers market, annual festivals, music venues, library events, etc. that will draw visitors to Scotts Valley.

- Policy ED-2.8 Cultural Facilities**
Work in cooperation with community organizations to seek the establishment of a performing arts center, amphitheater, and/or other cultural facilities.
- Policy ED-2.9 Funding for Improvements**
Work in partnership with property and business owners to provide funding for physical improvements, public art installations, arts programming, and marketing.

Actions

- Action ED-2.1 Business Round Table**
Consider forming a Scotts Valley Business Round Table made up of business and property owners, business organizations (including the Scotts Valley Chamber of Commerce) and City officials where topics related to economic development can be freely expressed.
- Action ED-2.2 Business Attraction and Retention**
Meet periodically with the Scotts Valley Chamber of Commerce and other stakeholders to discuss strategies to attract and retain businesses. As part of these meetings, review:
- City regulations that may limit businesses from locating in Scotts Valley.
 - City investments and improvements that may help attract desired types of businesses, such as environmentally conscious businesses.
 - Ways to strengthen the City's reputation as a business-friendly environment.
 - Methods to assist property owners and managers to attract desired types of tenants.
 - Methods to assist property owners to consolidate lot ownership as part of redevelopment efforts.
- Action ED-2.3 Merchant Surveys**
In collaboration with the Scotts Valley Chamber of Commerce, conduct surveys of ~~merchants~~ business owners and operators to assess their needs and issues.
- Action ED-2.4 Chamber Coordination**
Work with the Scotts Valley Chamber of Commerce in developing



promotional materials which tell the story of our community's positive business environment.

Action ED-2.5 Marketing and Branding

Create a brand image for the City of Scotts Valley and identify means to market the City locally and regionally to promote economic development.

Goal ED-3 Encourage business expansion and retention.

Policies

City

Policy ED-3.1 Diversified Economy

Support a diversified economy to maintain Scotts Valley's long-term economic and fiscal health.

Policy ED-3.2 Business Attraction

Attract and sustain a growing concentration of companies to serve as the economic engine for Scotts Valley, particularly industries such as information and communication technologies, clean environment-related technology, niche manufacturing, health care, hospitality, and other sectors based on creativity and innovation.

Policy ED-3.3 Business Assistance

Provide business assistance and support to facilitate job creation, develop new businesses, spur private investment, and promote industry growth.

Policy ED-3.4 Property Development

Encourage business and property development that will provide jobs and generate revenue to support city services and infrastructure.

Policy ED-3.5 Tax Revenue

Support additional visitor accommodation uses and retail sales to grow transient-occupancy and sales tax revenues.

Policy ED-3.6 Fiscal Impacts of Development

Consider the fiscal impacts from new development on the City when reviewing major development projects. Fiscal impacts should be considered as one of many criteria when taking action on a proposed project.

Actions

- Action ED-3.1 Coordination with Real Estate Brokers**
Periodically meet and confer with commercial real estate brokers to assess market trends.
- Action ED-3.2 Strategic Engagement with Vulnerable Businesses**
Use the Scotts Valley Business Round Table and individual meetings to identify opportunities and strategies that encourage business retention.
- Action ED-3.3 Civic Wayfinding Signage**
Develop continuity in civic wayfinding signage throughout the City to better facilitate the use of public facilities and services.
- Action ED-3.4 Update City Policies and Regulations**
Periodically evaluate and ~~periodically~~ update, as needed, the City's policies, regulations and ordinances to maintain Scotts Valley's competitive ability to attract and grow businesses, including small businesses and home occupations.

Goal ED-4 Foster a healthy commercial sector that provides goods and services necessary to meet the shopping needs of both the region and the local community.

Policies

City

- Policy ED-4.1 Retail Development**
Promote an appropriate level of retail development to help generate City revenue, create jobs, improve customer convenience, and enhance neighborhood livability.
- Policy ED-4.2 Regional-Serving Retail**
Maintain and adapt the retail base to changing market conditions which meet the needs of regional shoppers and residents.



Policy ED-4.3

Entertainment Venues

Support private efforts to achieve a broader mix of evening ~~and late-night~~ uses including restaurants and entertainment venues (e.g. theaters) in and around the Town Center to promote a vibrant City center that generates jobs, increases revenues, and attracts visitors to Scotts Valley.

Policy ED-4.4

Mixed-Use Development

Support mixed-use development with residential densities that will help support a vibrant and active commercial corridors and Town Center for Scotts Valley.

Policy ED-4.5

Mt. Hermon Road and Scotts Valley Drive Streetscape

Work with property owners, businesses and stakeholders to improve the streetscape on Mt. Hermon Road and Scotts Valley Drive. Improvements may include: added center medians, landscaping, pedestrian amenities, improved transit stops, crosswalks, limiting ingress-egress points (where practical), and signage. (~~May need to cross-reference with LU policies~~[See also Goal LU-4 and related policies.](#))

Actions

Action ED-4.1

Database of Local Businesses

Maintain a database of businesses offering goods and services locally. Work with the Scotts Valley Chamber of Commerce to attract new businesses to fill leakage areas.

Goal ED-5 Assure that municipal services and public infrastructure will support and encourage a viable business climate.

Policies

City

Policy ED-5.1

Municipal Fiscal Prudence

Support policies and regulations that direct the City to follow prudent financial standards and to maintain strong financial reserves as inherent parts of the budget decision-making process.

- Policy ED-5.2 Strategic Infrastructure Investment**
Invest in strategic infrastructure improvements to encourage private investment, reduce new construction costs, increase business efficiency, support business retention and growth, stimulate economic activity, and employ people.
- Policy ED-5.3 Infrastructure Coordination**
Coordinate infrastructure upgrades and extensions, environmental remediation, land acquisition and/or assembly as necessary to provide for the orderly development of commercial, industrial, and mixed-use properties.
- Policy ED-5.4 Prioritize Funding Resources**
Maintain close coordination between City departments to plan and prioritize funding resources that are allocated to the City's most critical economic needs.
- Policy ED-5.5 Technology Investment**
Support investment in technology that reduces the costs of City services and result in more efficient use of City resources and revenues.
- Policy ED-5.6 Efficient and Timely Services**
Maintain City government practices attuned to business needs for clearly and timely use of incentives, regulations and development entitlement processes, and valued access to local officials and city staff.
- Policy ED-5.7 User Fees for Services**
Levy fees charged by the City to reflect actual costs for providing such services and consider offsets from other funding sources when considered strategically advantageous to the long-term economic interests of the City.
- Policy ED-5.8 Permit Process**
Maintain a clear, efficient process for processing business licenses and building permits/entitlements.
- Policy ED-5.9 Fiscal Health Monitoring**
Maintain the City's ability to provide accurate accounting records that keep the City Council, City Manager and community informed of the City's financial conditions.



Actions

Action ED-5.1 Resource Checklist

Support and maintain the resource checklist that can be used by new businesses to explain our processes, regulations, promotions, and City assistance.

Action ED-5.2 City Staffing

With increased fiscal stability, consider adding staff to prevent bottlenecks and execute economic development functions.

Action ED-5.3 Development Activity Status

Maintain a list and map that identifies and current development projects and vacant and underutilized land in the City.

Action ED-5.4 Periodic Update to Economic Development Data

Periodically update economic development, as needed, to stay informed regarding economic trends and help inform strategic decisions to maintain a healthy economic balance in the City.



The Scotts Valley **Mobility Element** establishes a framework for a balanced transportation system in SeotsScotts Valley that meets the needs of residents, workers, and visitors. It aims to support a range of transportation choices, including vehicle travel, transit, bicycling, and walking. The Mobility Element envisions a transportation system that enhances resident's quality of life, supports a vibrant local economy, and promotes environmental sustainability goals.

MOBILITY ELEMENT

Introduction

State law requires that the Mobility Element include “the general location and extent of existing and proposed major thoroughfares, transportation routes, (and) terminals..., all correlated with the Land Use Element of the Plan” (Govt. Code, Sec. 65302[b]). In addition, the California Complete Streets Act (AB 1358), passed in 2008, requires all General Plan updates after January 1, 2011 to “plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel” and defines “users of streets, roads, and highways” to include pedestrians, bicyclists, users of public transportation, motorists, children, persons with disabilities, and seniors.

The passage of SB 1000 in 2016 requires local governments to address environmental justice considerations related to circulation such as access to transportation systems, air quality related to transportation, delivery routes and transit options for nutritional food access, and promotion of physical activity.

Current Status

Recommended by Planning Commission to City Council – DATE

Accepted by City Council at Public Hearing – DATE

Correlation with the Land Use Element

Creating connected, accessible, and complete systems of circulation networks and ensuring access to opportunities within a community and region requires coordination between land use and circulation planning. Due in part to the connection between transportation funding and greenhouse gas reduction established in SB 375, vehicle miles traveled (VMT) is an important metric of impact in the circulation element. Because the circulation element is required to correlate with the land use element, it needs to account for the features such as connectivity between residential uses, services and employment centers.

The circulation elements helps to articulate equitable access for all community members. Pedestrian and bicycle routes should connect residential areas with job centers, parks, schools, and other destinations. Truck routes should be directed away from noise- and emissions-sensitive residents and designated instead to serve areas designed for commercial and industrial uses. The design speed of a roadway should equal its target speed (in other words, a street should be designed to accommodate intended auto speeds, not faster speeds).

Background and Context

Street Classifications

The roadway network in Scotts Valley consists of freeways, arterials, collectors, and local streets as classified by their function, commonly referred to as the functional roadway classification system (FCS). This traditional FCS is based on the mobility and access functions of roads for motor vehicle, transit, bicycle, and pedestrian traffic and allows the City to properly design and manage roads to ensure safety and ease of maneuverability.

The street classifications described in [Table M-1: ~~Scotts Valley~~ Roadway Classifications](#) are illustrated in [Figure M-1: ~~Scotts Valley~~ Roadway Network](#).

Table M-1: **Scotts Valley** Roadway Classifications

Street Classification	Description	Existing Average Daily Traffic Range	Examples of Scotts Valley Streets
Freeway	Serves major centers of activity with the highest traffic volumes and longest trip lengths. Integrated internally and between major rural and urban connections. Service to abutting lands is subordinate to travel service to major traffic movements.	More than 80,000	Highway 17
Arterial	Trips of moderate length at a lower level of mobility than principal arterials. Some emphasis on land access. Often carries local bus routes and provide intra-community continuity but does not typically access residential neighborhoods.	6,500 to 45,000	Mt. Hermon Road Scotts Valley Drive
Collector	Provides both land access and traffic circulation. Accesses neighborhoods and communities collecting and attributing traffic between residential neighborhoods and the arterial streets.	800 to 4,500	Glenwood Drive, Bethany Drive, Granite Creek Road, Green Hills Road, Kings Village Road, Bean Creek Road, La Madrona Drive, Lockewood Lane
Local	Primarily permits direct land access and connections to the higher order streets. Lowest level of mobility. Through traffic is deliberately discouraged.	Less than 2,000	All other streets.

Public vs. Private Roadways

As of 2019, the City of Scotts Valley is responsible for the maintenance of approximately 32 centerline miles of paved roads. This includes 4.57 miles of arterials, 12.18 miles of collectors, and 15.27 miles of local residential streets (City of Scotts Valley, 2017 Pavement Management Program Implementation). Of these roads, nearly 60% are considered in good to very good condition, 14% in fair condition, 17.6% in poor condition, and 9.8% in very poor or failed condition.

There are a significant number of streets that are privately owned and maintained. [A figure showing these roadways is maintained by the City's Public Works Department and is incorporated herein by reference.](#) Many of these private roads were established prior to City incorporation (1966) and some of which are owned and managed through a property owners association or similar entity; however, many are not.

Traffic Analysis Methodology

Traffic conditions are measured by average daily traffic (ADT), peak hour traffic volumes, level of service (LOS), average delay, and volume to capacity (V/C) ratio. Average daily traffic is the total number of cars passing over a segment of the roadway, in both directions, on an average day. Peak hour volumes are the total number of cars passing over a roadway segment during the peak hour in the morning (AM) or afternoon/evening (PM). Based on traffic counts and location, the peak hours may vary, but typically the weekday AM peak occurs between 7:00 am and 9:00 am and weekday PM peak occurs between 4:00 pm and 6:00 pm.

Level of Service

To evaluate the performance of roadways and levels of traffic congestion, Scotts Valley uses a measurement known as level of service (LOS). LOS is a scale that measures the amount of auto traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay. Based on these measurements, it is possible to determine the impact of auto traffic at intersections throughout Scotts Valley.

LOS is typically represented by a letter scale that ranges from LOS A to LOS F. **Table M-2: Signalized and Unsignalized Intersection LOS Criteria** summarizes the relationship between the control delay and LOS for signalized and unsignalized intersections.

Table M-2: Signalized and Unsignalized Intersection LOS Criteria

Level of Service	Description	Average Control Delay (Seconds Per Vehicle)	
		Signalized	Unsignalized
A	Operations with very low delay occurring with favorable traffic signal progression and/or short cycle lengths.	≤ 10.0	≤ 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10.0 to 20.0	> 10.0 to 15.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20.0 to 35.0	> 15.0 to 25.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35.0 to 55.0	> 25.0 to 35.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0	> 35.0 to 50.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	> 80.0	> 50.0

Source: *Highway Capacity Manual*, Transportation Research Board, 2010

Vehicle Miles Traveled

In 2013, the State of California passed Senate Bill (SB) 743, which mandates that jurisdictions can no longer use automobile delay – commonly measured by Level of Service (LOS) – in transportation analysis under the California Environmental Quality Act (CEQA). The State has issued guidelines calling for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given area.

The State's intent in making this switch is to promote:

- The reduction of greenhouse gas emissions.
- The development of multimodal transportation networks (i.e., networks that serve a variety of users including pedestrians, bicyclists, transit riders and drivers).
- A diversity of land uses (i.e., neighborhoods and cities with housing, jobs, shops and services near each other).

As of June 1, 2020, SB 743 requires jurisdictions to evaluate transportation impacts under CEQA using vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated as an alternative to LOS for evaluating transportation impacts, which go into effect June 1, 2020. With this change in criteria, auto delay will no longer be considered a significant impact under CEQA. Particularly within areas served by transit, these alternative criteria must “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” (Public Resources Code Section 21099(b)(1).)

More information can be found at: <http://opr.ca.gov/ceqa/updates/sb-743/>

Complete Streets

The California Complete Streets Act (AB 1358) requires Scotts Valley to plan for multimodal transportation networks in the General Plan. Complete streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete streets make it easy to cross the street, walk to shops, and bicycle to work. A complete street may include: sidewalks, bike lanes (or wide paved shoulders) and separated bikeways, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

By adopting a complete streets policy, Scotts Valley can ensure that the City’s rights-of-way are designed and operate to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project can help make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.

More information can be found at: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>

Safe Routes to School

The three public schools in Scotts Valley were included in the County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan, which was approved by the County Board of Supervisors in 2020. The Plan includes infrastructure and program recommendations for each school, with the goal of improving safety and encouraging more walking, biking, and carpooling to school.

Safe Routes to School (SRTS) is a concept to increase the number of children who walk or bicycle to school by funding projects that remove the barriers that currently prevent them from doing so. Those barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling through education/encouragement programs aimed at children, parents, and the community.

According to Caltrans, thirty years ago (~1990), 60% of children living within a two-mile radius of a school walked or bicycled to school. Today, that number has dropped to less than 15%. Roughly 25% commute by school bus, and well over half are driven to or from school in vehicles. And back then, 5% of children between the ages of 6 and 11 were overweight or obese. Today, that number has climbed to 20%. These statistics point to a rise in preventable childhood diseases, worsening air quality and congestion around schools, and missed opportunities for children to grow into self-reliant, independent adults.

Safe Routes to School programs are intended to reverse these trends by funding projects that improve safety and efforts that promote walking and bicycling within a collaborative community framework. It is through local champions working with a coalition of parents, schools, professionals in transportation, engineering, health, and law enforcement, that the most sustainable projects are expected to emerge.

There are two separate Safe Routes to School Programs administered by Caltrans: 1) The State-legislated program referred to as SR2S, and 2) The Federal program referred to as SRTS.

The City of Scotts Valley has been successful in receiving grant funds to improve access to schools. The most recent Safe Routes to School project, completed in [REDACTED], was the installation of sidewalks along Vine Hill School Road and Tabor Drive (adjacent to Vine Hill Elementary School) and a path through the Glenwood Preserve to Glenwood Drive.

Traffic Calming Methods

Figure M-2: Traffic Calming Methods illustrates various method to help to slow down traffic and create a safer environment for non-vehicular users such as pedestrians, bicyclists, and the disabled.

Figure M-2: Traffic Calming Methods



Truck Routes

The City of Scotts Valley does not have an ordinance that establishes designated truck routes. Truck routes restrict vehicles that are within a gross vehicle weight, licensed commercially as a truck, and used for carrying goods for pickup and delivery. Such an ordinance would require trucks to only drive on truck-designated streets, except when necessary for egress and ingress by direct route to and from a restricted street for the purposes of loading or unloading.

A majority of the existing truck traffic travels along the existing arterial roads, particularly Scotts Valley Drive and Mt. Hermon Road.

Transit Service

Bus transit service and paratransit service for people with disabilities in Scotts Valley is provided by Santa Cruz Metropolitan Transit (Metro). Metro serves all of Santa Cruz County and the cities of Scotts Valley, Santa Cruz, Capitola, and Watsonville. Metro partners with the Regional Transportation Commission (SCCRTC), the Association of Monterey Bay Area Governments (AMBAG), UC Santa Cruz Transportation and Parking Services (TAPS), and the Santa Clara Valley Transportation Authority (VTA) in overall transportation improvement planning and transit services.

The Cavallaro Transit Center, located at 246 Kings Village Road is an important, regionally-serving center that is a stop for Route 17 (the Amtrak Highway 17 Express to San Jose) and Routes 35 and 35A, which provide transit access to the San Lorenzo Valley and the City of Santa Cruz.

Bicycle Network

As of 2019, the City of Scotts Valley maintains 1.27 miles of Class I bike lanes and 17.44 miles of Class II bike paths (City of Scotts Valley Public Works Dept., May 2019). [The City's Active Transportation Plan \(ATP, 2020\) provides recommendations for infrastructure projects and programs to enhance the bicycle and pedestrian network in Scotts Valley. These recommendations are designed to support Scotts Valley residents of all ages and abilities, including students traveling to school, employees traveling to work, and seniors walking for their daily errands. The ATP includes recommendations for infrastructure improvements, education and encouragement programs, bicycle parking, and wayfinding. The ATP also identifies possible funding sources and provides a system for prioritizing projects](#) according to five broad categories; namely:

- System Continuity
- Design Construction, and Maintenance
- Commuting

- Bicycle Parking
- Funding
- Safety and Education

In addition to remaining consistent with major City planning documents, the ATP implements the goals and policies of the City's General Plan. The ATP is intended to aid City of Scotts Valley planners and engineers in prioritizing bicycle and pedestrian projects with the goal of improving safety and encouraging more active transportation trips.
~~In addition to remaining consistent with major City planning documents, the BTP implements the policies and programs of the City's General Plan. The BTP is intended to aid City of Scotts Valley planners and engineers in prioritizing bicycle improvement projects with the goal of increasing bicycle commuting, recreation, tourism and safety.~~

~~The City of Scotts Valley created a Bicycle Transportation Account (BTA) to implement the California Bicycle Transportation Act, Streets and Highway Code Sections 890-894 (1994). BTA money may be used for infrastructure projects aimed at improving bicycle commuting and safety. Only projects which are listed and described in the local Bicycle Transportation Plan are eligible to receive BTA funding. The Scotts Valley BTP is consistent with the criteria stated in the California Streets and Highways Code section 891.2. Therefore, the projects listed within the~~
ABTP are eligible for BTA-local and State funding.

The ABTP identifies existing and proposed bikeways and is incorporated herein by reference. All new bike-related capital improvement projects are presented to the Santa Cruz County Regional Transportation Bicycle Committee prior to construction for comment and education.

Pedestrian Circulation

Pedestrian circulation is accommodated primarily through sidewalks and dedicated pathways. The City relies on the State Streets and Highways Code, which requires property owners to maintain sidewalks fronting their property. However, sidewalks are largely limited to commercial areas and most residential neighborhoods throughout Scotts Valley do not have sidewalks.

The City's Active Transportation Plan provides recommendations for infrastructure projects and programs to enhance the pedestrian network in Scotts Valley. These recommendations include filling key sidewalk gaps, measures to improve pedestrian safety and comfort on Mount Hermon Road and Scotts Valley Drive, and opportunities for new pedestrian pathways.

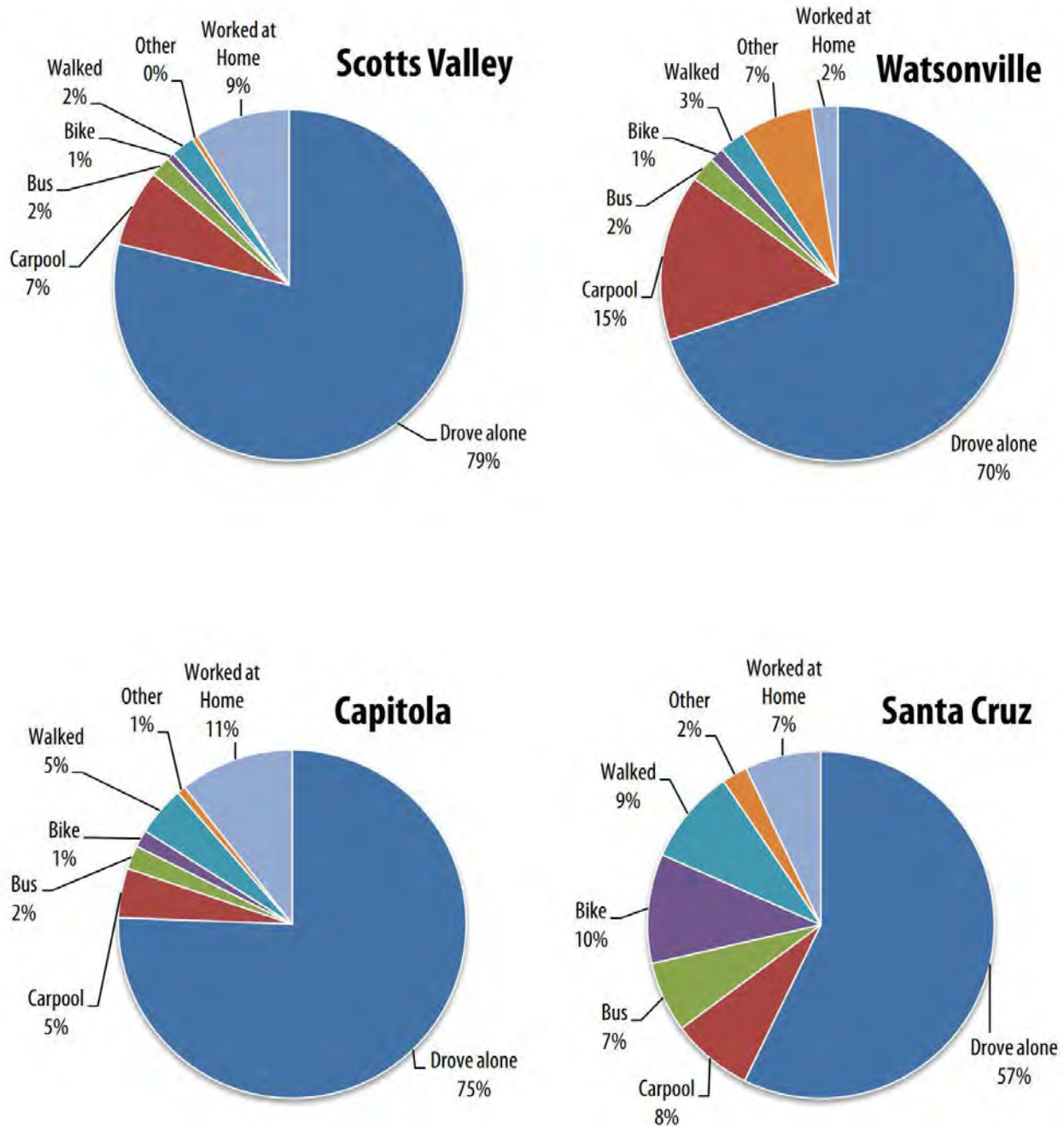
To address issues associated with accessibility, particularly for seniors and those persons with disabilities, the City created the Scotts Valley ADA Accessibility Committee in 2008. This

Committee identifies opportunities to increase accessibility throughout the City and make recommendations to the City Council.

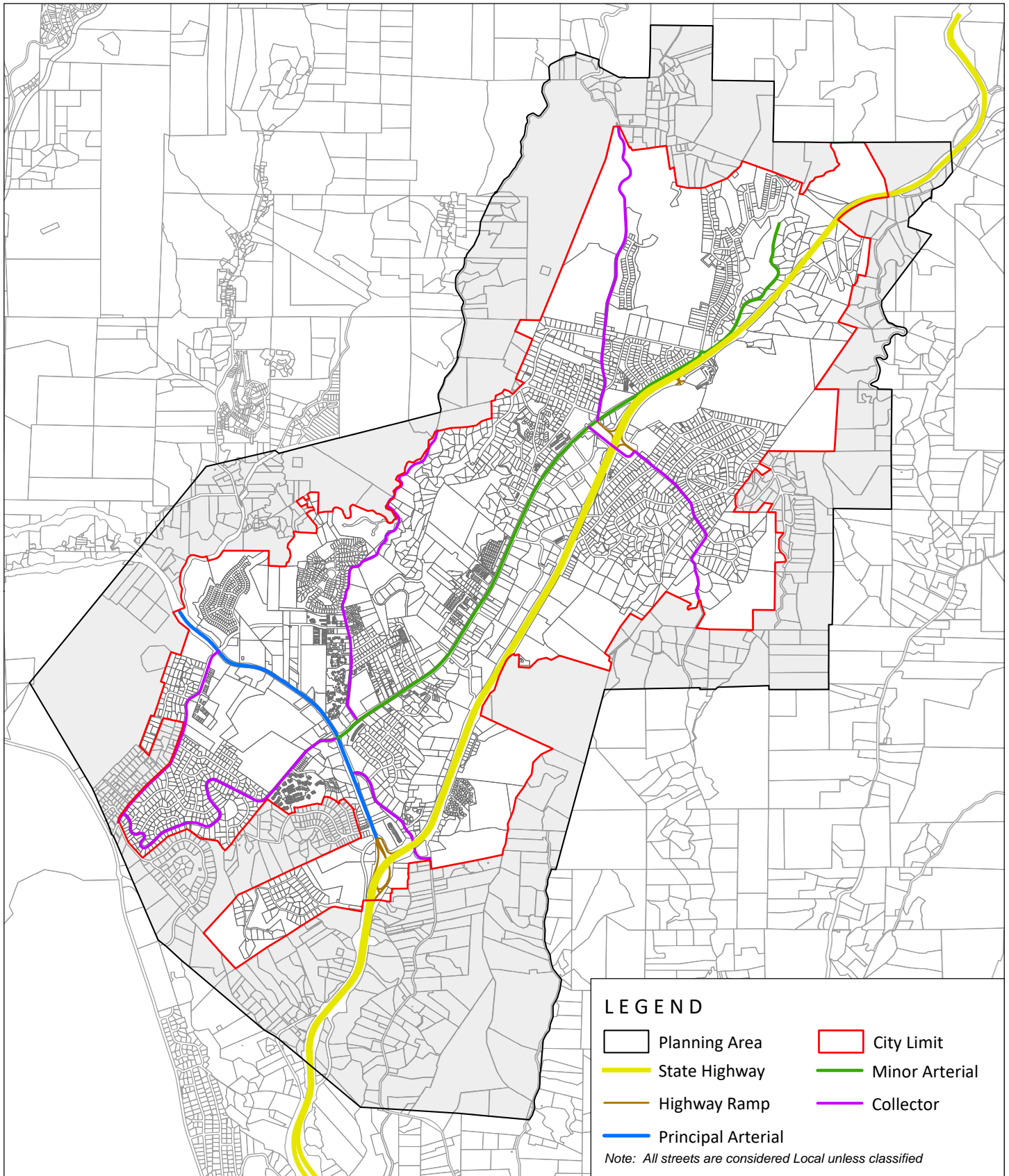
Modes of Travel

Mode share is a term used to define how individuals travel. The American Community Survey (ACS) provides a comparison of the ways Santa Cruz County residents get to work. The convenience of driving alone still attracts the majority of people and the percent of people driving by themselves to work has not changed significantly since 2000. As shown in the **Figure M-3: Mode Share of Travel for Cities in Santa Cruz County**, Capitola and Scotts Valley have the greatest number of residents working from home but also the greatest percentage of drive alone trips. This mode share data shows people's travel preferences are influenced by the type of land use and transportation facilities that are available in their community.

Figure M-3: Mode Share of Travel for Cities in Santa Cruz County



Source: AMBAG 2040 Regional Transportation Plan



Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure M-1: Roadway Network

Goals, Policies & Actions

Goal M-1 Provide a balanced, multi-modal transportation system that is well integrated, efficiently designed and supports mobility in a sustainable manner.

Policies

Region

Policy M-1.1 Regional Infrastructure Alternatives

Support regional efforts ~~to increase~~for alternatives to expanded infrastructure, ~~which reduces that reduce~~ single occupant vehicle trips, conserves energy, and reduced air pollution.

Policy M-1.2 Regional Agency Coordination

Participate with the Santa Cruz County Regional Transportation Commission, the Association of Monterey Bay Area Governments, Santa Cruz County, and private transit operators to create and implement programs that coordinate the multi-modal transportation needs and requirements across jurisdictions, including but not limited to the Regional Transportation Plan and the Metropolitan Transportation Plan.

Policy M-1.3 Regional Agency Funding

Work with the Santa Cruz County Regional Transportation Commission, Santa Cruz County, Caltrans, Association of Monterey Bay Area Governments, and other relevant organizations to seek funding in support of local mobility improvement projects.

City

Policy M-1.4 Transportation and Economic Development

Transportation access, accommodations, and circulation should contribute to creating a supportive environment for economic development for both residents and visitors.

Policy M-1.5 Transportation and Land Use

Encourage higher intensity residential, commercial and mixed-use development near existing activity and transit centers and along corridors well served by non-motorized transportation infrastructure and public transportation.

Policy M-1.6 Capital Improvement Program

Use the City's capital improvement program to develop and maintain an integrated transportation system that is within the City's ability to finance and operate.

Policy M-1.7 Transportation Funding

Pursue all feasible, available, and/or practical available public and private sources of funding for transportation system development, improvement, and maintenance to minimize fiscal impacts on the City's general funds.

Policy M-1.8 Transportation Grants

Pursue state and federal grants by assigning a staff member the task of monitoring and applying for appropriate programs which are complementary to the City's funding needs for transportation and mobility.

Policy M-1.9 Adjacent Land Uses

Transportation improvements should be designed to ~~minimize impacts on~~ coordinate with adjacent land uses to the extent practical and feasible.

Projects

Policy M-1.10 Electric Vehicle Facilities

Encourage new commercial development to provide facilities that support alternative mobility options such as electric vehicle stations, rideshare zones, bike and scooter parking, etc.

Policy M-1.11 Residential Vehicle Charging Facilities

Encourage new residential development to provide facilities for electric vehicle charging.

Actions

Action M-1.1 Electric Vehicle Charging Stations

Work with local business and employers to establish charging stations, preferably employing sustainable energy generation, for electric vehicles in public parking lots in accordance with the future growth in the number of electric vehicles.

Action M-1.2 Trip Reduction Ordinance

In partnership with local business organizations, actively coordinate with local businesses to encourage compliance with the City's Trip Reduction Ordinance.

Action M-1.3 Alternative Transportation Incentives

Implement financial and parking incentives for new development projects and for existing commercial facilities to encourage developers and business drivers to use ~~provide~~ alternative transportation, including bicycles, electric vehicles, transit systems and ridesharing.

Action M-1.4 Rideshare Ordinance

Develop a rideshare ordinance to coordinate the implementation and management of all forms of transportation rideshare programs.

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

City

Policy M-2.1 Complete Street Initiatives

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

Policy M-2.2 Design Standards

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

Policy M-2.3 Dedications

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

Policy M-2.4 Community Context

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

Policy M-2.5 Non-Motorized Connectivity

Focus complete street improvements on primary connections from residential



areas to schools, parks and recreation uses, civic uses, and community-serving commercial areas.

Policy M-2.6 Maintenance

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

Policy M-2.7 Exceptions

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

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

Actions

Action M-2.1 Complete Street Standards

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

Action M-2.2 Capital Improvement Program

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

Action M-2.3 Dedications Ordinance

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

Action M-2.4 Safe Routes to Schools

Continue to pursue funding sources for the Safe Routes to School Program and

work with local schools to make improvements that promote safe walking and bicycling to schools that serve Scotts Valley residents.

Goal M-3 Provide a roadway system than supports mobility and protects residential neighborhoods.

Regional

Policy M-3.1 Vehicle Miles Traveled Standard

Work in cooperation with the Santa Cruz County Regional Transportation Commission, the Association of Monterey Bay Area Governments, and Santa Cruz County to create and implement a consistent vehicle miles traveled metric for analyzing traffic impacts.

Policy M-3.2 Coordination with Santa Cruz County

Maintain the City street and highway system to integrate with the road system already established by Santa Cruz County. The Public Works Director shall ensure a coordinated system design.

Policy M-3.3 Mt. Hermon Road Maintenance

Seek funding and/or shared maintenance expense agreements with the County and Caltrans for Mt. Hermon Road corridor which serve as a primary access for the San Lorenzo Valley.

Policy M-3.4 Caltrans Coordination

Continue to work with Caltrans to improve the Granite Creek and Scotts Valley Drive intersection, as well as Caltrans on/off ramps located within the City limits.

~~Policy M-3.4~~ Policy M-3.5 Highway 17 Access Management Plan

Work in cooperation with Caltrans to implement their Highway 17 Access Management Plan which establishes a framework for reducing conflicts, maintaining safety, reducing traffic congestion, and improving access for residents.

City

~~Policy M-3.5~~ Policy M-3.6 Arterial Streets

Actively discourage diversion of traffic to local streets by maintaining ~~maximum~~ adequate capacity on arterial streets and locating high traffic-generating uses on arterial streets.

~~Policy M-3.6~~ Policy M-3.7 Street Widening

Whenever possible, implement solutions that improve the efficiency of the roadway network without ~~major widening~~ adding vehicle traffic lanes.

~~Policy M-3.7~~ Policy M-3.8 Closure of Sunridge Drive

Maintain closure of Sunridge Drive at Disc Drive and South Navarra Drive at Green Hills Road.

~~Policy M-3.8~~ Policy M-3.9 Level of Service Standard

To help ensure a safe and efficient roadway network, Continue to maintain the established level of service C or better at intersections throughout Scotts Valley; except for Scotts Valley Drive at Mt. Hermon Road and Granite Creek Road at Scotts Valley Drive, which shall be required to maintain a level of service D or better. Utilize these standards as the basis for maintaining a nexus between the City's transportation impact fees and proposed development projects.

~~Policy M-3.9~~ Policy M-3.10 Lower Level of Service

Consistent with the concept of Complete Streets and Goal 2 and its associated policies, consider A accepting a lower level of service and higher greater congestion at major arterial intersections. Factors that should be considered include, but are not limited to; if the necessary vehicular improvements would be prohibitively costly or otherwise infeasible due to right-of-way constraints, the economic feasibility of roadway infrastructure improvements, environmental impacts, or other factors as deemed inconsistent with this General Plan, as determined by the City Council.

~~Policy M-3.10 On-Street Parking on Arterials~~

~~On-Street parking along arterials shall be prohibited.~~ (CP 153)

Policy M-3.11 On-Street Truck Loading

On-Street truck loading and unloading shall be prohibited on major arterials during peak traffic flow hours and discouraged at all other times.

Policy M-3.12 Limited Access on Arterials

Encourage the consolidation of driveways, and discourage mid-block access points and non-signalized intersections along arterials to improve circulation and safety.

~~Policy M-3.12~~ Policy M-3.13 Granite Creek Overpass Realignment

On coordination with Caltrans, support the realignment of the Granite Creek Overpass at such point it should be rebuilt, to create safer and more efficient mobility for vehicles, pedestrian, and bicyclists.

Project

~~Policy M-3.13~~ Policy M-3.14 Traffic Impact Analysis

Consistent with the City's traffic impact fee assessment program, require new development projects to prepare a traffic impact analysis when necessary per the requirements as defined in the City's Guide for the Preparation of Traffic Impacts Studies.

~~Policy M-3.14~~ Policy M-3.15 Fair Share ~~Compensation~~ Contribution

Require those benefiting from transportation improvements to pay a fairan appropriate share of the costs.

~~Policy M-3.15~~ Policy M-3.16 Traffic Impact Mitigation Fees

Collect traffic impact mitigation fees from developers of new projects. Use these fees to construct various transportation and mobility improvements including bikeways, pedestrian pathways, and transit facilities.

~~Policy M-3.16~~ Policy M-3.17 Mitigation for Alternative Mobility Options

Through the environmental review process, consider mitigations for traffic impacts which encourage the use of public transit and non-motorized vehicles.

Policy M-3.18 Vehicle Miles Traveled Reduction

As part of new development and where impacts are identified, require projects to identify mitigation measures designed to reduce vehicle miles traveled. Examples include promotion of car share programs, employee-paid transit passes, implementation of a transportation demand management program.

~~Policy M-3.17~~ Policy M-3.19 Highway 17 Access

Where a proposed project would require direct access to/from Highway 17, confirm that it is consistent with Caltrans' Access Management Plan.

Actions

Action M-3.1 Neighborhood Traffic

Consider installing traffic calming measures if cut-through traffic increases due to adjacent development.

Action M-3.2 Signal Timing

Implement a plan to install and maintain coordinated signal timing equipment on arterial corridors, particularly on Mt. Hermon Road.

Action M-3.3 Traffic Monitoring

Monitor traffic as new development is proposed or when increased traffic volumes are observed to ensure that planned improvements are scheduled prior to deterioration of level of service below the desired standard.

Action M-3.4 Transportation Impact Fee Program

Prepare and implement a transportation impact fee program to ensure that new development pays its appropriate ~~fair~~ share of the costs, also known as “fair share contribution,” ~~effor~~ improvements needed to accommodate the development when considered in the context of a complete streets transportation system.

Action M-3.5 Traffic Impact Studies

Periodically update the City’s Guide for the Preparation of Traffic Impact Studies to reflect current professional standards.

~~Action M-3.5~~ Action M-3.6 Financing

Finance circulation system improvements by using local revenues as a match to leverage federal and State funds.

~~Action M-3.6~~ Action M-3.7 Private Roads

Explore options to address the long-term maintenance and management of deficient private roads.

Goal M-4 Provide a roadway system that enhances community aesthetics and promotes a high quality of life

City / Projects

Policy M-4.1 General Design

Ensure that new and reconfigured roadways and roadway improvements are safe, functional, and ~~attractive~~ aesthetically appropriate.

Policy M-4.2 Street Standards

Require streets to be dedicated and improved in accordance with City street standards.

Policy M-4.3 Consolidation of Properties on Scotts Valley Drive

Encourage the consolidation of properties along Scotts Valley Drive to improve circulation and limit the number of driveways, mid-block access points, and non-signalized intersections.

Policy M-4.4 Joint Driveways

During permit processing, require development to utilize joint driveways or frontage roads between properties, where appropriate.

Policy M-4.5 Traffic Calming

Consider using traffic calming measures on local and collector streets, such as narrow street openings, turning prohibitions, one-way streets, landscaping, etc. to improve vehicular and non-vehicular traffic safety and enhance the aesthetic character of Scotts Valley's neighborhoods.

Policy M-4.6 Utility Work Coordination

Minimize disruption of newly paved or resurfaced streets by ensuring that road projects are coordinated with utility work.

Policy M-4.7 Utility Undergrounding

As part of capital improvement projects or new development, require the undergrounding of utilities along roadways.

Policy M-4.8 Visual Screening of Vehicle Storage

Continue to enforce the City's ordinance prohibiting the storage of construction equipment, tractor-trailers, camping trailers, vehicle dismantling facilities and similar uses where there is inadequate screening from arterials, collectors, and local streets.

~~Policy M-4.8~~ **Policy M-4.9 Visual Screening**

Require appropriate landscaping and/or barrier screening in all new projects to screen off objectionable views along roads, streets and highways.

~~Policy M-4.9~~ **Policy M-4.10 Signage**

Prohibit the placement of unsightly advertising and street directional signs along roadways.

~~Policy M-4.10~~ **Policy M-4.11 Scotts Valley Drive and Mt. Hermon Road Corridors**

Employ a cooperative planning effort among public and private interests to implement appropriate land use controls and architectural techniques for improving and enhancing the scenic beauty and aesthetic qualities of Scotts Valley Drive and Mt. Hermon Road.

~~Policy M-4.11~~ **Policy M-4.12 Highway 17 Corridor**

Continue to work with Caltrans and adjacent land owners to; enhance the landscaping and visual character along the Highway 17 corridor, preserve the views from the freeway, and buffer nearby properties from noise and lights.



Require new developments to screen their parking, roof-top equipment, storage and loading areas to improve and enhance views from Highway 17.

Goal M-5 Improve and expand public and private transportation services for residents, workers, and visitors.

Regional

Policy M-5.1 Regional Cooperation

Support regional efforts to improve the availability, affordability, reliability, and convenience of public transportation service in Scotts Valley.

Policy M-5.2 Cavallaro Transit Center

Support the continued presence of the Santa Cruz METRO Cavallaro Transit Center and work cooperatively to identify and implement measures to increase transit ridership through service and facility improvements and encouraging transit-oriented development on properties within one-quarter mile.

Policy M-5.3 Paratransit

Support paratransit alternatives such as the Santa Cruz METRO Paracruz program to ensure that public transportation in the City is responsive to the needs of the young, aged, ~~handicapped~~disabled and disadvantaged.

Project

Policy M-5.4 Encourage new developments to provide for and promote transit use, where feasible. This may include providing fixed transit facilities such as bus shelters and pull-outs, consistent with anticipated demand. When applicable, submit development plans to the Santa Cruz Transit District for review and incorporate transit facilities, as appropriate, per district standards.

Policy M-5.5 Private Bus Transit

Work cooperatively with private bus transit operators to ensure potential impacts to roadways, on- and off-street parking, and adjacent sensitive land uses are minimized.

Goal M-6 Provide a complete network of bikeways and bicycle facilities in Scotts Valley.

Regional

Policy M-6.1 Regional Bike Network

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

Policy M-6.2 Bike Improvement Funding

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

City

Policy M-6.3 Accessibility for All Bicyclists

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

Policy M-6.4 Safety

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

Policy M-6.5 Bikeways Maintenance

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

Policy M-6.6 Bicycle Lane Construction (1)

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

Project

Policy M-6.7 Bikeways Construction (2)

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

Policy M-6.8 ~~Development Projects~~ Bicycle Facilities

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

Actions

Action M-6.1 Bicycle-Active Transportation Plan

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

Action M-6.2 Capital Improvement Program

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

Action M-6.3 Intersection Standards

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

Action M-6.4 Bicycle Parking Ordinance

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

~~**Action M-6.3**~~

~~**Action M-6.4**~~ **Action M-6.5 Highway 17 Interchanges**

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

~~**Action M-6.5**~~ **Action M-6.6 Bike Safety**

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

Goal M-7 Provide high quality pedestrian facilities that support walking and the enjoyment of the outdoors in Scotts Valley

City

Policy M-7.1 Pathways

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

Policy M-7.2 Priority Investment

Prioritize pedestrian facility improvements that address public safety concerns, complete gaps in the existing pedestrian circulation system, and enhance pedestrian mobility in high-use areas.

Policy M-7.3 Accessibility for All

As part of new development and City capital improvement projects, ensure that sidewalks and other pathways are accessible including accommodation for disabled persons and designed for use by people of all abilities. Construct crosswalks and sidewalks that are universally accessible.

Policy M-7.4 Driveway Ramps

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

Projects

Policy M-7.5 Development Projects

Require all new development to provide pedestrian pathways and associated pedestrian amenities (e.g. benches, signage, etc.), particularly along arterial roadways and within one quarter mile of ~~all commercial areas and~~ the Cavallaro Transit Center.

Policy M-7.6 Sidewalks

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

Actions

Action M-7.1 Funding

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

Action M-7.2 Active Transportation Plan

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

Action M-7.3 Action M-7.3 Obstacles and Obstructions

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

Action M-7.3 Action M-7.4 Pedestrian Access Survey

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

Action M-7.4 Action M-7.5 Pedestrian Access Near Transit

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

Action M-7.6 Sidewalk Construction

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

Action M-7.7 Commercial Parking Lots

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



OPEN SPACE & CONSERVATION



The Scotts Valley **Open Space and Conservation Element** addresses the conservation and management of natural resources and open space areas. This includes the protection of sensitive plant and animal species, preservation and enhancement of Scotts Valley's creeks and watersheds, and balanced management of open space areas. It also includes measures to protect the City's cultural and historic resources and improve air quality and reduce greenhouse gas emissions.

OPEN SPACE & CONSERVATION ELEMENT

Introduction

California State law requires that a General Plan include both an Open Space and a Conservation Element. This General Plan combines these two elements into a single element that addresses the concerns and satisfies the legal requirements for both.

State-required topics that must be addressed in this element (where relevant) include conservation, development, and utilization of natural resources including forests, rivers and other waters, fisheries, plants and wildlife, minerals, and soils.

Federal and State regulations also require communities to address the production of greenhouse gas (GHG) emissions, air quality, and solid waste and to develop impact reduction strategies, all of which are addressed in this element.

Current Status

Recommended by Planning Commission to City Council – DATE

Accepted by City Council at Public Hearing – DATE



Background and Context

Six major categories of open space that are required to be addressed per State Law are listed below, followed by a description of existing conditions for each of the four categories applicable to Scotts Valley.

- Open Space for the Preservation of Natural Resources
- Open Space Used for the Managed Production of Resources
- Open Space for Outdoor Recreation and Scenic Resources
- Open Space for Public Health and Safety
- *Open Space in Support of the Mission of Military Installations¹*
- *Open Space for the Protection of Native American Sacred Sites²*

Open Space for the Preservation of Natural Resources

Topography

Scotts Valley is typical of a mountain/alluvial environment. The alluvial valleys of Carbonera Creek and Camp Evers Creek form the historic and modern core of the urban area, which is bordered by mountains.

Open space areas include areas of extreme slopes and poor soils which are unable to support development. Outside of the relatively flat valley formed by Carbonera Creek and its tributaries, the Planning Area is characterized by the varying slopes of the Santa Cruz mountain ridges, foothills, and gulches. Slope steepness depends largely on the geology, elevation, and soils of an area.

As shown in [Figure OSC-1: Slopes](#), most of the Scotts Valley uplands have steep hillsides, some of which are over 40% slope and are considered unsuitable for development. In these areas, existing access is poor. Safe, all-weather roads cannot be developed, soils may be unstable and/or highly erodible, and the slopes are often heavily wooded. In addition, steep slopes may

¹ There are no areas associated with military bases in Scotts Valley. Therefore, this category of open space is not applicable to Scotts Valley.

² There are no local tribal lands located in Scotts Valley. Therefore, this category of open space is not applicable to Scotts Valley. Protection measures related to the potential identification of Native American cultural sites are included in the Land Use Element of this General Plan.

require extensive cut and fill grading to establish buildable sites which can be prohibitively expensive.

Steep banks near the area's creeks are often evidence of the erosive force of floodwaters and may be hazardous. Limited areas of moderately steep slope (25%-40%) exist within the Planning Area and could be developed under certain circumstances, but some of them are surrounded by very steep areas and are inaccessible. Gentle slopes (0%-25%) are found on mountain ridges in the Granite Creek, Glenwood, and Carbonera Creek valley, lower Bean Creek Road, Whispering Pines, and La Cuesta Drive areas and in most of the Mount Hermon Road area. Most of these areas have experienced some degree of development. Gentle slopes which remain rural in character are located west of the City limits in the Bean Creek area.

Watersheds

As shown in [Figure OSC-2: Watersheds](#), Scotts Valley lies entirely within the watershed of the San Lorenzo River, a major drainage basin of northern Santa Cruz County. Within the Planning Area, are parts of three watersheds of major creek tributaries to the San Lorenzo River, as well as, a small area which drains towards the river itself. The three creeks are Branciforte Creek, Bean Creek, and Carbonera Creek.

Most of the 7.4 square mile Carbonera Creek watershed is in the Scotts Valley Planning Area. Carbonera Creek is the major surface hydrological feature in the Planning Area. It generally runs northeast to southwest through the length of the City. Camp Evers tributary, about three quarters of a mile long, roughly parallels Mount Hermon Road, and the approximately one mile long west branch of Carbonera Creek drains the Glenwood Drive area. Less than 10% of the Branciforte Creek watershed lies in the Planning Area and approximately one third of the Bean Creek watershed forms the north portion of the Planning Area.

Groundwater

The Santa Margarita Groundwater Basin (SMGB) is a primary water supply source for Scotts Valley, San Lorenzo Valley, and Santa Cruz. It covers over 30 square miles in the Santa Cruz Mountains foothill, forming a triangular area that extends from Scotts Valley to the east, Boulder Creek to the northwest and Felton to the southwest.

The major water purveyors that directly rely on the supply from SMGB are Scotts Valley Water District (SVWD), San Lorenzo Valley Water District (SLVWD), and Mount Hermon Association (MHA). The SMGB is the sole supply source for 13 small water systems and over 1,100 private well users. In addition, the City of Santa Cruz derives a major portion of its supply from the San Lorenzo River watershed, that overlaps the basin.

The decline of groundwater levels in many parts of the basin occurred during 1985-2004, representing a loss in groundwater storage in SMGB by an estimated 28,000 acre-feet. The diminished groundwater storage reduced sustaining base flows to local streams that support



fishery habitats. Due to the water use efficiency measures and other management efforts at local water agencies, the total extraction from the SMGB has decreased about 45% since 1997. Over the last 10 years, the demand and supply in the basin have been in balance.

SVWD has actively managed groundwater in the area since the early 1980s in an effort to increase water supply reliability and to protect local water supply sources. In 1983, SVWD instituted a Water Resources Management Plan to monitor and manage water resources, in 1994 the agency formally adopted a Groundwater Management Plan in accordance with AB3030, also known as the Groundwater Management Act under Water Code section 10750.

In 1995, SVWD, SLVWD, MHA, Lompico Water District (LCWD), City of Scotts Valley and County of Santa Cruz signed a Memorandum of Understanding forming the Santa Margarita Groundwater Basin Advisory Committee. The committee was actively involved in the cooperative groundwater management of the basin until its dissolution and substitution with Santa Margarita Groundwater Agency (SMGWA) in 2017.

The SMGWA is a Groundwater Sustainability Agency (GSA) that was formed as a Joint Powers Authority in June 2017. It has three member-agencies: SVWD, SLVWD and County of Santa Cruz and is governed by the Board of Directors comprised of two representatives from each member agency, one representative from the City of Scotts Valley, the City of Santa Cruz, one from Mount Hermon Association and two private well owner representatives.

Additional information can be found in the Community Services & Facilities Element and on the following websites: www.svwd.org and www.smgwa.org.

Biological Resources

As shown in Figure OSC-3: ~~Plant and Wildlife Habitat~~ Riparian Woodlands, there are three habitat communities in Scotts Valley: Riparian woodland, Ponderosa pine, and Zayante/Santa Cruz Sandhills. These habitats are discussed below, followed by a discussion of special-status plant and wildlife species and on-going habitat conservation plan efforts occurring in and around Scotts Valley.

Riparian Woodland Habitat

Riparian woodland is located along several area creeks, but regionally significant examples extend along Carbonero Creek between Disc Drive and Granite Creek Drive, and along Bean Creek between MacKenzie Creek and Mount Hermon Road. The riparian habitat relies on the year-round presence of fresh water and is often dominated by broadleaf deciduous trees such as box elder, sycamore, black cottonwood, big leaf maple, alder, and willow. The understory is lush, including poison oak, blackberry and an abundance of herbaceous growth and decaying vegetation. Wildlife use this habitat type extensively as a corridor for travel, breeding and feeding. Riparian habitats are rare and considered threatened throughout the state.

Ponderosa Pine Habitat

The Ponderosa pine habitat is a rare assemblage of vegetation limited to sandy, infertile Zayante soil formed over Santa Margarita sandstone. This habitat is located in the southwestern part of the Planning Area, on the slopes of Mount Hermon, and extends outside the Planning Area.

Due to its sandy soil, Ponderosa pine habitat drains very rapidly and does not retain enough water to support species such as redwood and Douglas fir which are common elsewhere. A substantial portion of the Ponderosa pine habitat in Santa Cruz County has been ~~destroyed~~ degraded by development and quarrying activity.

Zayante/Santa Cruz Sandhills Habitat

As shown in Figure OSC-4: **Santa Cruz Sandhills Habitat**, the Santa Cruz sandhills are unique communities of plants and animals found only on outcrops of sandy soils derived from marine deposits in Santa Cruz County, central coastal California. They support diverse assemblages of plants that are uniquely adapted to the droughty, infertile soils, including four endemic plant species found nowhere else in the world. Also distinct, the sandhills fauna includes two endemic insects, isolated populations of two lizard species, and the last known population of the Santa Cruz kangaroo rat.

The endemic sandhills communities and species are naturally rare, due to their limited geographic range (Santa Cruz County) and narrow habitat specificity (inland sand outcrops). Habitat destruction due to sand quarrying, urban development, and agriculture has reduced and fragmented habitat. As a result, three sandhills plants (Santa Cruz wallflower, Ben Lomond spineflower, and Santa Cruz cypress) and two sandhills animals (Mount Hermon June beetle and Zayante band-winged grasshopper) have been listed as federally endangered. Several other endemic and locally unique plants and animals in the sandhills are also very rare and the two sandhills plant communities — maritime coast range ponderosa pine forest and northern maritime chaparral — are listed as sensitive communities in the California Natural Diversity Database. Ongoing habitat conversion, fragmentation, degradation, and genetic contamination threaten the persistence of these unique species and communities.

Wildlife

Several special-status invertebrate species are known from the Scotts Valley area, including Opler's longhorn moth (*Adela oplerella*), the Ohlone tiger beetle (*Cicindela ohlone*), Mount Hermon June beetle (*Polyphylla barbata*), and the Zayante band-winged grasshopper (*Trimerotropis infantilis*).

Raptors that may nest or forage in mixed conifer forest and grasslands in the project area include Cooper's hawk (*Accipiter cooperii*), sharp-shinned hawk (*Accipiter striatus*), red-shouldered hawk (*Buteo lineatus*), red-tailed hawk (*Buteo jamaicensis*), white-tailed kite



(*Elanus leucurus*), American kestrel (*Falco sparverius*), and Northern harrier (*Circus cyaneus*). These species are protected under California Fish & Game Code Section 3503.5.

A number of special-status songbirds and passerines (relatively smaller perching birds) occur or have the potential to occur in the mixed conifer forest and grassland habitats and include, among others: loggerhead shrike (*Lanius ludovicianus*), Vaux's swift (*Chaetura vauxi*), and the purple martin (*Progne subis*).

A number of bat species are common to the Planning Area including the pallid bat (*Antrozous pallidus*), the Townsend's Pacific big-eared bat (*Corynorhinus townsendii townsendii*), and the Western mastiff bat (*Eumops perotis californicus*). The San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*) is often found on the steeper slopes in the mixed conifer vegetation where it builds nests at the base of large trees.

Conservation Areas

There are three designated conservation areas within the Planning Area that are managed to preserve their habitat and plant and animal species: the Santa Cruz Sandhills, Glenwood Preserve, and Polo Ranch.

Santa Cruz Sandhills

The *Sandhills Conservation and Management Plan: A Strategy for Preserving Native Biodiversity in the Santa Cruz Sandhills* (2004) provides a comprehensive strategy for the maintenance of native biodiversity in the Santa Cruz Sandhills.

Where Santa Cruz Sandhill habitat is located on private land, development is restricted according to the guidelines as described in the *Interim-Programmatic Habitat Conservation Plan (IPHCP) for the Endangered Mount Hermon June Beetle and Ben Lomond Spineflower* (2011).

Within the City limits, these areas are located in three IPHCP "Project Units", namely the Scotts Valley East Unit (3.2 acres), Scotts Valley West Unit (109 acres) and the Whispering Pines Unit (242 acres within the City and 131 additional units in Santa Cruz County [373 acres total]). While these areas are largely built out, any new development is limited to small, residential projects and must adhere to the following requirements: (1) Require a County or City discretionary or building permit that involves ground disturbance; (2) Be residential in nature; (3) Be within 1 of 10 identified "Project Units;" (4) Be located within a parcel that is less than or equal to 1.5 acres; (5) involve no more than 15,000 square feet of development activity and associated ground disturbance on a single parcel; and (6) incorporate the minimization measures described in Section 5.2 of the IPHCP.

More information can be found at: <https://www.santacruzsandhills.com/scmp.html>

Glenwood Open Space Preserve

The 160-acre Glenwood Preserve is located on the east and west sides of Glenwood Drive. The Preserve was dedicated to the City of Scotts Valley as a condition of approval for the development of 49 single-family residences on Deerfield Drive.

The two federally listed species that occur in the Preserve are the primary focus of this Plan. The southeast corner of the Preserve is one of 15 currently known locations of the endangered Ohlone tiger beetle (*Cicindela ohlone*) (USFWS 2001, DFG 2002). The grassland in the Preserve also supports the endangered Scotts Valley spineflower (*Chorizanthe robusta* var. *hartwegii*) and is part of designated critical habitat for the species (USFWS 2002).

Several additional special status species are known to occur within the Preserve. The Opler's longhorn moth (*Adela oplerella*), a Federal Species of Concern, has been observed in the southeastern portion of the Preserve. Mount Diablo cottonweed (*Micropus amphibolus*), included on the California Native Society's ("CNPS") List 3, and Gray's clover (*Trifolium grayi*), considered a CNPS species of local concern, have both been observed in grassland throughout the Preserve.

The *Habitat Conservation Plan and Long-Term Management Plan for the Glenwood Preserve* (approved December 2017) describes the long-term management and monitoring of these species while providing very limited passive recreation use (trails).

More information can be found at: <https://www.landtrustsantacruz.org/category/protected-lands/glenwood-open-space-preserve/>

Polo Ranch

Approved in August 2009, a 40-lot subdivision located at the former Santa's Village park site called "Polo Ranch" provides approximately 100 acres of open space lands. The open space includes:

- Natural areas that will remain undeveloped
- A fenced area for protected plant habitat (e.g., Scotts Valley Spineflower) not open to the public
- A private tot-lot park, open to the public
- Trails that start at a tot-lot park and lead to an earthen path near the southern end of the property.

The homeowner association owns the open space. A land trust is the easement holder for the fenced protected habitat, which is managed by an open space manager.



Open Space Used for the Managed Production of Resources

Forest lands/timberland production lands, mineral deposits and subsurface aquifers are natural resources of significance located within the Planning Area. Additionally, water quality and conservation concerns are directly related to open space areas of the City and Planning Area.

Forest Lands

There are no parcels designated for timberland production within the City limits. However, within the Planning Area, two parcels are designated by County of Santa Cruz zoning for potential timberland production (APNs: 056-281-03 and 056-281-12), east of State Highway 17 and south of Lodato Park. These two parcels have County General Plan land use designations of Rural Mountain (R-M) and Rural Residential (R-R), both residential designations.

Mineral Deposits

The “Surface Mining and Reclamation Act” of 1975 required the State geologist to designate mineral resources of regional or statewide significance. The Act also required cities to include the designations in their General Plans, if applicable. There are no identified mineral resource zones within the City limits; however, an area of significant mineral depositions has been identified outside the City limits, within the southwest portion of the Planning Area. Known as the Hanson or Kaiser Quarry, Santa Margarita Sandstone was extracted to produce sand for construction. The 200 acres quarry ceased operation in 2003. All former mineral processing facilities have been removed and disturbed areas have been reclaimed as open space with a native species vegetation similar to naturally occurring habitats in the surrounding area. As such, no mineral extraction activities presently occur within the City limits or Planning Area.

Water Quality

Scotts Valley and the Planning Area derive potable water entirely from local aquifers. The Planning Area is underlain by several geologic formations which form a groundwater basin. Groundwater recharge is a vital component of natural resource protection. The Santa Margarita Sandstone, the shallowest aquifer unit in the Scotts Valley area, has the highest recharge capability of the several geological formations underlying the Planning Area.

Urban runoff is a major factor that can impact water quality in urbanized communities like Scotts Valley. When stormwater flows over impervious surfaces, it can carry non-point source pollutants like oil, grease, solvents, and petroleum products from roadways and parking lots into creeks and other water bodies into which the stormwater is eventually discharged.

In 2009, the City prepared and approved a Storm Water Management Plan that describes best management practices and adopted a Stormwater and Urban Runoff Pollution Control Ordinance (Ordinance No. 184) which establishes regulations regarding the protection of water quality.

Open Space for Outdoor Recreation and Scenic Resources

Open space conservation is important to conserve scenic, cultural, and historic resources.

Recreational Resources

A discussion regarding City and regional parks and recreational programs can be found in the Community Services and Facilities element.

There are several major physical characteristics of the Scotts Valley community which affect the provision of open space and recreation areas. These include the steep wooded hills which surround and enclose the valley floor, Carbonero Creek and its tributaries which flow the length of the community, and State Highway 17, which bisects the community.

The surrounding hills, creeks and associated tributaries form the foundation of natural resources in the Planning Area. They function as essential elements of the environmental system and are major visual resources for the community. The hills play an important role in the identity of the community, providing visual diversity, as well as a unifying form for an otherwise random urban pattern. Access to the hills is limited and poorly defined and is generally not available for development due to steep slopes.

Lack of access and development within the riparian corridor limit recreational use of Carbonero Creek unless provisions for trail easements and access can be made. The creek and its tributaries do not function as a significant recreational resource.

State Highway 17 is a constraint to open space and recreational development within the community. It forms a physical and visual barrier between the east and west parts of the community.

Glenwood Open Space Preserve

One of the most significant publicly-accessible open space recreation areas in the City is the Glenwood Preserve. This 166-acre property located north of Siltanen Community Park is owned by the City of Scotts Valley, and the Land Trust of Santa Cruz County holds a Conservation Easement. This preserve consists of grasslands, riparian forests and wetlands, and is home to several rare species including the Ohlone tiger beetle and the Scotts Valley spineflower. In December 2017, the Scotts Valley City Council approved the Land Trust's management plan for the preserve, which will enable the construction of trails outside of sensitive areas.

Scenic Resources

Areas of the City and Planning Area offering scenic value are significant open space features. The generally flat valleys along Carbonera Creek, its west branch tributaries, and the Camp Evers tributary form a pocket in the Santa Cruz mountains within which most of the local urbanization has occurred. Hillsides immediately adjacent to these valleys have offered spectacular views for residential development in areas including: Tabor Drive, Montevalle,



Granite Creek, Navarra Drive and Whispering Pines. Forested ridgetops, which have remained largely undeveloped and have not been logged, are an attractive focal point for many scenic views. State Highway 17, which climbs from Santa Cruz on the south into the valley, offers outstanding vistas of the area. Scenic winding roads through steep redwood forested canyons border the Planning Area on Granite Creek Road, Vine Hill Road, and Bean Creek Road.

Figure OSC-5: Viewsheds and Scenic Corridors identifies prominent forested ridges, scenic road corridors along a portion of Highway 17 and several redwood canyon riparian areas, and vistas (largely from higher vantage points toward the ridges, or toward the broad sweep of the valley below). Prominent ridges parallel State Highway 17 on the east and Scotts Valley Drive on the west, surround the City limits north and west on Glenwood Drive, and follow the Bean Creek/Zayante divide in the southwest part of the City. While the mapped road corridors largely remain scenic because of dense vegetation or absence of development, the areas visible from Highway 17, Scotts Valley Drive, and Mount Hermon Road should all be considered important. These latter areas are visually accessible to nearly everyone in the Planning Area and therefore make up much of Scotts Valley's visual image. In the City's Planning Area, Highway 17, Graham Hill Road, and Mount Hermon Road are designated by ~~the~~ Santa Cruz County as scenic and worthy of viewshed protection.

Cultural Resources

The City Hall, site located on Civic Center Drive, exemplifies the City's rich cultural heritage, as it contains both the historic Scott House and a 10,000-year-old archaeological deposit. Archaeological sites, dating from prerecorded history, are known to exist based on survey records of the regional site survey at Sonoma State University, from a ground reconnaissance of 95% of the City done in 1977 for the City's wastewater facilities plan and reports which have been prepared since this time through the environmental review process for proposed projects.

As illustrated in **Figure OSC-6: Cultural Resource Areas**, there are two zones of primary concern, the high and moderate sensitivity zones. The low sensitivity zones are generally found in the upland portions of the Planning Area away from fresh water sources, while the high and moderate zones are found in the more level areas which historically provided better access to fresh water sources. Because the Planning Area is rich in archaeological resources, most of it is defined as being of high to moderate archaeological sensitivity. To protect undisturbed site from vandalism, precise locations remain confidential except to professionals and property owners.

Historic Resources

In March 1987, the City adopted a Historic Landmark Preservation Ordinance. The purpose of the ordinance is to protect, enhance, perpetuate uses, improvements, buildings, and other structures of historic, architectural, artistic, cultural, engineering, aesthetic, political, social, and other significance, located within the City limits. The ordinance also established the Cultural Resource Preservation Commission whose function is to establish criteria, review, and

comment on historical significance on all activity within the City. One of the duties of the Commission is to maintain a local register of historic properties.

In 1990, the City, in cooperation of the Scotts Valley Historical Society (SVHS), completed a survey of all potential historic structures within the City limits. The purpose of the study was to provide the City with specific information to identify which buildings and/or properties may be historically significant. The survey identified two historic structures; the Scott House (described below) and the Polo Barn, which, due to its deteriorating condition, was demolished in June 2014.

Scott House

Built in 1853 by Hiram D. Scott, the Valley's namesake, this Greek revival farmhouse was originally located along Scotts Valley Drive east of its present location at the Scotts Valley Civic Center. The Scott house was originally a very symmetrical, New England style, Greek Revival house with an attached ell. Being from Maine, Scott constructed a home that had the comfort and conveniences of the wooden structures of his New England homeland. The mortice and tenon style of construction used in the house was abandoned in the East coast in 1840. The corner pilasters and open pedimented gable exemplify typical Greek Revival details. Native California redwood is the dominant wood used in the house's construction. Mr. Scott may have borrowed the floor plan and detailing from the popular builder's guide and house pattern books of the day. The original house consisted of a parlor, parlor bedroom, second bedroom, dining room, kitchen, and attic.

The Scott House was moved in 1936 from its location along the old Santa Cruz County Road, near where MacDorsa Drive is today, to its present site west one hundred yards up the hill. The widening of the Santa Cruz-Los Gatos highway, later called California Highway 17 and now Scotts Valley Drive, necessitated this move.

Owned by the City of Scotts Valley, the house is on the National Register of Historic Places, being an example of early 1850's architecture and its association with the Scott family.

Additional information regarding the history of Scotts Valley and the historic structures survey can be found at <http://history.scottsvalleychamber.com/index.html>

Open Space for Public Health and Safety

The conservation of open space areas within the context of public health and safety includes air quality, climate change, and the reduction of greenhouse gas (GHG) emissions.

Air Quality

The project site is located within the North Central Coast Air Basin (NCCAB), which includes Monterey County, San Benito County, and Santa Cruz County, comprising an area of approximately 5,159 square miles along the central California coast. The Monterey Bay Air



Resources District (MBARD) is responsible for local control and monitoring of criteria air pollutants throughout the NCCAB.

Air in Scotts Valley is typically maritime in origin, as it moves over the land from the Pacific Ocean. Summers are warm and dry, while winters are mild and experience periods of rains. The northwesterly winds vary during the day, increasing throughout the hours of daylight. Subsidence inversions, which occurs during the summer and autumn under the influence of the North Pacific summertime high pressure area, can cause air pollutants to become trapped due to decreased vertical movement and poor ventilation. Wintertime inversions, which are shallower and occur with nighttime cooling, may also tend to trap some pollutants, as well as create dense surface fog. However, midday heating usually initiates vertical air currents and improves air quality. In addition, steady winds throughout the year provide generally good horizontal ventilation.

The Monterey Bay Air Resources District (MBARD) has the primary responsibility for ensuring that all state and federal ambient air quality standards are achieved and maintained within the basin. The MBARD responsibility with the California Air Resources Board (CARB) for ensuring that State and national ambient air quality standards are met within Santa Cruz County and the NCCAB. State law assigns local air districts the primary responsibility for controlling air pollution from stationary sources (i.e., non-moving, fixed-site sources, such as industrial facilities), while the CARB controls mobile sources (e.g. cars and construction equipment). The MBARD is responsible for regulating air pollution, permitting and inspecting stationary sources, monitoring air quality, and air quality planning activities.

The NCCAB is considered in attainment for most air pollutants, which means that the basin meets most state and national standards. However, the NCCAB is in non-attainment for ozone (O₃) and coarse particulate matter (PM₁₀). Vehicles are a significant source of these pollutants, both directly by combustion and indirectly by the interaction of combustion byproducts with one another with ultraviolet (UV) light.

Sensitive receptors include those segments of the population that are most susceptible to poor air quality, such as children, seniors, athletes and people with cardiovascular and chronic respiratory diseases, as well as sensitive land uses, such as schools, parks, and residential communities. Air quality problems intensify when sources of air pollutants and sensitive receptors are located near one another. Since schools, parks, and residential areas are located throughout the City, the consideration of sensitive receptors is an important aspect of the General Plan.

Additional information can be found at: www.mbard.org.

Climate Change and Greenhouse Gas Reduction

Climate change affects all communities in California, particularly regarding water supply, flooding, air pollution, heat waves, and sea level rise. Unless adequately anticipated and mitigated, the effects of climate change would impact Scotts Valley's economy, public safety, and overall quality of life.

Climate change is the observed increase in the average temperature of the Earth's atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. Gases that absorb and re-emit infrared radiation in the atmosphere are called GHGs. GHGs are present in the atmosphere naturally, released by natural sources, or formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆) (CEQA Guidelines § 15364.5). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, whereas CH₄ results from off-gassing associated with agricultural practices and landfills. GHGs have the potential to adversely affect the environment because such emissions contribute, on a cumulative basis, to climate change. Climate change is by definition a cumulative impact, because it occurs worldwide. Although emissions of one single project do not cause climate change, GHG emissions from multiple projects (past, present and future) throughout the world could result in a cumulative impact with respect to climate change.

The accumulation of GHGs in the atmosphere regulates the earth's temperature. Without the natural heat trapping effect of GHGs, Earth's surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Additional information can be found at: <https://ww2.arb.ca.gov/>.

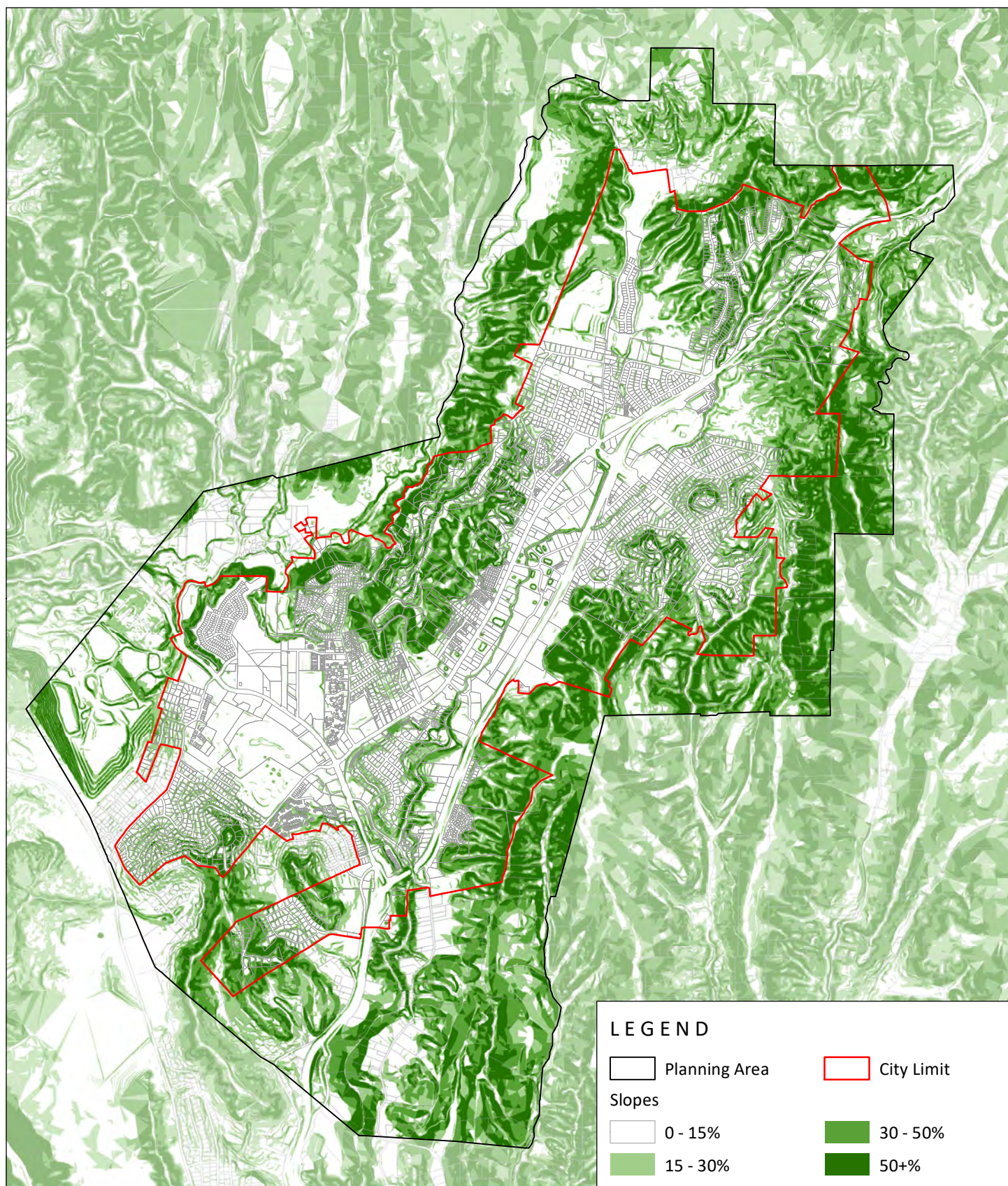
California's Climate Change Policy and Local Communities

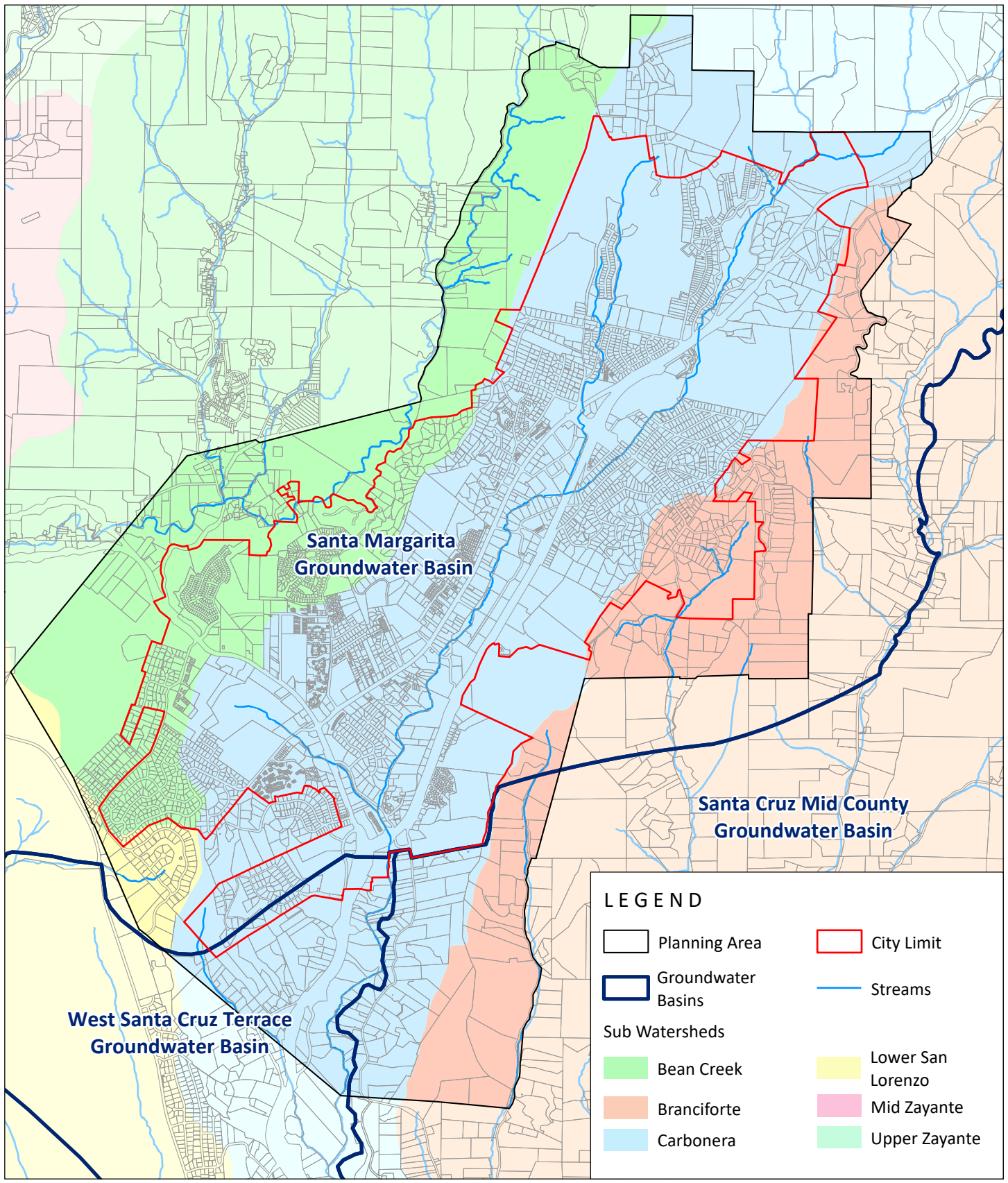
The effects of climate change and pollution pose great risks for Californians, including more frequent and more intense forest fires, more air pollution, deadly heat waves, a significant reduction in snowpack and state water supplies, sea level rise and erosion along California's long coastline, and billions of dollars in damage to our agricultural, tourism, recreation, and



other industries. These impacts have the potential to be hugely disruptive to how local governments operate.

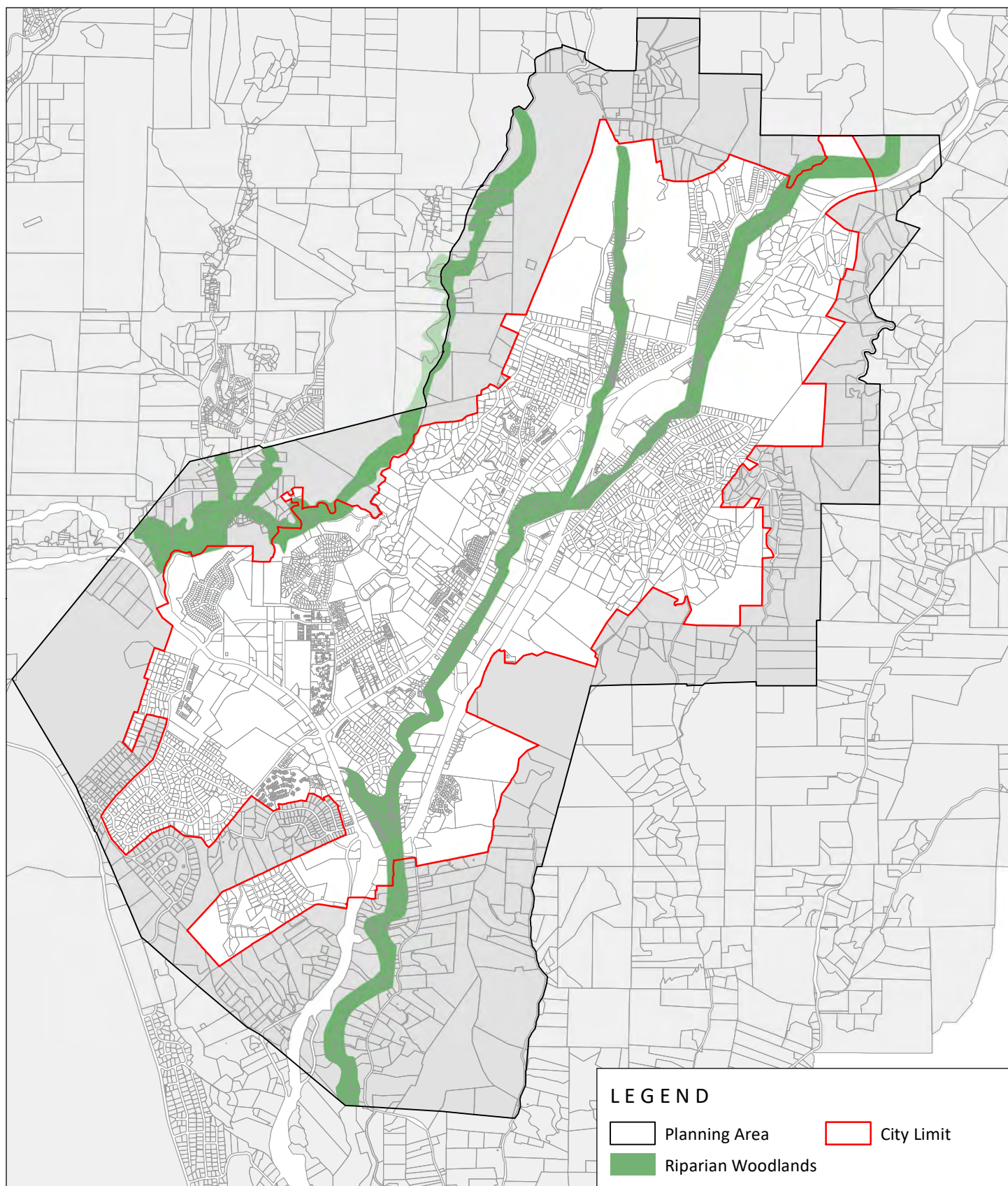
Executive Order S-03-05 established greenhouse gas (GHG) emissions reduction targets for the state. Subsequently, AB 32 (2006) established a comprehensive program to achieve quantifiable, cost-effective reductions of greenhouse gases on a scheduled basis. Additional legislation supported AB 32, including SB 375 (2008), which aligned land use and transportation with environmental goals locally through Sustainable Community Strategies (SCS), and Executive Order B-30-15, which establishes 40 % below 1990 levels by 2030 as an intermediate target towards the 2050 goals. The 2014 revised AB 32 scoping plan highlights the importance of local government in reducing emissions to achieve long-term statewide goals. To achieve California's 2050 emissions goal of 80% below 1990 levels, emissions must decline several times faster than the rate needed to reach the 2020 emissions limit. The scoping plan, per SB 32 and SB 197, was revised again and adopted in December 2017.





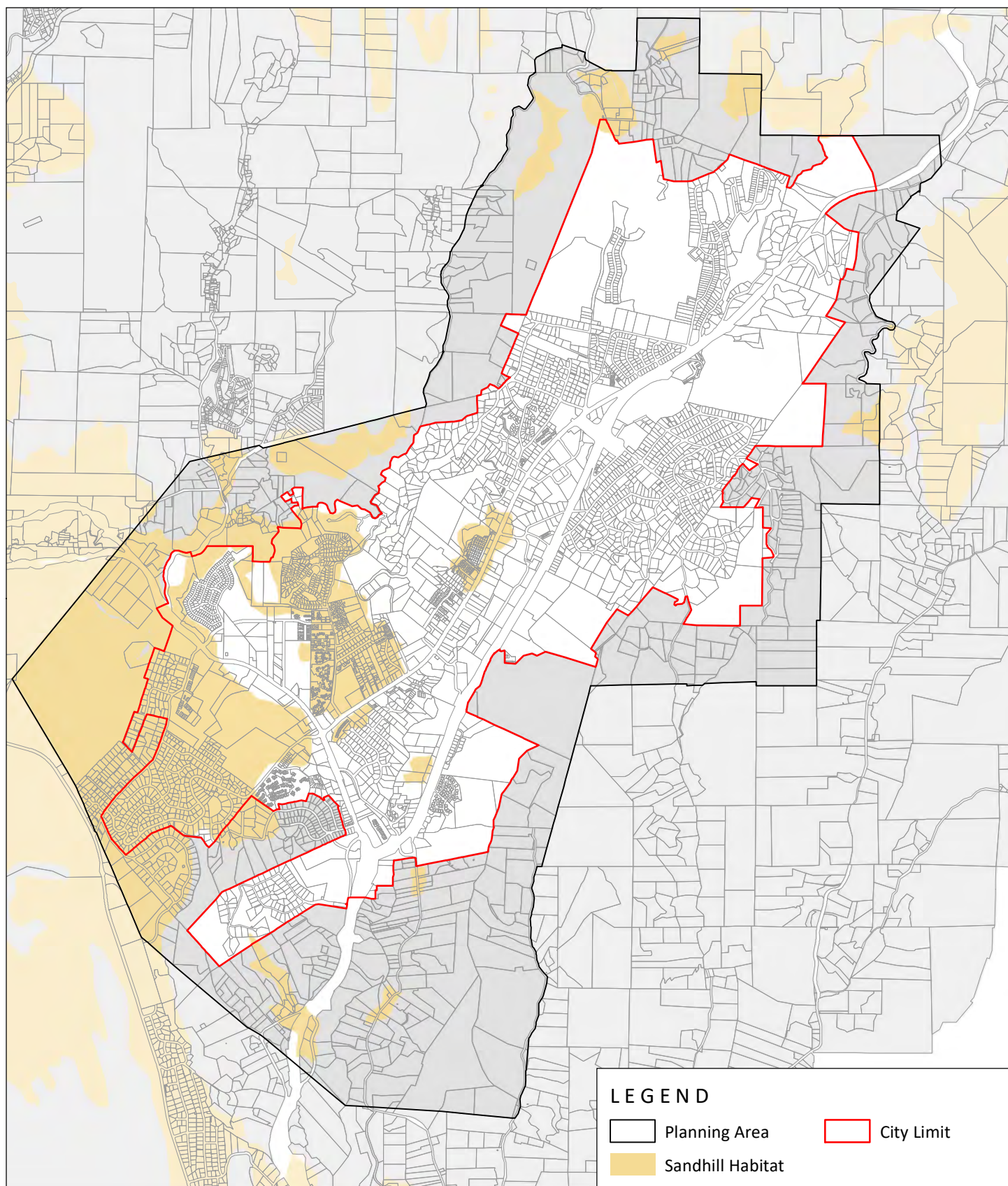
Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure OSC-2: Watersheds



Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure OSC-3: Riparian Woodlands



Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure OSC-4: Sandhill Habitat

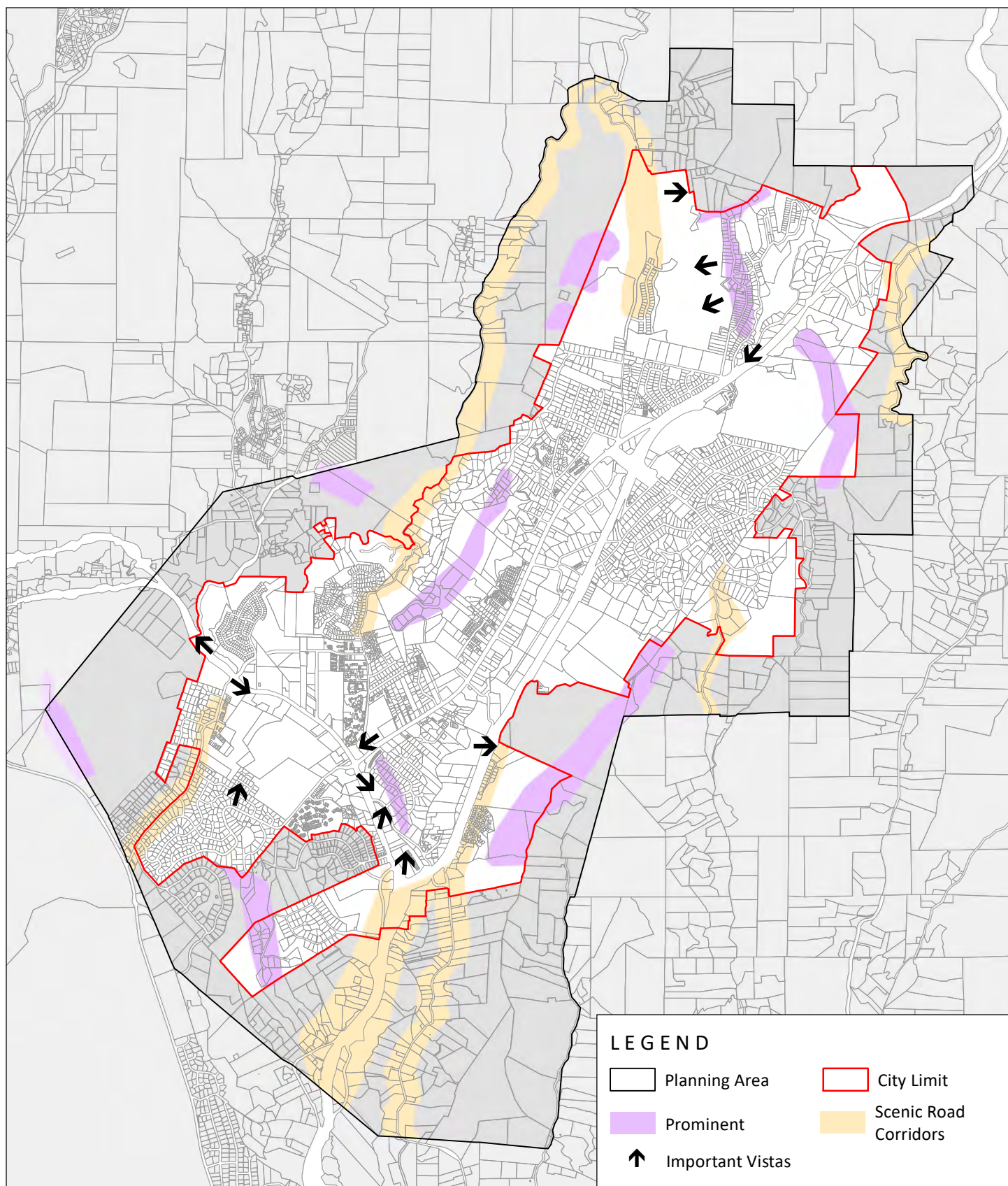
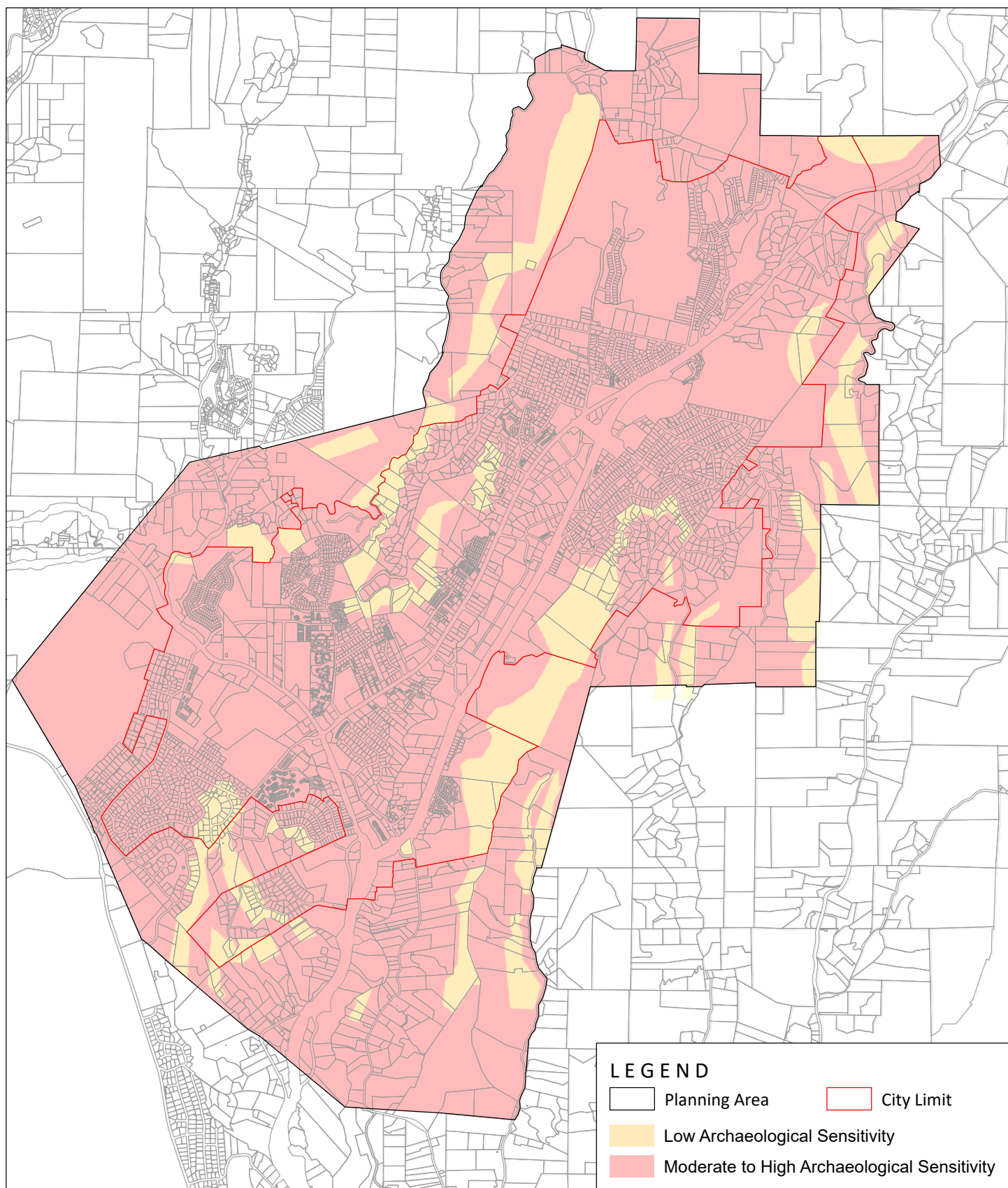


Figure OSC-5: Viewsheds and Scenic Corridors





Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure OSC-6: Cultural Resource Areas

Goals, Policies & Actions

Goal OSC-1 To protect and conserve Scotts Valley's natural resources. (OSG-316, revised)

Policies

Region

- Policy OSC-1.1 Regional Collaboration – Biological Resources**
Continue to participate in regional, state, and federal programs that protect biological resources in Scotts Valley and the region.
- Policy OSC-1.2 Regional Collaboration – Stormwater**
Continue to partner with and support federal, state, and local agencies in regional planning and management initiatives to promote and enhance water quality in Scotts Valley and the region. Participate in efforts to reduce stormwater and urban runoff impacts to water quality, restoration efforts, and regional mitigation, monitoring, and public education programs.
- Policy OSC-1.3 Regional Sandhills Habitat Conservation Plan**
Continue to collaborate with the County of Santa Cruz and the U.S. Fish & Wildlife Service to maintain the habitat conservation plan (HCP) for the Sandhills Habitat area.
- Policy OSC-1.4 Hanson Quarry Restoration**
Work in coordination with Santa Cruz County, ~~and the~~ Scotts Valley Water District ~~(?)~~, and other relevant agencies to plan and implement any future remediation and/or reuse options for the Hanson Quarry.

City

- Policy OSC-1.5 Glenwood Open Space Preserve**
Continue to collaborate with the Land Trust of Santa Cruz County to maintain the management plan for the Glenwood Open Space Preserve ~~and seek opportunities (e.g. grants) to expand the amount of publicly accessible trails within the Preserve.~~



Policy OSC-1.6 Natural Diversity

Promote the protection and preservation of native species, habitat, and vegetation types and overall natural diversity in Scotts Valley.

Policy OSC-1.7 Environmentally Sensitive Areas

Preserve and protect ~~and, where appropriate, expand~~ environmentally sensitive areas in Scotts Valley.

Policy OSC-1.8 Riparian Corridors

Riparian corridors shall be maintained and protected consistent with federal, State and local regulations. Degraded corridors shall be restored or improved in association with development of frontage properties. Require landscaping for new developments along creeks or in wetlands to be native riparian plant species.

Policy OSC-1.9 Creek Protection

Maintain creek beds, riparian corridors, water courses, and associate vegetation in their natural state to assist in groundwater percolation and prevent erosion and downstream sedimentation.

Policy OSC-1.10 Creek and Wetland Setbacks

Require setbacks and implementation of standards and guidelines for development and improvements within the City and adjacent to creeks and wetlands as set forth in the City's Stormwater Management Program.

Policy OSC-1.11 Creek Restoration

Where opportunities exist and are feasible associated with new Public Works Department or private development, restore culverted or buried channels to their natural state.

Policy OSC-1.12 Wetland Protection

Protect and restore the biological productivity and quality of wetlands, where feasible.

Project

Policy OSC-1.13 Slope Exceeding 25%

~~No~~ A building permit for new construction shall be issued for building envelopes whose average slope, as defined by the slope formula in the City's Municipal Code, exceeds 25%, unless only with an engineering geology study that finds ~~that~~ no danger to life or property exists in development. ~~Exceptions may be made for reconstruction due to declared or natural disasters.~~

Policy OSC-1.14 Native Plant Communities

New development proposed in, or adjacent to, areas containing native plant communities shall be carefully planned and provide for their conservation and maintenance.

Policy OSC-1.15 Project Biological Resources Impacts

The City's environmental review process shall be used to determine potential impacts to biological resources of project proposals. Ensure that new development avoids, minimizes, and/or mitigates impacts to biological resources and sensitive habitat.

Policy OSC-1.16 Biological Survey

As a part of the environmental review process, require new development proposed within areas of native plants or rare or endangered wildlife habitat to prepare a site-specific survey which identifies the location and type of species present. The development shall be required to mitigate any potential impacts to such species. Where appropriate, designate those areas as open space.

Policy OSC-1.17 Wetland Habitat

Require new development to protect and preserve wetland habitats that meet ~~one~~any of the following conditions: 1) Wetlands that contribute to the habitat quality and value of undeveloped lands established or expected to be established in perpetuity for conservation purposes; 2) Wetlands contiguous to riparian or stream corridors or other permanently protect lands; 3) Wetlands located within or contiguous to other high value natural areas.

Policy OSC-1.18 Wetland Study

Require the submittal of a detailed biological study for new development where an initial site inventory indicates the presence or potential for wetland species or indicators. The study shall contain a delineation of all wetland areas on the project site based on the definitions contained in Section 13577(b) of Title 14 of the California Code of Regulations.

Actions

Action OSC-1.1 Invasive Species

Manage or eliminate invasive species from City-owned property and open space on a regular basis, as deemed necessary to maintain the viability of native plant species.



Action OSC-1.2 Santa Cruz Sandhills HCP

Work with relevant agencies to finalize and implement an HCP for the Sandhills area habitat in the Planning Area. In the interim, continue to support use of the Interim Programmatic Habitat Conservation Plan (IPHCP) as mitigation for loss of sandhills habitat in conjunction with new development.

Action OSC-1.2 Action OSC-1.3 Glenwood Open Space Preserve Access

Seek opportunities (e.g. grants) to expand the amount of publicly accessible trails within the Glenwood Open Space Preserve and properly manage and mitigate neighborhood impacts at trail access points, where possible.

Goal OSC-2 To preserve and protect existing viewsheds and scenic open spaces and corridors. (OSG-360)

Policies

City

Policy OSC-2.1 Ridgeline Protection

Predominant ridgelines shall be protected to allow clear view from streets and roads. Scenic easements associated with new development shall be established to protect the ridgelines.

Policy OSC-2.2 Ridgeline Trail System

Support efforts to create a ridgeline trail system, as described in the Scotts Valley Parks Master Plan.

Project

Policy OSC-2.1 Policy OSC-2.3 Dedication of Open Space and Conservation Easements

Encourage the dedication of property as open space and/or conservation easements to provide increased public access to scenic corridors and open spaces. Encourage that as part of new development, areas over 40% slope as defined by the City's Municipal Code are dedicated as open space scenic easements. The open space designation shall be recorded in the Office of the County Recorder.

~~Policy OSC-2.2~~ Policy OSC-2.4 Natural Setting Integration

Protect the visual resources of Scotts Valley by requiring that new development avoid impacts to prominent ridges and scenic corridors as shown in [Figure OSC-5: Viewsheds and Scenic Corridors](#). Where appropriate, designate those areas as open space.

~~Policy OSC-2.3~~ Policy OSC-2.5 Natural Setting Integration

Protect visual resources by requiring that new development be integrated into the natural setting.

~~Policy OSC-2.4~~ Policy OSC-2.6 Landscape Screening

Landscaping, using drought-tolerant and native plants, should be used as part of new development to integrate the man-made environment into the natural backdrop and to screen or soften the visual impact.

~~Policy OSC-2.5~~ Policy OSC-2.7 Infill Development

Encourage infill development on vacant land within existing developed areas. Where infill is not feasible, new development should occur adjacent to existing urban areas where services are available or can be easily extended.

~~Policy OSC-2.6~~ Policy OSC-2.8 Clustering Development

Where appropriate, encourage clustering of new development through the use of Planned Development (PD) zoning, where applicable, to minimize disturbance of natural features and resources and maximize preservation of open space.

~~Policy OSC-2.7~~ Policy OSC-2.9 Site Planning

Give attention to compatibility of site planning and design with the overall scenic quality of Scotts Valley, especially through siting of development and street improvements, and landscaping and sign control restrictions.

~~Policy OSC-2.8~~ Policy OSC-2.10 Quality Design

Encourage high-quality site design, landscaping, architecture, and sign design that complements the City's small-town character and valley setting.

~~Policy OSC-2.9~~ Policy OSC-2.11 Street and Open Space Planning

Where feasible, projects shall locate streets and open space, and not private yards, along waterways, ridges, or scenic vistas.

~~Policy OSC-2.10~~ Policy OSC-2.12 Protect and Enhance Natural Environment

Site planning for new development in the City should be designed to protect and enhance the natural environment.



Goal OSC-3 To preserve surface and ground water supplies in the Planning Area.

Policies

Region

Policy OSC-3.1 Regional Collaboration – Stormwater

Continue to partner with and support federal, state, and local agencies in regional planning and management initiatives to promote and enhance water quality in Scotts Valley and the region. Participate in efforts to reduce stormwater and urban runoff impacts to water quality, restoration efforts, and regional mitigation, monitoring, and public education programs.

Policy OSC-3.2 Water Use Efficiency

Continue to partner with and support water districts in the Planning Area to develop and implement water use efficiency programs.

Policy OSC-3.3 Public Outreach on Water Resources

Continue to partner with water districts in the Planning Area, local non-profits, and other environmental organizations to educate the public about water resources, planning and management topics.

City

Policy OSC-3.4 Storm Drainage System

Seek to maintain a storm drainage system which provides optimal flood protection and maximum groundwater recharge.

Policy OSC-3.5 Drainage Channels

As part of the permit process, require the dedication of easements for natural drainage channels, where appropriate.

Policy OSC-3.6 Project Surface and Groundwater Supplies

Maintain regulatory measures to protect streams, creeks, ponds, and aquifers from pollution due to toxic substances, and erosive forces.

Policy OSC-3.7 Development Impact to Groundwater Resources

As part of the environmental review process, and in cooperation with the applicable water districts, require developers to evaluate the impact to local water resources. Where deemed appropriate, mitigation may ~~take the form of~~ include construction of recharge improvements.

Policy OSC-3.8 Non-Point Source Pollution

Minimize, avoid, or eliminate non-point source pollution by controlling stormwater runoff, polluted dry weather runoff, and other pollution, in compliance with Scotts Valley's National Pollutant Discharge Elimination System (NPDES) Permit and Stormwater Management Plan.

Policy OSC-3.9 Best Management Practices – Stormwater

Require all new development, public and private, to meet or exceed state stormwater requirements and incorporate best management practices to treat, infiltrate, or filter stormwater runoff and reduce pollutants discharged into the storm drain system during construction and post-construction, to the maximum extent practicable.

Policy OSC-3.10 Landscaping and Re-Vegetation

Require landscaping and re-vegetation of graded or disturbed areas for new development.

Policy OSC-3.11 Drought Tolerant and Native Plants – Landscaping

Encourage the use of drought-tolerant and native plants in landscaping to minimize the need for fertilizer, pesticides, herbicides, and excessive irrigation; and conform with Stormwater Pollution Prevention Plans.

Policy OSC-3.12 City Property Water Quality Maintenance

Design, construct, and maintain City properties in a manner that maximizes water quality protection through: 1) Designing new and renovated landscaped and paved areas that suit site conditions, protect water quality, and support sustainable maintenance; 2) Using drought-tolerant native and non-invasive plant species; 3) Incorporating Low Impact Development design techniques; 4) Practicing the principles of integrated pest management; and, 5) Selecting and using fertilizers that minimize negative impacts on soil organisms and aquatic environments.

Policy OSC-3.13 Water Use

Encourage efficient water use methods such as the use of low-flow plumbing fixtures and water-wise landscaping in new and existing residences and businesses.



Project

Policy OSC-3.14 Drainage Plans

Require new development to protect water infiltration, purification, and retentive functions of natural systems that exist on the site. Drainage plans shall be designed to complement and utilize existing drainage patterns and systems, providing drainage for the developed area ~~in a non-erosive manner~~ while minimizing the potential for erosion.

Policy OSC-3.15 Impervious Surfaces

New development shall minimize the amount of impervious surfaces and shall be prohibited from having post-project peak stormwater runoff discharge rates exceeding the estimated pre-project rate.

Policy OSC-3.16 Prevent Contaminant Settling

Utilize natural features supplemented by engineering designs to prevent contaminants from settling over recharge areas while allowing percolation of non-contaminated water into the aquifer.

Policy OSC-3.17 Project Water Quality Impacts

Use the environmental review process to determine potential water quality impacts of new development.

Policy OSC-3.18 Water Quality Best Management Practices

Require new development to implement best management practices that reduce water quality impacts associated with the construction and operation of the project.

Actions

Action OSC-3.1 ~~Drought Tolerant and~~ Native Plant List

~~Develop a recommended~~ Compile a list of resources regarding drought-tolerant ~~and~~ native plants ~~s-list~~ for landscaping in Scotts Valley.

Action OSC-3.2 Stormwater Infrastructure

Maintain a priority list and timeline for public stormwater drainage infrastructure improvements in Scotts Valley.

Action OSC-3.3 Funding for Stormwater Management

Identify funding sources to upgrade inadequate stormwater facilities in the City.

Action OSC-3.4 Stormwater Management Program

Update the City's Stormwater Management Program as necessary to be consistent with State requirements.

Action OSC-3.5 Water Conservation Ordinance

Amend the City's Municipal Code to adopt a Water Use Efficiency Ordinance.

Goal OSC-4 To protect and conserve the Planning Area's significant historical and archaeological resources. (OSG-401, revised)

Policies

City

Policy OSC-4.1 Maintain Historical and Archaeological Resource Inventory

Continue to cooperate with appropriate organizations and professionals to maintain information on the location and significance of historical and archaeological resources.

Policy OSC-4.2 Restore Historic Structures

Encourage public and private efforts to restore designated historic structures and to continue their use as an integral part of the community, where appropriate.

Policy OSC-4.3 Protect and Enhance Historic Structures

Protect and enhance designated historic structures through the environmental, permit, and design review processes, where appropriate.

Policy OSC-4.4 Historic Preservation Grants

Apply and/or encourage private parties to apply for historic preservation and restoration grants for historically designed structures.

Project

Policy OSC-4.5 Protect Archaeological Resources

Use the City's environmental review process to determine potential impacts to archaeological resources of project proposals. The City's archaeological sensitivity zone map shall be used, along with other appropriate data, to evaluate whether archaeological resources are threatened by new development.



- Policy OSC-4.6** **Development on Historic Sites Known Archeological Resources**
All new development located on a parcel(s) containing an existing or former historic structure shall require a historical-an archaeological field reconnaissance and report prior to project consideration by the decision-making body.
- Policy OSC-4.7** **Historic Structure Destruction**
Prohibit the destruction of designated historical resources without a prior public hearing and consideration given to preservation alternatives.

Actions

- Action OSC-4.1** **Update Historic Structures Survey**
Commission an update to the Evaluation of Potential Historic Structures in the City of Scotts Valley (Laffey, 1990). The updated survey should re-asses previously identified historic structures and identify any additional structures which may be considered historic since the 1990 survey.
- Action OSC-4.2** **Financial Assistance and Incentives**
Participate in financial assistance programs, such as low-interest loans and property tax reduction programs that encourage maintenance and restoration of historic properties.
- Action OSC-4.3** **Archaeological Resource Preservation Standards**
Maintain standards concerning when and how to conduct archaeological surveys and the preferred method of preserving artifacts.
- Action OSC-4.4** **Educational Programs**
Foster public awareness and appreciation of cultural resources by sponsoring educational programs, helping to display artifacts that illuminate past cultures, and encouraging private development to include historical and archaeological displays where feasible and appropriate.
- Action OSC-4.5** **Partnering for Preservation**
Partner with agencies, non-profit organizations, and citizens groups to help identify, preserve, rehabilitate and maintain cultural resources.
- Action OSC-4.6** **City-Owned Historic Structures**
Preserve and, as resources permit, rehabilitate City-owned historic structures by seeking grants, donations, private-sector participation or other techniques that help fund rehabilitation and adaptive reuse.

Goal OSC-5 To integrate air quality, land use and transportation planning and promote the increased use of renewable energy sources to reduce the emission of criteria pollutants and greenhouse gases from mobile sources; and to promote building techniques that increase energy efficiency.

Policies

Region

Policy OSC-5.1 Maintain and Improve Air Quality

Cooperate with regional agencies – including the Monterey Bay Air Resources Board (MBARD), the Santa Cruz County Regional Transportation Commission (SCCRTC), and the Association of Monterey Bay Area Governments (AMBGAG) in developing and implementing air quality management plans.

Policy OSC-5.2 State and Regional Collaboration

Participate in regional, state, and federal efforts addressing renewable energy sources, energy efficiency, greenhouse gas emissions, and reduced consumption of natural resources.

Policy OSC-5.3 Renewable Energy Research and Education

Support State and federal legislation promoting research and education on renewable energy and other technologies.

City

Policy OSC-5.4 Renewable Energy Strategies

Encourage the implementation of energy strategies to increase the local use and production of renewable energy.

Policy OSC-5.5 On-Site Energy Generation

Encourage on-site energy generation ~~in Scotts Valley, including wind and solar, provided that significant adverse environmental impacts associate with such facilities can be mitigated~~ under appropriate regulatory oversight.

Policy OSC-5.6 Reduce Automobile Pollution

Promote the implementation of circulation system improvements that can reduce local consumption of fossil fuels.



- Policy OSC-5.7 Concentration of Higher-Density Land Uses**
To help reduce air quality emissions, concentrate commercial, mixed-use, and high density residential development along transit corridors, at major intersections, and near activity centers that can be served efficiently by public transit and alternative transportation modes.
- Policy OSC-5.8 Exposure to Hazardous Air Pollutant Emissions**
Minimize exposure of the public to hazardous air pollutant emissions, particulates and noxious odors from highways, major arterial roadways, industrial, manufacturing, and processing facilities.
- Policy OSC-5.9 Reduction in GHG Emissions**
Encourage reduction in greenhouse gas emissions, including alternatives to use of gas-powered vehicles. Such alternatives include public transit, alternatively fueled vehicles, bicycle and pedestrian routes, and bicycle- and pedestrian-friendly development design.
- Policy OSC-5.10 Reduced Vehicle Miles Traveled**
Encourage development of transit-oriented and infill development and encourage a mix of uses that foster walking and alternative transportation; and thereby reduce vehicle miles traveled.
- Policy OSC-5.11 Low-emissions City Vehicles**
As appropriate, purchase City vehicles with electric, fuel efficient, or alternative fuel systems including hybrid, compressed natural gas (CNG), and bio-diesel.
- Policy OSC-5.12 Cost-Benefit Considerations**
Ensure that greenhouse gas reduction strategies optimize benefits relative to costs. Prior to adopting any greenhouse gas reduction strategy, consider the cost of implementation to the City and the private sector.
- Policy OSC-5.13 Reusable Goods**
Encourage the use of reusable, returnable, recyclable, and repairable good through incentives, educational displays and activities, and City purchasing policies and practices.
- Policy OSC-5.14 Support for Energy Efficiency**
Continue to support organizations that promote energy efficiency and offer assistance to residents and businesses that wish to increase their energy efficiency.

Project

- Policy OSC-5.15 Maintain Air Quality Standards**
Implement conditions on new industrial and commercial development appropriate to maintain federal and state ambient air quality standards.
- Policy OSC-5.16 Sensitive Uses Adjacent Toxic Air Contaminants**
Ensure that new development with sensitive uses located adjacent to toxic air contaminant (TAC) sources minimize potential health risks by incorporating design features with consideration of site and building orientation, location of trees, and incorporation of ventilation and filtration to less~~en~~ any potential health risks. If deemed necessary, the City shall require the preparation of a health risk assessment.
- Policy OSC-5.17 Air Quality Design Considerations**
Encourage new development that protect and improve air quality and minimize direct and indirect air pollutant emissions by reducing vehicle trips (e.g. projects with access to transit and projects that provide walking and bicycling amenities).
- Policy OSC-5.18 Photovoltaic Panels**
Encourage the installation of photovoltaic panels on new homes and businesses.
- Policy OSC-5.19 Solar Heaters**
Encourage the use of solar water and pool heaters.
- Policy OSC-5.20 Passive Solar Design**
Encourage passive solar design in new development, in which window placement and building materials help to collect and maintain solar heat in the winter and reflect solar heat in the summer.
- Policy OSC-5.21 Energy-Efficient Design Features**
~~Encourage~~Require new development to incorporate energy-efficient design features for HVAC, lighting systems, and insulation that exceed Title 24 standards.
- Policy OSC-5.22 High-efficiency Residential Appliances**
Require that new construction and major remodeling residential projects use high-efficiency or zero-waste fixtures.
- Policy OSC-5.23 Demolition Material Recycling**
~~Encourage~~Require recycling of building demolition materials, where practical.



Policy OSC-5.24 VMT Reduction

Provide bikeways, pedestrian paths, and transit turn-outs/stops as requirements of new development applications, as applicable.

Policy OSC-5.25 Transit Facilities

Where appropriate, encourage the construction of transit facilities as part of new development.

Policy OSC-5.26 Minimize Construction Pollution

Require builders to use appropriate techniques to minimize pollution from construction activities.

Policy OSC-5.27 Wood-Burning Fireplace Alternatives

~~P~~Consistent with the Monterey Bay Air Resources Board, prohibit wood-burning fireplaces in new and significantly renovated residential projects.

Policy OSC-5.28 Grey water Collection

Support grey water collection and reuse within residential and business closed water systems (toilets) and support further study of appropriate use of grey water within landscaped areas.

Policy OSC-5.29 City Project Design

Ensure that all City-sponsored new development serves as models of energy efficient building design.

Actions

Action OSC-5.1 Consistency with Other Directives

Monitor federal, state, and regional policies and directives relating to climate change, and adjust City policies and programs as appropriate to maintain consistency.

Action OSC-5.2 Green Building Regulations

Update the City's green-building regulations as necessary to be consistent with state regulations.

Action OSC-5.3 Consumption/Waste Reduction

Encourage the reduction of waste and consumption from household and business activities in Scotts Valley through public outreach and education activities.

Action OSC-5.4 Public Outreach – Energy Efficiency

Participate in the efforts of other regional, state, and federal agencies to provide outreach to residents, businesses, and property owners on programs, incentives, and regulations to increase energy efficiency.



SAFETY & NOISE



The Scotts Valley **Safety & Noise Element** addresses risks in Scotts Valley to the community's health and safety, identifying potential hazards and providing policies to protect against and mitigate those hazards.

SAFETY & NOISE ELEMENT

Introduction

California State law requires that a General Plan include both a Safety and a Noise Element. This General Plan combines these two elements into a single Safety and Noise Element that addresses the concerns and satisfies the legal requirements for both.

The purpose of the Safety Element of the General Plan is to reduce death, injuries, property damage, and the economic and social dislocation resulting from natural hazards. These hazards include fire, flooding, geologic & seismic, and hazardous materials spills. The element also discusses the City's emergency preparedness plan to provide for the safety of the community in the event of one of these emergencies.

The Noise element of the General Plan complies with California Government Code Section 5302 (f) to control and abate environmental noise and to protect citizens from excessive noise exposure.

Current Status

Recommended by Planning Commission to City Council – DATE

Accepted by City Council at Public Hearing – DATE



Safety Element Background and Context

Existing Conditions

The Safety Element is tied to the Land Use, Community Services and Facilities, and Mobility Elements of the General Plan. Land use policies, standards, and designations must be critically reviewed and when necessary, land use restricted based on potential safety hazards. The Community Services and Facilities Element focuses on maintaining a high level of fire, police, and other public services to protect the physical environment, as well as residents, against the natural and human-generated hazards of the Planning Area. The Mobility Element must incorporate evacuation routes and street standards that permit the residents, as well as emergency vehicles, to continue to move throughout the area in times of crisis or natural disasters.

Wildfire Hazards

Any fire, regardless of size or location, poses a threat to life and property until it is contained or controlled. It must be recognized that all fires are hazardous and fire prevention and safety measures must be incorporated into all land use planning decisions.

Fire hazards are generally categorized into two main types: 1) **Wildland Fires**. A fire in an area of combustible vegetation that generally occurs in the countryside, rural area, or an undeveloped portion of a parcel. 2) **Structure Fires**. Fires which involve specific sites and structures including residential, commercial, utility, and industrial type occupancies. Figure SN-1: Fire Hazard Areas, identifies major fire protection areas within the Scotts Valley Planning Area.

The State of California experiences large wildland fires almost every year. The factors contributing to fires – highly flammable brush, rugged terrain, long arid summers, dry northeast winds, periods of drought, and an expanding population – are all typical characteristics of Scotts Valley. Effective fire suppression over the past 100 years has led to uncharacteristically high fuel loads. When ignitions occur during unfavorable weather, in areas with poor access, fires can rapidly increase to an unmanageable size prior to fire crews arrival.

Santa Cruz County has a history of wildland fires, particularly in the more mountainous regions of the Santa Cruz Mountains. In 2008 Santa Cruz County experienced three large wildfires resulting in approximately 5,400 acres burned and numerous homes destroyed. Again, in 2009, Santa Cruz County experienced two large wildfires resulting in approximately 8,500 acres damaging and destroying numerous homes and structures. In the Fall of 2020, the CZU Lighting complex fire burned more than 86,000 acres and more than 1,480 buildings; including 140 residential and commercial structures, and one fatality (CalFire, 2020). While the City of Scotts Valley was not directly affected by this fire, precautionary evacuations were required.

Primary responsibility for preventing and suppressing wildland fires in the County is divided between local firefighting agencies and the State. Local firefighting agencies have the primary responsibility in areas designated within a “Local Responsibility Area” (LRA). The Scotts Valley Fire District is the primary firefighting agency in the Scotts Valley Planning Area (see Figure CFS-2: Fire Districts). The California Department of Forestry and Fire Protection (CalFire) has the primary responsibility in those areas designated as a State Responsibility Area (SRA). Santa Cruz County is in the Santa Cruz – San Mateo SRA, and fire management efforts are guided by the Santa Cruz County – San Mateo County Community Wildfire Protection Plan, which is incorporated herein by reference.

CalFire Fire Hazard Severity Zones

CalFire uses Fire Hazard Severity Zones (FHSZ) to classify the anticipated fire-related hazard for state responsibility areas (SRAs). A FHSZ is a mapped area that designates zones (based on factors such as fuel, slope, and fire weather) with varying degrees of fire hazard (i.e., moderate, high, and very high). FHSZ maps evaluate wildfire hazards, which are physical conditions that create a likelihood that an area will burn over a 30- to 50-year period. They do not take into account modifications such as fuel reduction efforts.

While FHSZs do not predict when or where a wildfire will occur, they do identify areas where wildfire hazards could be more severe and therefore are of greater concern. FHSZs are meant to help limit wildfire damage to structures through planning, prevention, and mitigation activities/requirements that reduce risk. The FHSZs serve several purposes: they are used to designate areas where California’s wildland urban interface building codes apply to new buildings; they can be a factor in real estate disclosure; and local governments consider fire hazard severity in the safety elements of general plans.

CalFire identifies FHSA for State Responsibility Area (SRA) lands and separate draft Very High Fire Hazard Severity Zones for Local Responsibility Area lands. Moderate, high, and very high FHSZs are found in areas where the State has financial responsibility for fire protection and prevention. Only very high FHSZs are found in Local Responsibility Areas (LRAs). The City of Scotts Valley is located within the Local Responsibility Area, where local governments have financial responsibility for wildland fire protection. However, as shown in the CalFire Web-application generated image below, the areas surrounding the City limits are located in a SRAs with a Moderate and High FHSZ designation.



FHSZ

FHSZ in LRA

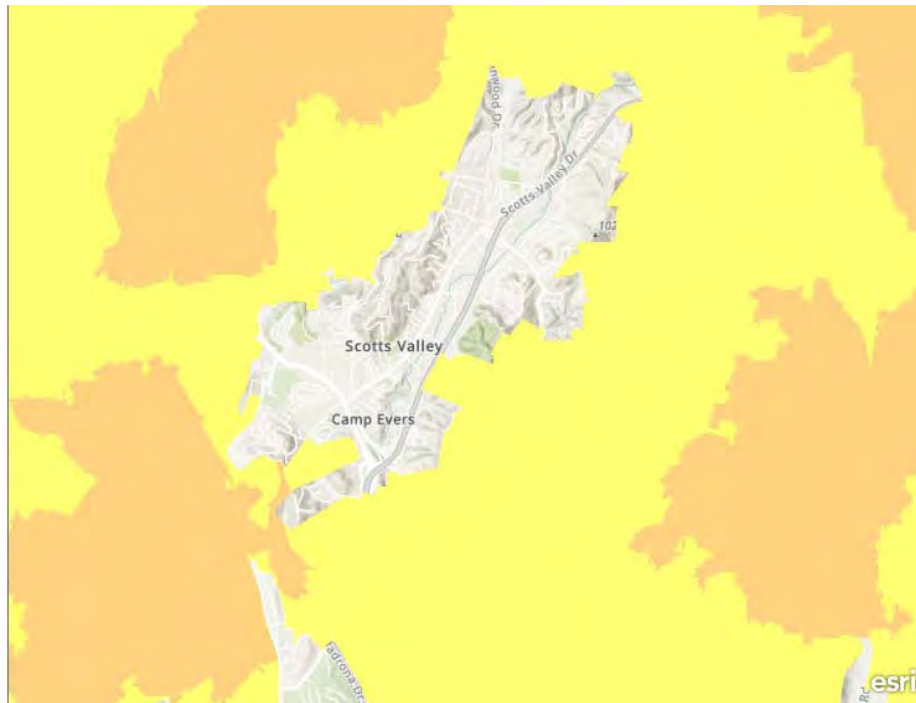
■ VHFHSZ

FHSZ in SRA

■ Very High

■ High

■ Moderate



Fire Hazard Development Regulations

Fire hazard regulations are intended to minimize on-site property damage and personal injury, avoid damage to adjacent properties, and reduce the cost of fire suppression services. Increasing "built-in" fire protection in those areas where new construction is allowed is the most cost effective way to achieve these objectives. All development must have adequate water available for fire suppression, whether from a hydrant and community system or from an on-site storage tank.

Where development is permitted near wildlands and natural vegetation, the fire hazard must be further mitigated by other measures. The locations of subdivision lots and building envelopes can maximize access by emergency vehicles and minimize construction in steep or wooded areas. Fire retardant roof materials are now required in high fire hazard areas. Preventing the spread of wildland fires to and from structures also requires establishing defensible space around each structure through management of surrounding vegetation and clearing of fuel breaks.

~~In addition to wildland fires, Scotts Valley experiences fires from structural, vehicular, utility, and other sources as well. Fires in the Scotts Valley Planning Area tend to be structural in nature year-round, and wildland fires in nature during summer months.~~

Fire Protection ~~Problems~~Issues

Various land uses require minimum water flows for adequate fire project (see Appendix BB of the California Fire Code, Table BB105.1: Minimum Required Fire-Flow and Flow Duration for Buildings). Fire hydrant capacities within the Scotts Valley Planning Area present some fire protection challenges for the Fire District in meeting these flows. Hydrant capacities range from 1,000 gpm (in 60% of the District), 500-1,000 gpm (30%) to 0-500 gpm (10%). Service is especially limited in the higher elevations. Most ~~of~~ the valley floor, however, has flows in excess of 2,000 gpm with storage of 2.8 million gallons. Thus, all the commercial and industrial areas of Scotts Valley are adequately protected; however, specific areas experience water supply and pressure problems. ~~As a result, the insurance rating for parcels within 5 miles of a Scotts Valley Fire District station is 2. Parcels greater than 5 miles from the nearest Scotts Valley Fire District station have an insurance rating of 10.~~ The Insurance Services Office, Inc. (ISO®) evaluates fire departments in the United States. Based on this evaluation, they assign a rating between 1 and 10 for each department – 1 being the best and 10 being the worst. This rating reflects the overall effectiveness of the department and helps determine the fire insurance premiums for property owners in that department's jurisdiction. Based on the above hydrant capacities, the insurance rating for parcels within 5 miles of a Scotts Valley Fire District station is 2. Parcels greater than five5 miles from the nearest Scotts Valley Fire District station have an insurance rating of 10.

Other ~~problems~~issues regarding provision of fire service involve restrictions due to road widths and structural obstructions. Problem areas are located around the Granite Creek-Southwood Drive “Ridge,” Cadillac Drive, Bean Creek Road, and Lockhard Gulch-Nelson Road. The Scotts Valley Fire District has a minimum road width requirement of 24-foot streets with no parking on either side, 28 feet with parking on one side, and 36 feet with parking on both sides. Approved turnarounds must comply with Santa Cruz Fire Prevention Officer Standard FPO-015 as adopted by the Scotts Valley Fire District. The standard sets minimum width and radius for cul-de-sac, Hammer-T, and lateral slip type of turnarounds.

Another critical roadway problem is ~~the~~ rural mountainous roads and long dead-end streets with no emergency outlets. These include Bean Creek Road, Bethany Way, Tabor Drive, and Sawyer Court. The Scotts Valley Fire District requires that any dead-end roadway greater than 150’ have an approved turnaround in accordance with Santa Cruz Fire Prevention Officer standard FPO-015. This physical restriction presents a safety hazard. ~~Figure SN-1: Fire Hazard Areas, identifies major fire protection areas.~~



Flood Hazards

The Scotts Valley Planning Area is subject to flood hazards resulting from heavy rainfall, causing the overflow of stream courses. Scotts Valley is principally drained by Carbonera Creek, which begins 1.3 miles north of the City limits. The creek runs through the City parallel to Highway 17, and eventually joins Branciforte Creek. The creek has two main tributaries in Scotts Valley: Camp Evers Creek runs south of Mt. Hermon; West Branch Creek runs east of Glenwood Drive. These creeks have been altered by road development, bridges, and culverts.

Insufficient channel capacity to handle peak flood flows, obstructions (such as vegetation or structures) in the stream channel, and poor land use practices can increase flood potential. Runoff occurs when storms of high intensity and/or long duration exceed the soil's ability to absorb water. Runoff rate and volume is also influenced by slope and vegetative cover. The greater the slope, the less chance rainfall has to infiltrate into the soil. Infiltration potential is enhanced by vegetation which serves to reduce the velocity of raindrops striking soil surfaces. In undeveloped areas where there are fewer streets and structures, absorption levels can be excellent. In intensely developed area where streets, parking lots, and structures cover much of the ground surface, absorption is extremely low because these materials are often impermeable.

Urban development conditions contribute to erratic runoff rates and flooding in areas where there is an inadequate storm drainage system. When the capacity of storm drains is exceeded, flooding occurs. Development in these flood-prone areas increases hazards to life and property.

The City of Scotts Valley revised its Storm Water Quality Plan in 2009. The plan recognized an increased need for adequately sized drainage facilities. Both in-stream and off-stream drainage facilities were identified, provided a cost estimate, and prioritized for both private and public properties (SWMP, 2009).

In addition to flood control improvements, the Federal Flood Insurance Program makes flood insurance available to residents and businesses in flood hazard areas after the hazards of flooding are estimated. Insurance rates vary according to the expected severity of the hazard. To participate in the program, however, a community must regulate development in the hazard area to not increase any hazards.

As shown in [Figure SN-2: Flood Hazards](#), flood prone areas along Carbonera Creek have been identified on the Flood Insurance Rate Map published by the Federal Emergency Management Agency (FEMA). The primary areas are Zone A, where floods are predicted to occur once every 100 years, and Zone B, where floods are predicted to occur every 100 to 500 years. Development in Zone A must be constructed outside or above the 100-year flood zone.

Although the flood area is not designated open space on the City's Land Use Map, the area remains open space for drainage and riparian corridor protection.

The City regulates flood hazards by requiring the floor elevation of new development to be at least one foot above the 100-year flood height and preventing development which may cause floodwaters to flow at hazardous velocities. The 100-year flood hazard area was mapped by FEMA on Flood Insurance Rate Maps in 2012. These maps are available in the City's Public Works and Planning Departments and are used to indicate the necessity for special review prior to project approval.

Geologic Hazards

Geologic Setting

As shown in [Figure SN-3: Fault Zones](#), the Scotts Valley Planning Area is relatively close to four major fault zones. These fault zones are the San Andreas Fault Zone, located approximately five miles to the northeast of the Planning Area; the Zayante Fault Zone, located to the north within 1.5 miles of the Planning Area; the Butano Fault Zone, located approximately four miles to the north; and, the Ben Lomond Fault Zone, located approximately one mile to the southeast of the Planning Area. Based on the major historic earthquakes which have occurred along these faults, each is considered to be active or potentially active, except for the Ben Lomond Fault for which insufficient data exists to determine its activity. A relatively short fault (1.5 miles), the Bean Creek Fault, is located along the lower portion of Bean Creek just outside of the Planning Area to the west, although there is insufficient data to classify this fault zone as well.

Both the Zayante Fault and the Butano Fault are considered potentially active and capable for producing major earthquakes of ~~major earthquakes of~~ magnitude 7.4 and 6.4 on the Richter Scale, respectively. Both faults exhibit evidence of activity and are tied into the San Andreas Fault system. The Ben Lomond Fault is also considered a potentially active fault.

Seismic Hazards

The following includes descriptions of potential seismic hazards which may be experienced in the Scotts Valley Planning Area. Seismic hazards can be divided into five basic categories: faulting or ground rupture, ground shaking, liquefaction, seismic slope failure, and seismically induced water waves. Seismically induced water waves would not directly affect Scotts Valley based on the Planning Area's location in the Santa Cruz Mountains. Seismic slope failure includes discussion of landslides and erosion.

Faulting and Ground Rupture

Faulting and ground rupture occur when one side of a fault moves during an earthquake horizontally or vertically in relation to the earth on the other side. The earth's surface may also



rupture, but this does not occur every time a fault moves. Structures placed over a fault stand a high possibility of failure should faulting and ground rupture occur. There is no indication that surface rupture is a hazard in the Planning Area as no known faults traverse it.

Ground Shaking

Ground shaking is vibration of the ground caused by earthquakes and often results in damage to structures. The extent of damage depends on: characteristics of underlying soils and rocks, design and configuration of the structure, quality of materials and workmanship used in construction, location of epicenter and magnitude of the earthquake, and duration and character of the ground motion. Damage to structures due to ground shaking may occur if tall, multi-story buildings are located on deep saturated soils and if the periods of vibration of the structures and the ground are similar. Potential for damage to buildings is generally minimized for well-constructed, single-story wood-frame buildings. Of all the hazards associated with major earthquakes, ground shaking will have the most pervasive impact in the Planning Area. Alluvium is highly responsive to ground shaking. Much of the present development along Scotts Valley Drive and Mt. Hermon Road is located on alluvium and therefore will be subject to strong shaking during a major earthquake. Shaking often will trigger landslides, particularly on slopes of 15% or greater.

Liquefaction

The City of Scotts Valley is located in the south-central Santa Cruz Mountains, in the heart of the Central Coast ranges of California. This is a seismically active region that is influenced by numerous named and unnamed faults in the area. The City is underlain by bedrock of the Purisima Formation, which is comprised of sandstone, diatomaceous siltstone, and shale. As shown in **Figure SN-4: Liquefaction Potential**, portions of Scotts Valley have been mapped with a “moderate” and “high” liquefaction potential rating. Landslide hazards in the City are concentrated in the hillside areas in the nearby western and eastern boundaries of the City and include active (movement within the past 50 years), dormant (little movement within the past 50 years), and old (little movement within the past 100 years) landslides.

Ground shaking may cause liquefaction of recent alluvial and terrace deposits. Liquefaction occurs when non-cohesive surface or sub-surface materials are saturated and become liquid-like under the influence of ground shaking. This may result in ground failure. The longer the shaking, the greater the potential for ground failure.

Seismic Slope Failure

Seismic slope failures include earthquake caused slope failure, landslides, and liquefaction. The severity of this hazard depends on the duration and intensity of shaking, location and magnitude of the quake, and the characteristics and condition of the ground at the time. The longer the shaking, the greater the potential for ground failure. Lurch cracking and lateral

spreading are other types of slope failure. Lateral spreading occurs along creek banks or the open side of fill embankments.

Landslides

Landslides due to earthquakes involve the movement of rock, soil, mud, and debris. The range from minor slides to major landslides involving millions of cubic yards. Steep slopes found in the Planning Area could offer such mass movements. Landslides may occur as an effect of nearby moderate to major earthquakes. [Figure SN-5: Landslide Deposits](#), displays areas of known or suspected landslides as mapped by the United State Geological Survey. As existing landslide data has been recognized to be lacking in detail for the Planning Area, previously prepared planning documents have stressed the preparation of site specific studies to identify landslide hazards that may exist at any one location.

Down slope movement may be rapid or so slow that a change of position can be noted only over a period of weeks or years. A landslide can range from several square feet to several square miles in area. Damage to structures can range from slight to total destruction. Conditions that contribute to landslide occurrence in the Planning Area include: loose and weakly consolidated soils or rock; steep slopes; amount, intensity, and volume of rainfall; poor drainage and erosion. Human activity often contributes to slope instability by inappropriate or poorly engineered grading, removal of vegetation, and alteration of surface and subsurface water conditions. In some situations, septic tanks and landscape watering can increase the landslide potential by saturating slopes.

Erosion

Erosion is a natural process caused by wind, water, and gravitational forces. However, hazards due to erosion are difficult to separate from flooding and land sliding hazards. In some cases, erosion is a result of flood and landslide conditions. In others, prolonged erosion can cause rapid water runoff and land sliding.

The removal of soil from site and its subsequent deposit can create two erosion-related problems. Deposits of eroded material can affect flood plains, cause sedimentation of rivers, lakes, reservoirs, and may clog drainage structures. Activities which expose soils to the erosive action of water and wind may accelerate erosion.

Reducing erosion hazards in urban areas is the responsibility of persons who modify the land surface and the city or county which reviews and controls development. Property owners assume the continuing responsibility of erosion control through the maintenance of landscaping and drainage systems.



Geologic Hazard Reduction

The most effective way to reduce threats to public health and safety from geologic hazards is to continue to effectively regulate new development. The thrust of a risk reduction program should be toward conscientious land use decision-making which considers geologic hazards. Geologic hazard maps should be updated as new information becomes available. Property owners and developers will be given the opportunity to demonstrate, through on-site investigations, whether or not the hazard potential areas on existing maps should be revised to reflect data derived from more detailed and current studies.

Reducing Landslide Potential

A large portion of the Planning Area consists of sloping land with moderate to high landslide potential. The probability of landslide occurrence increases as slope increases. Most developments in areas with steep slopes require large amounts of earth movement and a high degree of cut and fill activity. This increases the potential for landslide problems. Detailed engineering and geologic studies should accompany any proposal for development within these areas. Studies should demonstrate to the satisfaction of the City that the proposed projects minimize environmental impacts and risks to human life.

Special planning and safety considerations shall be made for moderate and steep slopes in the Planning Area. More gentle slopes allow a greater degree of development flexibility. Engineering and geologic studies should be required for development within moderate and steep slope areas to evaluate the stability of site landforms and the site's suitability for the proposed use. The existing character of the hills of the Planning Area should be maintained by retaining, to the greatest extent possible, the natural contour of ridges, natural drainage courses, and natural rock outcroppings. Grading should respect the natural topography, and high cut and fill slopes should be avoided. Roads and driveways should attempt to follow the natural contours of a site. Provisions also should be made for siltation and erosion control and re-vegetation of all graded areas. Increases in water runoff quantities and velocities over natural terrain should not be permitted.

Landslide damage potential can be reduced by such alternatives as restricting development on or near landslide deposits, or permanently stabilizing slides masses. Landslide damage can be avoided by simply leaving hazardous areas undeveloped. Small landslide potential areas may be totally removed. The soil removed can be used elsewhere as compacted fill. In all cases, a first and critical step is to recognize the existence of an old slide and the potential for future slope stability problems. Potential slope stability problems can often be anticipated in areas where other land sliding activity has previously occurred.

Hazardous Materials

Overview

Hazardous materials include certain products which are corrosive, ignitable, toxic, radioactive, flammable, or explosive and reactive. In their natural state, these materials may be solid, liquid, or gas. Actual materials regulated are defined by Health and Safety Code section 25501, as amended. State law mandates that each city and/or county identify and register hazardous materials that are being used. The City of Scotts Valley has adopted an ordinance (Ord. No. 107) which regulates the safe storage and handling of all hazardous materials. The Santa Cruz County Department of Environmental Health Services is responsible for enforcing State hazardous materials and waste regulations in Scotts Valley (SCCDHS, 2015).

The Santa Cruz County Hazardous Materials Team (SCCHMT) responds to hazardous material response emergencies in the Planning Area. The SCCHMT is a collaboration between the County of Santa Cruz, the cities of Scotts Valley, Santa Cruz, Capitola, Watsonville, CA State Parks, and the University of California, Santa Cruz (SVFD, 2015).

The major safety issues involved hazardous materials can be classified into two categories: (1) fire; and, (2) public exposure to toxic substances as a result of a release. A major problem with chemical fires is their secondary effects. Burning chemicals can generate toxic vapors, thereby greatly increasing the potential for adverse health effects from both the original material and its combustion product. Releases may occur in areas where hazardous materials are being stored, handled, transported, or disposed. Hazardous material releases may cause substantial environmental degradation and irreparable damage to natural resources.

Use and Storage of Hazardous Materials

Use and storage of hazardous materials is of particular concern to adjacent land uses. Hazards are created by leaks or releases which contaminate air, soil, or water, cause explosions, and/or cause fires.

Hazardous materials may be used at any given time by a number of industries within the City. Motor fuels, waste oils, propane, and other petroleum products are frequently overlooked as constituting the largest quantity of stored hazardous materials. However, other chemicals are used by a wide variety of businesses including electronic companies, cleaning establishments, and various medical and veterinary businesses. Hazardous materials in the form of household products are also used by the average consumer.

Household hazardous waste is collected by the Santa Cruz County Hazardous Waste Program. The closest hazardous waste collection facility to Scotts Valley is the Buena Vista Landfill, which



is located 20 miles southeast of Scotts Valley. Some limited household chemicals are also accepted at the Ben Lomond transfer station.

Scotts Valley Hazardous Materials Plan

The purpose of the City's Hazardous Materials Storage Plan is to protect health, life, resources, and property through prevention and control of unauthorized discharges of hazardous materials. The ordinance is implemented through a permitting process. All businesses or persons that store hazardous materials must have a permit issued by the Santa Cruz County Department of Environmental Health Services.

The issuance of a permit is based on type or quantity of material, proper storage, emergency response plans, sampling, monitoring inspections, and testing programs. The ordinance provides for full cost recovery through a schedule of fees which is based on type and quantity of materials stored. A variety of commercial/industrial users of hazardous materials within the City. These materials may include bulk storage of fuels, solvents, resins, and a wide variety of other solids, liquids, and gases.

Emergency Preparedness

The City has an Emergency Operations Plan (last updated in 2015). The plan provides for the safety of the community in the event of a major emergency such as earthquake, flooding, wildland fires, and hazardous materials releases. The plan provides the base for direction and control of emergency operations and continuity of government, saving life and property, repairing and restoring essential systems and services, managing resources, and coordinating operations with other jurisdictions. The Chief of Police serves as the Operations Chief and the City Manager is the Director of Emergency Services. The City's Emergency Operations Center (EOC), which functions as a communications and coordination center in the event of a disaster or large-scale emergency, is located in City Hall.

An annex to the Emergency Operation Plan (EOP) contains suggested evacuation routes for the City. Evacuation routes are determined on a case by case basis by EOC personnel. These proposed routes are broken down into three categories: freeways, arterials, and major collectors. **Figure SN-6: Evacuation Routes**, displays these evacuation routes. These routes were identified due to their ability to accommodate significant numbers of people, their relative location to freeways and arterials, and their geographic location. The direction of movement is denoted by arrows to promote safe and efficient evacuation of residents.

Noise Element Background and Context

The Noise Element of the General Plan for the City of Scotts Valley has been prepared in compliance with California Government Code Section 5302(f) to control and abate environmental noise and to protect citizens from excessive and bothersome noise exposure.

Scotts Valley's most significant noise concerns stem from roadway noise, particularly along well-traveled corridors such as Highway 17 and local arterials. Noise is generally defined as unwanted sound, and may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Noise is especially a concern near noise sensitive uses, which are generally defined as locations where people reside or where the presence of unwanted sound could adversely affect the use of land, such as residences, schools, and hospitals.

Definitions

Decibel, dB: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).

A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

L10: The A-weighted sound level that is exceeded ten percent of the sample time. Similarly, L50, L90, etc.

Leq: Equivalent energy level. The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.

Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. (Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.)

Noise Contours: Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.



Definitions

Noisiness Zones: Defined areas within a community wherein the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

Noise Measurements

Noise intensity is measured on a decibel (dB) scale. On this scale, noise at zero decibels is not audible, while noise at 120 to 140 decibels is painful and can cause ear damage. There are several different ways to measure noise. Community noise is typically measured in decibels with A-weighting (dBA). The dBA scale provides compensation for human sensitivity by discriminating against frequencies to approximate the sensitivity of the human ear. For evaluating noise over extended periods, the “Day-Night Noise Level” scale (Ldn) and the “Community Noise Equivalent Level” (CNEL) are measures of the average equivalent sound level (Leq) during a 24-hour period. These measurements of noise account for greater sensitivity of noise receptors at night by adding 5 decibels (for evening hours between 7:00 pm and 10:00 pm) and 10 decibels (for evening hours between 10:00 pm and 7:00 am) to nighttime noise levels, and averaging the noise over a full day.

These measures do not readily account for sporadic and short term but potentially loud and disturbing noises that can be generated by industrial uses. The potential adverse impacts of such noises on sensitive receptors are better addressed by qualitative and subjective means.

Existing Noise Sources

The primary noise source in Scotts Valley is largely from automobile traffic (cars and trucks) traveling on roadways. As a general rule, peak pass-by noise levels for passenger vehicles on local streets are 60 to 70 dBA at 25 feet. Buses, trucks, motorcycles, and poorly muffled cars produce pass-by noise level 5 to 15 dBA higher. The sound level of noise from traffic in decibels is related to the amount of traffic. Noise intensity increases as the proximity of the noise source physically approaches the listener to a greater degree. A doubling or halving of traffic volume typically results in a 3-dB increase or decrease, respectively, in the traffic sound level. A change of 3 dB is generally considered to be the threshold for a perceptible change in sound. In general, a 10-dB increase in noise level is perceived as a doubling in loudness.

Primary roadways that generate noise in Scotts Valley are State Highway 17, Scotts Valley Drive, and Mount Hermon Road. Aircraft flying overhead is occasionally audible in Scotts Valley, but is not a significant noise source relative to traffic noise. Other noise sources typical in this residential location include dogs barking, leaf blowers, and children playing. These sources are not significant compared to the noise produced by the dominant transportation sources.

Sensitive Receptors

Noise sensitive land uses are typically given special attention to achieve protection from excessive noise. Noise sensitive land uses include residential areas, hospitals, libraries, schools, parks, and retirement homes. Highways and major arterials, such as Highway 17, Scotts Valley Drive, and Mount Hermon Road would have an effect on sensitive land uses.

Existing and Future Noise Conditions

Figure SN-6: Noise Contours displays the general level of noise conditions resulting from traffic traveling on roadways in Scotts Valley, rated on a scale from 60 dBA to 65 dBA to 70 dBA, which represent areas bordering roadways experiencing Moderate to High to Very High traffic noise levels. As would be expected, the highest noise levels are generated immediately adjacent to the three major roadways in Scotts Valley where traffic volumes are greatest: Highway 17, Scotts Valley Drive, and Mount Hermon Road.

Noise and Land Use Compatibility Guidelines

The objective of the noise and land use compatibility guidelines is to provide the community with a means of judging the noise environment that it deems to be generally acceptable and to minimize noise-related complaints from residents. The compatibility ~~policies~~ guidelines shown in **Table SN-1: CA State Land Use Compatibility Guidelines for Community Noise Environments** should be used in conjunction with the future noise intensity levels in **Figure SN-7: Noise Contours** to identify locations that may require special treatment to minimize noise exposure.

If ambient noise levels in the area of a proposed project would exceed “normally acceptable” thresholds for the proposed land use category as shown in **Table SN-2: ~~Land Use Compatibility Standards for Community Noise Environments~~ Noise Increase Standards**, the City will require a detailed analysis of feasible noise reduction requirements. As needed, noise insulation features must be included in the design of such projects to reduce exterior noise levels to meet the acceptable thresholds, or, for uses with no active outdoor use areas, to ensure maintenance of acceptable interior noise levels for the proposed land use.



Table SN-1: CA State Land Use Compatibility Standards-Guidelines for Community Noise Environments

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)					
	55	60	65	70	75	80
Residential Low Density Single-Family, Duplex, Mobile Homes						
Residential – Multi-Family						
Transient Lodging – Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial, and Professional						
Industrial, Manufacturing, Utilities, Agricultural						
	Normally Acceptable					
	Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.					
	Conditionally Acceptable					
	New construction or development should be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.					
	Normally Unacceptable					
	New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design.					
	Clearly Unacceptable					
	New construction or development clearly should not be undertaken.					

Table SN-2: Noise Increase Standards

Proposed Land Use	Maximum Noise Increase in dBA adjacent to Existing:			
	Sensitive	Residential	Commercial	Industrial
Sensitive				
At Property Line	3	5	5	5
50 ft. from PL	3	3	--	--
Residential				
At Property Line	3	5	5	5
50 ft. from PL	3	3	--	--
Commercial				
At Property Line	3	5	5	5
50 ft. from PL	3	3	--	--
Industrial				
At Property Line	3	5	5	7
50 ft. from PL	3	3	--	--

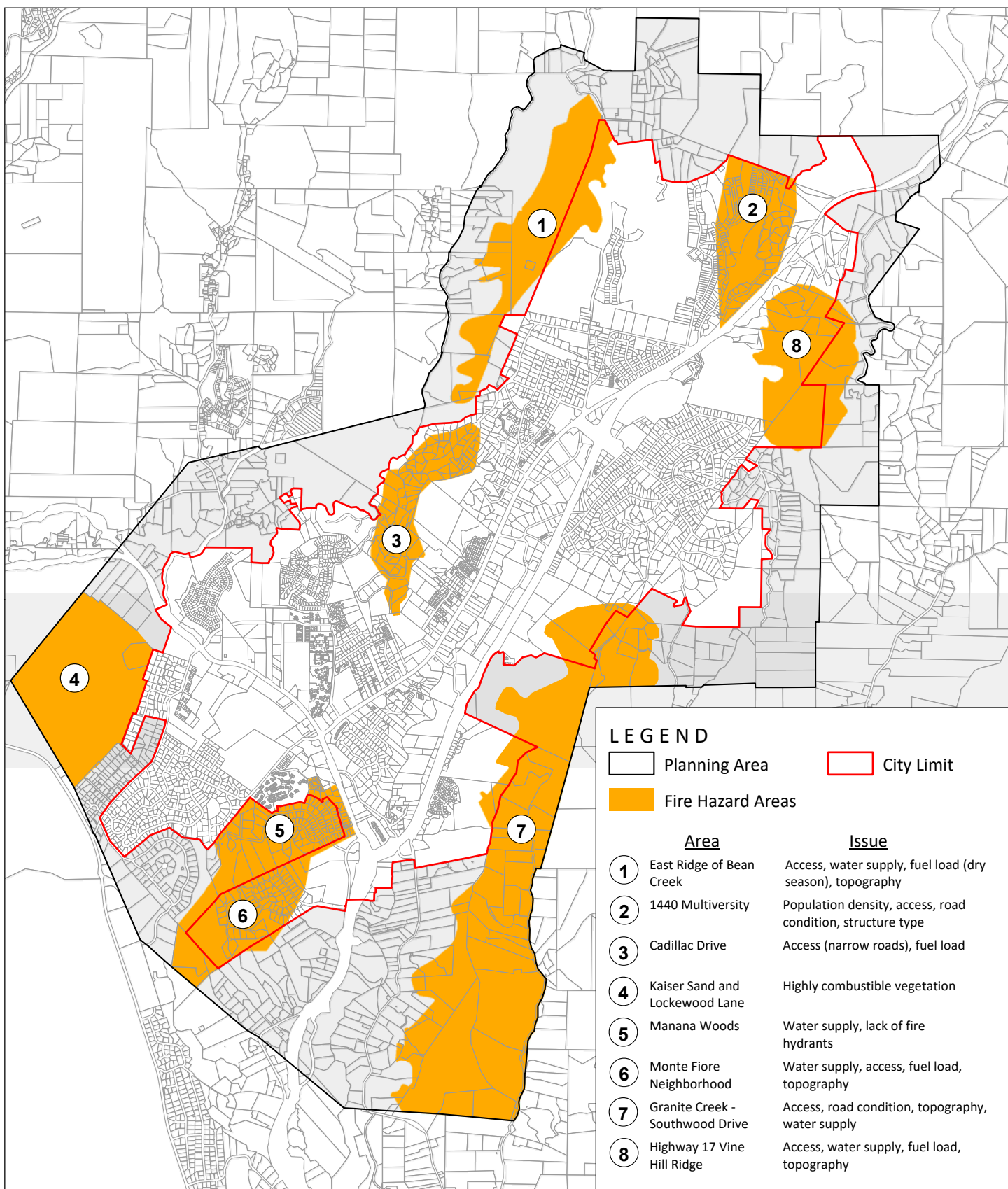
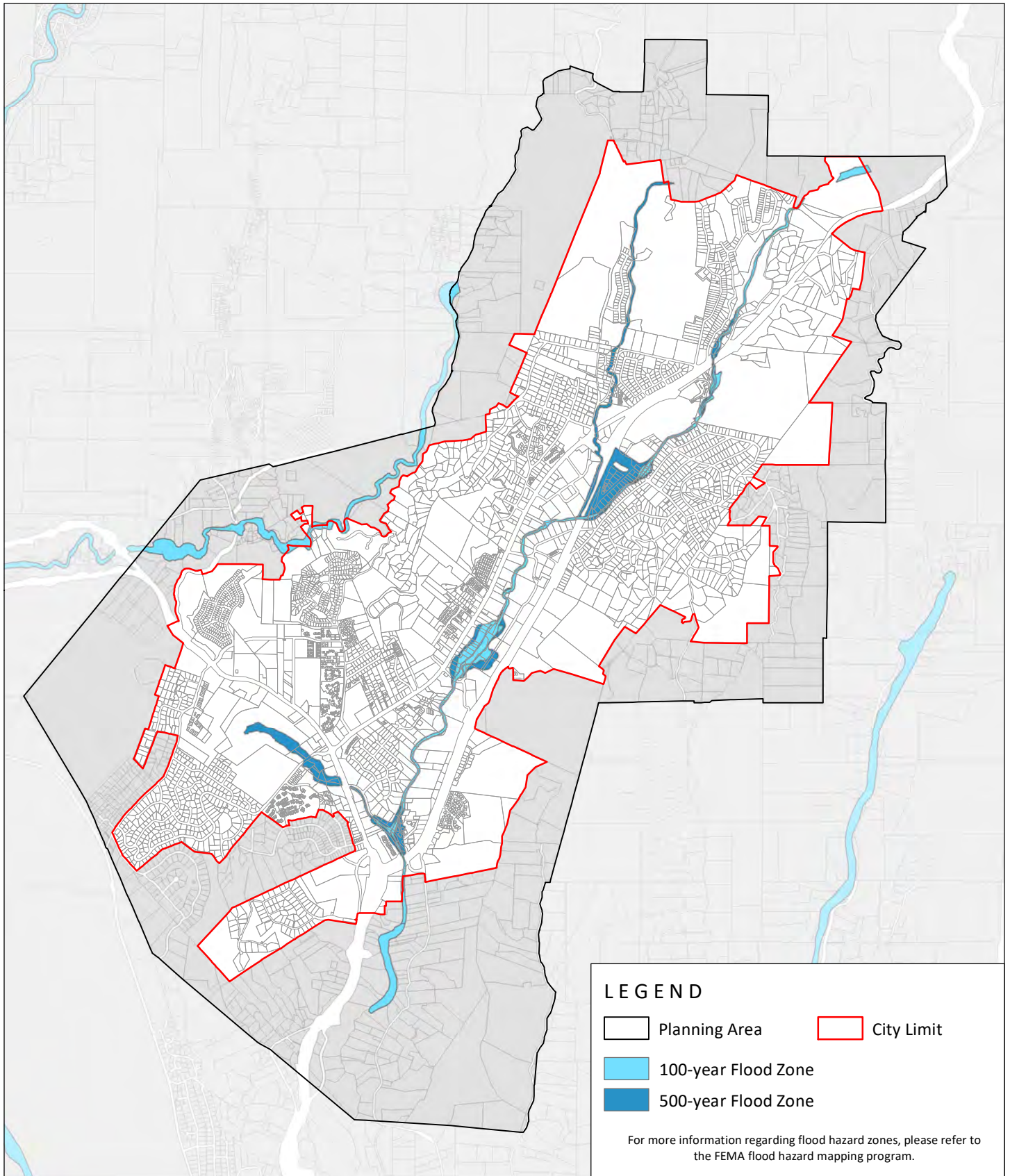
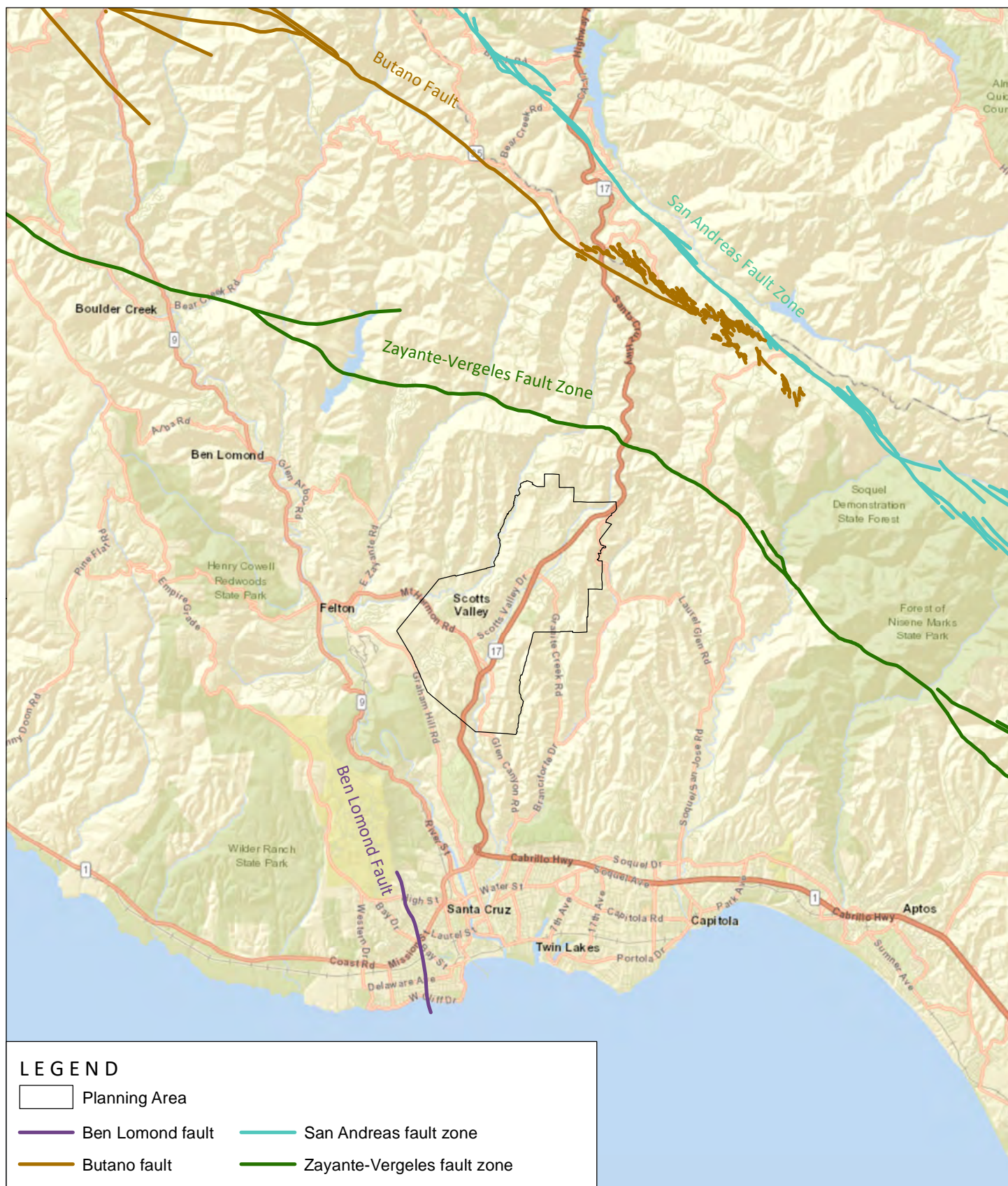


Figure SN-1: Fire Hazard Areas



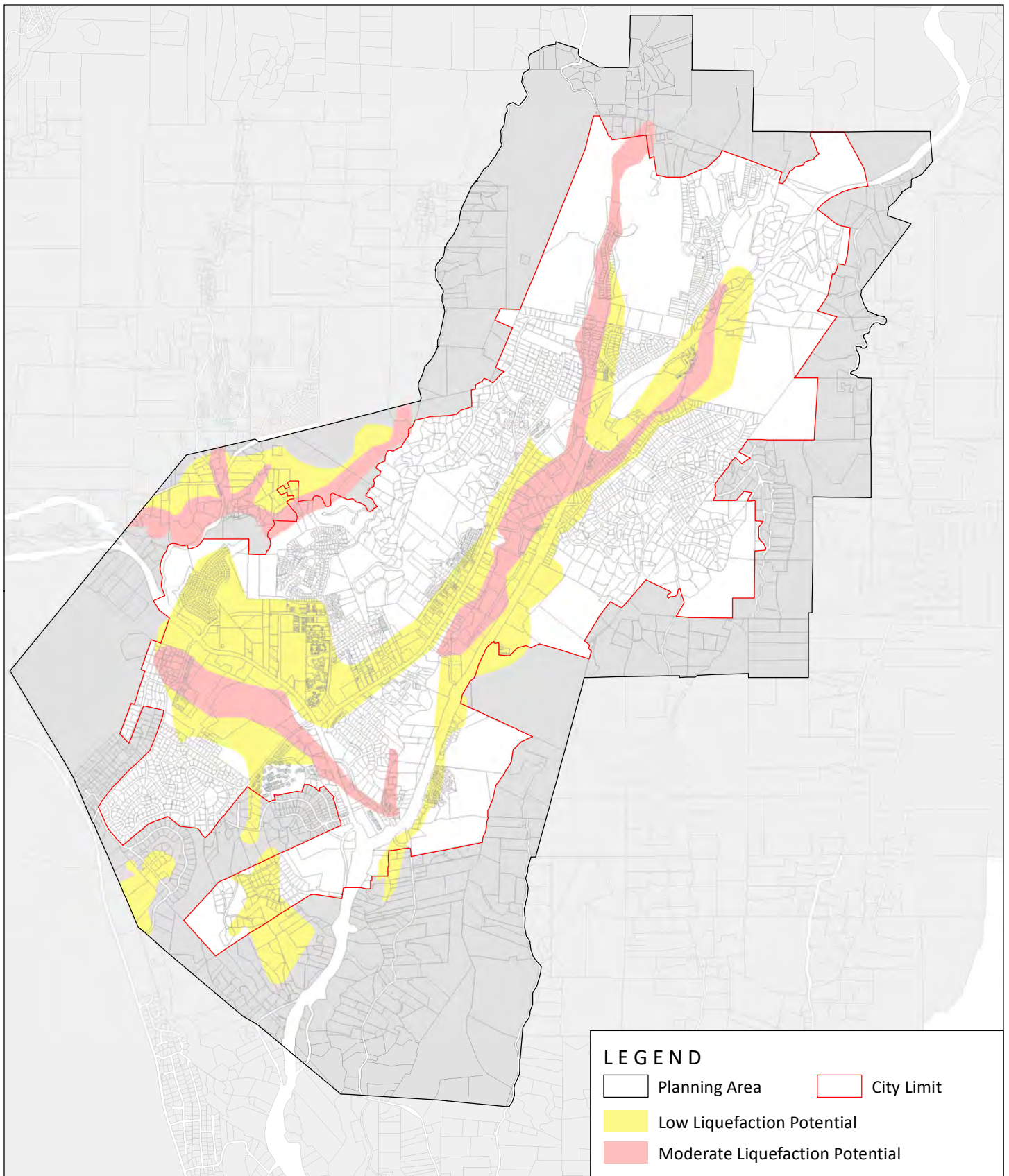
Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure SN-2: Flood Hazards



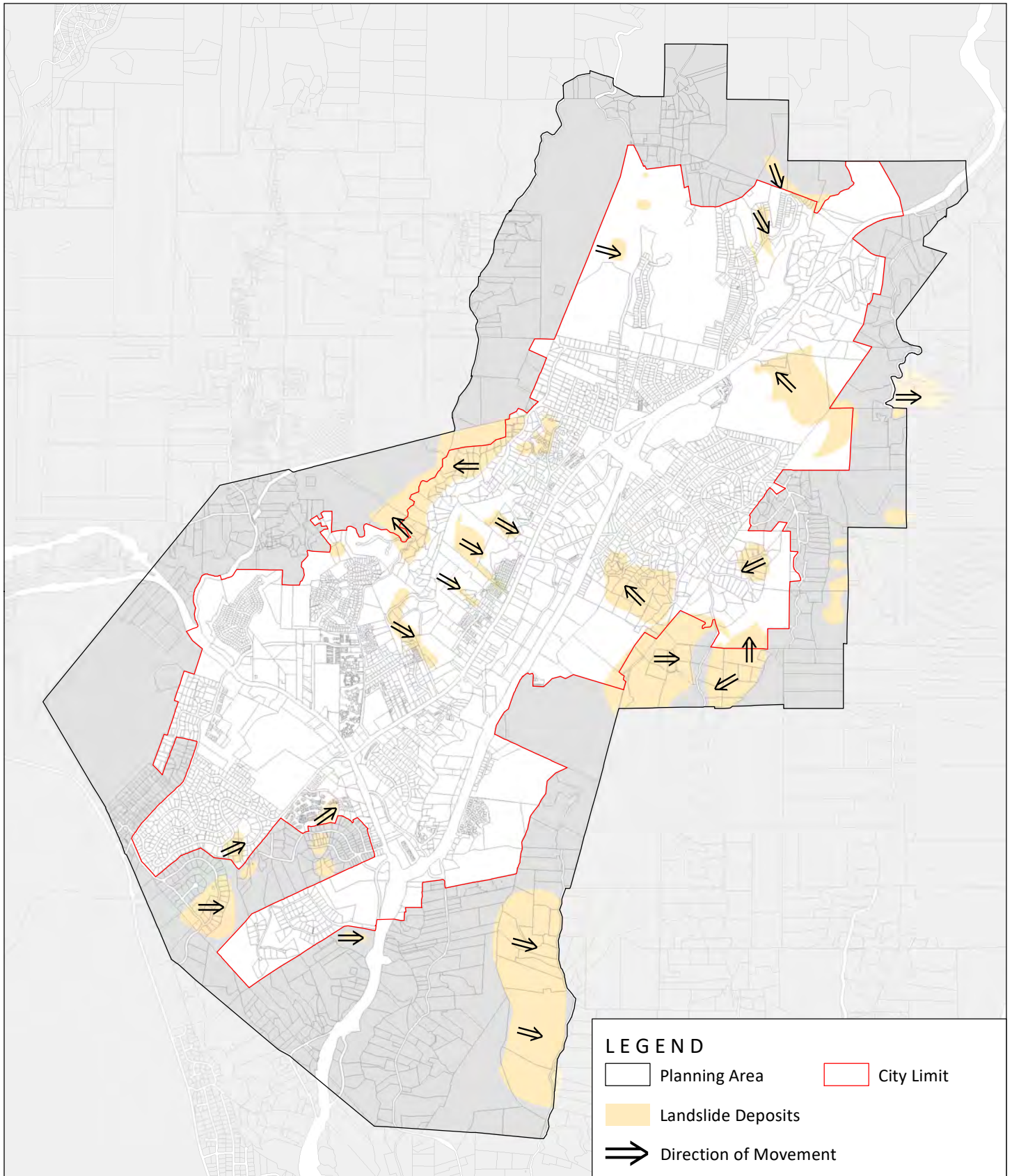
Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure SN-3: Fault Zones



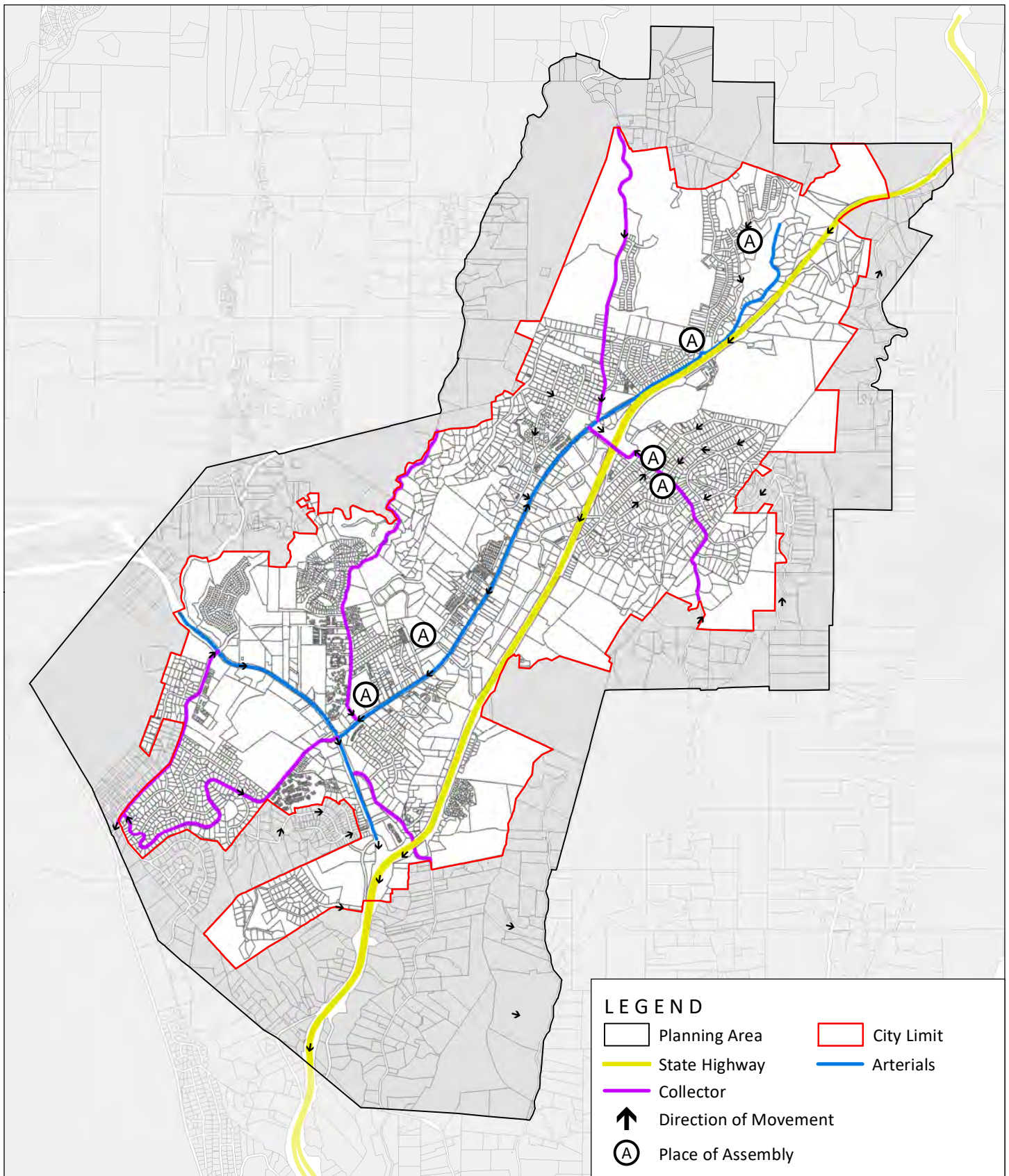
Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure SN-4: Liquefaction Potential



Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure SN-5: Landslide Deposits



Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure SN-6: Evacuation Routes



Goals, Policies & Actions

Goal SN-1 To protect human life and prosperity and to minimize injury, economic damage, and social dislocation resulting from disasters related to fire. (SG-463, revised)

Policies

Region

- Policy SN-1.1 Fire Protection Cooperative Agreement**
Maintain cooperative fire protection and fire prevention agreements with the Scotts Valley Fire District.
- Policy SN-1.2 Public Education on Fire Awareness**
Continue to support the Scotts Valley Fire District fire safety and fire prevention public education programs.
- Policy SN-1.3 Invasive Species**
Cooperate with the California Department of Forestry and Fire Protection to reduce any identified significant fire threat resulting from invasive species which are not a constituent of protected habitat areas.
- Policy SN-1.4 Emergency Access**
Coordinate with public safety providers to implement feasible improvements and/or access plans for roadways with identified fire and emergency access deficiencies.

City

- Policy SN-1.5 City-Owned Space**
Maintain City-owned open space in a manner that minimizes fire hazards.
- Policy SN-1.6 Fire Protection Problem Areas**
In fire protection problem areas, development shall be permitted only after mitigation measures satisfactory to the Scotts Valley Fire District are developed to prevent or control spread of fire and provide life safety to occupants as recommended by the fire district.

- Policy SN-1.7** **Fire Protection Management**
Encourage continued operation of California Department of Forestry and Fire Protection (CalFire) programs for fuel breaks, brush management, controlled burning, re-vegetation, and fire roads.
- Policy SN-1.8** **Private Roadway Standards**
 The City shall adopt standards for private roadways, establishing requirements for width and structural sections which meets the requirements of the Scotts Valley Fire Protection District.
- Policy SN-1.9** **Roadway Standards –Clearance**
 Roadway standards shall require that roads have an overhead vertical clearance of 15 feet. Horizontally, roadways are to maintain an unobstructed width for the entire length, including turnouts, turnarounds, and driveways, per requirements of the Scotts Valley Fire Protection District.
- Policy SN-1.10** **Roadway Standards – Access Roads**
 Roadway standards shall require that an access road not end farther than 150 feet from any portion of a building. A turnaround which meets the requirements of the fire district shall be provided at the end of the road where the road exceeds 150 feet and dead-ends.
- Policy SN-1.11** **Roadways Standards – Private Bridges or Crossings**
 Roadway standards shall require that private bridges or crossings which serve as part of an “access road be at least 20 feet wide and shall meet the minimum Caltrans standard weight rating of H-2040 tons”. Bridges should be certified every five years by a registered engineer.
- Policy SN-1.12** **Fire Suppression Water Availability**
 The City shall require that new development have water available in the area pursuant to Appendix BB, Table BB105.1, of the California Fire Code: Minimum Required Fire-Flow and Flow Duration for Buildings. Water availability shall be provided by the appropriate water purveyor.
- Policy SN-1.13** **Fire ~~Sprinkler~~Safety Systems**
 The City, in cooperation with the fire district, shall ~~insure~~require that all buildings constructed include fire safety features, such as automatic fire sprinkler system, class “C” or better roof cover for structures in the non-wildland fire hazard area/Local Responsibility Area (LRA), Class “B” or better roof covering for moderate or high wildland fire hazard area/ State Responsibility Area (SRA), fire detection, and alarm systems.



Policy SN-1.14 Landscape Vegetation – Fire Safety

The City, in cooperation with the fire district, shall discourage the use of landscape vegetation that may contribute to the spread of fire for developments within the urban interface areas.

Policy SN-1.15 Minimize Fire Hazards

Support the Scotts Valley Fire District efforts to minimize fire hazards through the removal of vegetation, hazardous structures, materials, and debris.

~~Policy SN-1.15~~ Policy SN-1.16 Fire Standards

Continue to adopt revisions to the Uniform Fire and Building Codes and other standards which address fire safety as they are approved by inspection organizations and the State of California. Review, revise, and/or adopt existing or new local codes, ordinances, and Fire Safe Standards to reflect contemporary fire safe practices.

Project

~~Policy SN-1.16~~ Policy SN-1.17 Fire District Review

Encourage early review of proposed development project plans by the Scotts Valley Fire District.

~~Policy SN-1.17~~ Policy SN-1.18 Development in Hazardous Fire Areas

All new development and existing structures in hazardous fire areas shall provide adequate clearance of brush and vegetative growth from structures and roadways in accordance with the Uniform Fire Code.

~~Policy SN-1.18~~ Policy SN-1.19 ~~Maximum Adequate~~ Fire Protection

The City shall require new development to provide adequate fire protection improvements ~~for maximum fire protection~~ consistent with Scotts Valley Fire District requirements.

Policy SN-1.20 New Construction Fire Safety Features

New development shall be approved only if adequate hydrant water supply ~~for fire protection standards~~ for minimum flow requirements and duration of flow can be met as directed by the Scotts Valley Fire District.

Policy SN-1.21 Fire Impact or Mitigation Fees

Consider additional impact or mitigation fees, or a benefit assessment, to offset the impact of new development on fire services.

Policy SN-1.19 — Fire District Review

~~The Building and Planning Departments shall continue to refer all proposed building permits to the fire district for review and conditioning. (SA 477, revised)~~

Actions

Action SN-1.1 Fire Prevention Public Information

The City, in conjunction with the Scotts Valley Fire District, shall ~~distribute~~ share and disseminate information ~~through such methods as posters and/or workshops~~ to educate the public regarding fire prevention as it relates to landscape vegetation.

Action SN-1.2 Fire Prevention Program

The City shall support the Scotts Valley Fire District with their on-going fire prevention program for identified fire hazard zones within the Planning Area.

Action SN-1.3 Design Review Guidelines Amendment

~~The City should amend the~~ As part of any future update to the Design Review Guidelines, ~~to~~ include review of plans regarding the discouragement of use of landscape vegetation that may contribute to the spread of fire for developments within the urban interface areas.

Action SN-1.4 Sign/Address Marking Visibility

Monitor the visibility of road signs and address markings of businesses and residences, and address visibility issues to ~~maximize~~ facilitate fire response ~~times~~ effectiveness. Address identification shall be provided in accordance with Section 505 of the California fire Code.



Goal SN-2 To protect human life and prosperity and to minimize injury, economic damage, and social dislocation resulting from disasters related to flooding. (SG-463, revised)

Policies

Region

- Policy SN-2.1** **Flooding Hazards Regional Collaboration**
Participate in regional, State, and federal efforts to reduce flooding hazards, including efforts to maintain creeks and other waterways and address flood hazards on a watershed level.

City

- Policy SN-2.2** **Flood Protection Ordinance**
Maintain the City's Flood Protection Ordinance. (SA-483)
- Policy SN-2.3** **Development in Flood Prone Areas**
Proposed development in known flood prone areas shall be approved only if adequate measures are provided to reduce potential flood hazards.
- Policy SN-2.4** **Flood Control Facilities**
Development of ~~ff~~ new or expansion of existing flood control facilities to protect individual properties shall be permitted only when it can be determined that such measures do not substantially increase the flood or erosion hazards to other properties.

Project

- Policy SN-2.5** **~~Geotechnical or~~ Hydrological Analysis**
The City shall require a ~~geotechnical or~~ hydrological analysis to assess potential impacts of new development on adjacent and downstream properties and on the designated floodplain to determine needed flood control facilities.

Actions

Action SN-2.1 Hazard and Floodplain Information

Continue to work with appropriate local, State, and federal agencies, particularly the Federal Emergency Management Agency, to maintain the most current flood hazard and floodplain information for Scotts Valley.

Action SN-2.2 National Flood Insurance Program

Continue to participate in the Federal Emergency Management Agency National Flood Insurance Program (NFIP). Require all new buildings and structures to be established in a manner consistent with the NFIP floodplain management building requirements.

Goal SN-3 To protect human life and prosperity and to minimize injury, economic damage, and social dislocation resulting from disasters related to geologic and seismic events. **(SG-463, revised)**

Policies

Region

Policy SN-3.1 Seismic and Geologic Hazards Maps

The City shall continue to use liquefaction, landslide, and other seismic and geologic hazard maps prepared by the City and County to assess geotechnical hazards within the Planning Area. These maps shall be updated as new and more accurate information becomes available.

City

Policy SN-3.2 Hazard Considerations

Continue to incorporate geotechnical hazard data into future land use decision-making, site design, and construction standards.

Policy SN-3.3 Development Restrictions

Prohibit structural development ~~in areas where~~unless seismic and geological hazards can ~~not~~ be mitigated.



- Policy SN-3.4 Seismic Analysis**
Continue to incorporate seismic risk analysis into the City’s on-going building inspection program.
- Policy SN-3.5 Retrofits**
Encourage retrofitting of structures ~~„particularly older buildings,~~ to withstand earthquake shaking and landslides consistent with current State Building Codes.
- Policy SN-3.6 Public Outreach – Seismic and Geotechnical Hazards**
Actively promote public education, research, and information dissemination on seismic and geotechnical hazards.
- Policy SN-3.7 Critical Facilities and Services**
Ensure that seismic hazards are mitigated to the greatest extent possible for critical public facilities, infrastructure, and emergency services.
- Policy SN-3.8 State Standards**
Continue to enforce all applicable requirements of the most current California Building Code and the California Building Standards to minimize public exposure to seismic and geologic hazards.
- Policy SN-3.9 Transportation Infrastructure**
Collaborate with Caltrans, the Santa Cruz County Regional Transportation Commission, and other relevant agencies to ensure the seismic safety and structural integrity of all bridges and overpasses in Scotts Valley.

Project

- Policy SN-3.10 Geotechnical Evaluations**
In a geologic hazard area, development shall be approved only after a geotechnical evaluation is completed by a registered geologist as part of the environmental review process, ~~and only if adequate measures are provided to avoid or substantially reduce any identified hazard.~~ Where new development proposed for areas of known or suspected geologic hazards, as identified in City or County maps or where other information obtained by the City indicates geologic hazards exist in an area proposed for development, a detailed geotechnical and/or geologic report shall be prepared and submitted to the City as a part of the application or environmental review process.

Actions

- Action SN-3.1 Seismic and Geologic Hazards Maps**
 Update City seismic and geologic hazards maps for the City and Planning Area as new and more accurate information becomes available. Continue to collaborate with the County on updating of seismic and geologic hazards maps for the City and Planning Area. The City shall review and revise existing seismic and geologic hazards maps at a minimum of every two years for the adequacy.
- Action SN-3.2 Hillside Residential Development**
 The City shall implement the provisions of the Zoning Ordinance as it may be modified from time to time relating to hillside residential development.
- Action SN-3.3 Data Accuracy**
 The City shall periodically review the General Plan, Zoning Ordinance, Subdivision Ordinance, and Uniform Building Code to ensure that geotechnical data and information relating to seismic hazards is current and accurate.

Goal SN-4 To protect human life and prosperity and to minimize injury, economic damage, and social dislocation resulting from disasters related to hazardous materials. (SG-463, revised)

Policies

Region

- Policy SN-4.1 County Coordination**
 Continue to coordinate with the Santa Cruz County Department of Environmental Health Services on enforcement of State and local statutes and regulations pertaining to hazardous materials and waste storage, use, and disposal.

**Policy SN-4.2****Storage and Handling Hazardous Materials**

The City, in coordination with the County Department of Environmental Health Services, shall control the use storage and handling of hazardous materials to protect the health and welfare of the life, environment and property within the community of Scotts Valley. Control of hazardous materials waste and disposal of hazardous materials shall be consistent with state requirements.

Policy SN-4.3**Management and Inspection**

The County shall be the administering authority on behalf of the City in the management and inspection program of all facilities storing and/or using a hazardous material or substance. The County shall be responsible to ensure that all facilities storing and/or using hazardous materials or substance maintain a current permit and approved hazardous materials management plan.

City**Policy SN-4.4****Significant Threat**

Development posing a significant unmitigated environmental threat from the use of hazardous materials or chemical shall not be permitted by the City.

Policy SN-4.5**Underground Storage Tanks**

Underground storage tanks may be permitted provided the installation conforms with the requirements of Chapter 6.7 of Division 20 of the State Health and Safety Code and all regulations pertaining to underground storage tanks.

Policy SN-4.6**Above Ground Storage Tanks**

Above ground storage tanks may be permitted provided the installation conforms with the requirements of Chapter 6.6.7 of Division 20 of the State Health & Safety Code.

Policy SN-4.7**Sensitive Receptors**

Prohibit land uses and development that emit obnoxious odors, particulates, excessive light or glare, or other environmentally sensitive contaminant from being located near schools, community centers, senior homes, or other sensitive receptors.

- Policy SN-4.8 Green Building**
Encourage green building practices that reduce potentially hazardous construction materials.
- Policy SN-4.9 Hazardous Material Program**
The City shall continue to administer through the County Comprehensive Hazardous Materials Program, pursuant to Chapter 6.95 of the California Health and Safety Code.
- Policy SN-4.10 Above-Ground Storage Tank ~~Rel~~ocation**
The City shall encourage ~~relocation~~ locating of above-ground propane tanks ~~to in~~ areas of lower population density and activity.
- Project**
- Policy SN-4.11 Mitigation Processes**
Mitigate hazard exposure from new development projects through the environmental review process, design criteria, and standards development.
- Policy SN-4.12 Site Assessments**
Where deemed necessary, based on the history of land use, require site assessments for hazardous and toxic soil contamination prior to approving development project applications.
- Policy SN-4.13 Stationary Sources**
Require that stationary air pollutant emission sources be located more than 500 feet and/or downwind from residential areas and other sensitive receptors.
- Policy SN-4.14 Health Risk Assessments**
Use the results for the Health Risk Assessments required by California Air Toxics “Hot Spots” Act to establish appropriate land use buffer zones around any new sources of toxic air pollutants that may pose substantial health risks.
- Policy SN-4.15 Sensitive Receptors**
Ensure that residential development or other projects with sensitive receptors that are proposed within 500 feet of a stationary or mobile air pollutant source do not create any substantial health risk.
- Policy SN-4.16 Roadway Materials**
Encourage the use of roadway materials that minimize particulate emissions.



- Policy SN-4.17 Air Quality Best Management Practices**
Encourage development projects to implement best management practices that reduce air pollutant emissions associated with the construction and operation of the project.

Actions

- Action SN-4.1 City Staff Training**
Provide ~~on-going~~ training for appropriate City personnel in hazardous material response and handling.

Goal SN-5 To maximize post-disaster relief capabilities and recovery operations. (SG-502)

Policies

Region

- Policy SN-5.1 Coordination with Other Agencies**
Coordinate preparation efforts for natural and human-made disasters with the Santa Cruz County Office of Emergency Services, neighboring jurisdictions, and other governmental agencies.
- Policy SN-5.2 Community Groups**
Support the efforts of neighborhood and civic organizations to prepare for disasters.
- Policy SN-5.3 County Emergency Response Plan**
Work with the Santa Cruz County Emergency Services Administrator to periodically review the County-wide Emergency Response Plan and revise as needed to ensure adequate disaster preparedness.

Policy SN-5.4 Emergency Notification Plan
 Work with local and County emergency services to properly notify ~~City residents~~the community when an emergency arises. Utilize a variety of emergency notifications ~~which include; Reverse 911 calling, NIXLE emergency notification, and social media~~and technologies.

City

Policy SN-5.5 Emergency and Evacuation Routes
 Maintain a current and complete system of emergency and evacuation routes serving all areas of the City and Planning Area.

Policy SN-5.6 Disaster Preparedness Exercises
 The City shall hold disaster preparedness exercises frequently enough to maintain the efficiency of participating mutual aid agencies.

Policy SN-5.7 Emergency Response Deficiencies
 The City should provide sufficient funds and/or training ~~as necessary to fulfill~~to address any emergency response deficiencies that may be within the City's responsibility~~and for which resources are available~~.

Policy SN-5.8 Evacuated Area Scene Security
 The City should provide sufficient ~~personnel~~resources as necessary as to protect life and property in disaster areas where mandatory evacuation protocols have been enacted.

Actions

Action SN-5.1 Emergency Preparedness Plan
 The City Manager or designated representative shall periodically review and update the City's Emergency ~~Preparedness Operations~~ Plan. ~~At a minimum,~~ the City ~~shall~~should review and update the Plan every ~~four~~three years~~or more often as needed~~. (SP-504, revised; SP-505, revised)

Action SN-5.2 Disaster Preparedness Meetings
 The City shall hold coordination planning meetings with participating mutual aid agencies once every year to review disaster preparedness plans. The City shall participate with the County for such meetings. Periodically provide disaster preparedness information to residents. City staff and City Council



shall participate in the California Specialized Training Institute's (CSTI) training programs when funding is available.

Action SN-5.3

Preparedness Training

Continue to provide basic training for all or appropriate City employees in disaster preparedness, first aid~~r~~, and cardiopulmonary resuscitation (CPR).

Action SN-5.4

Emergency Notification

Work with all relevant agencies to develop a program and procedures for emergency notification. ~~(e.g. reverse 911, social media, Nixle)~~

Goal SN-6

To minimize impacts associated with vehicle noise.

Policies

Region

Policy SN-6.1

Support State Legislation

Support State legislation for noise abatement design measures in all State highway projects within the Planning Area and support State legislation governing noise emissions from vehicles.

City

~~**Policy SN-6.2 — Reduce Traffic Volumes**~~

~~Where consistent with other goals and policies, improve the transportation facilities and reduce traffic volumes on streets to maintain or reduce ambient noise levels. (NP-424)~~

~~**Policy SN-6.3 — Promote Alternative Transport**~~

~~The City shall continue to promote mass transit systems, car pooling, bicycling, and walking within the City. (NA-425, revised)~~

~~**Policy SN-6.4**~~ **Policy SN-6.2 Mitigate Highway Noise**

The City ~~shall~~should work with the Caltrans to mitigate the effects of existing and future highway noise.

~~Policy SN-6.5~~ **Policy SN-6.3 Reduce Commercial Vehicle Noise**

The City shall attempt to reduce the noise levels generated by commercial vehicles along Mt. Hermon Road and Scotts Valley Drive, including using State and local legislation as necessary.

~~Policy SN-6.6~~ **Policy SN-6.4 Enforce Roadway Speed Limits**

The City shall enforce existing speed limits, lowering them to reduce the noise levels where such benefits can be realized and remain consistent with other City goals and policies.

~~Policy SN-6.7~~ **Policy SN-6.5 Enforce State Standards**

The City shall continue to enforce noise emission standards imposed by the State of California vehicle code.

~~Policy SN-6.8~~ **Policy SN-6.6 Roadway Improvement Plans**

The City Public Works Department shall review all street and roadway improvement plans within the City limits to ensure incorporation of noise abatement measures. New street layout and redesigned street projects should be assessed for noise impacts, especially on neighboring noise sensitive land uses.

Actions

Action SN-6.1 Truck-Trailer Delivery Transport

The City shall develop rules regulating all truck-trailer transport (including diesel) delivery times in all zone districts and to all construction sites during late evening, early morning, and night time hours or on Sunday and holidays. This will include regulating the use of air horns and jake-brakes on trucks within City limits to reduce noise generated by them.



Goal SN-7 To provide an environment free from annoying and/or harmful noise. (NG-422)

Policies

City

- Policy SN-7.1 Commercial and Industrial Noise Standards**
Commercial and industrial noise level performance standards shall be retained in the zoning ordinance to restrict noise level increase and hours of operation.
- Policy SN-7.2 Identify Noise Pollution Sources**
The City shall identify and minimize or eliminate existing noise pollution sources.
- Policy SN-7.3 Outdoor Recreation Areas**
Outdoor recreation areas, especially in residential neighborhoods, should incorporate noise attenuation barriers, such as multiple rows of dense conifers, if the day-night noise levels exceed 60 dBA.

Neighborhood

- Policy SN-7.4 Noise Sensitive Land Uses**
Seek to avoid placing noise sensitive land uses (e.g. residential, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL).

Project

- Policy SN-7.5 New Development Noise Attenuation**
New developments that are conditionally acceptable or increase the day-night noise level by more than the levels shown in **Table SN-22: Land Use Compatibility Standards for Community Noise Environments** **Noise Increase Standards**, shall conduct a noise study to determine that the appropriate be approved only when proper noise attenuation design measures have been incorporated to the City's satisfaction.

Policy SN-7.6 Incompatible Noise Levels

New developments that are considered noise sensitive shall not be located in proximity to existing noise generating uses ~~where-unless~~ the existing noise level ~~can be made is considered in~~ compatible, through mitigations, with the proposed new sensitive use.

~~Policy SN-7.7~~ **Minimize Ambient Noise Level Increases**

~~Projects that create noise increases that exceed Table 3 or are Conditionally Acceptable (Table 2) should conduct a specific noise study to determine the appropriate mitigation necessary to bring a project into compliance.~~

~~Policy SN-7.8~~ **Policy SN-7.7 Noise Attenuation Techniques**

The City Planning and Building departments shall ensure noise attenuation techniques are constructed in new development projects. The City building inspector will ensure that all design specifications relevant to a project's acoustical design for noise level reduction are completed as approved prior to final approval of any project.

~~Policy SN-7.9~~ **Noise Mitigation**

~~Through the environmental review process, identify and require noise level mitigation of potentially significant noise impacts. Deny new developments which cannot mitigate significant adverse noise level impacts on neighboring land uses as defined by the significance criteria in Table 3.~~

~~Policy SN-7.10~~ **Policy SN-7.8 Commercial and Industrial Noise Increases**

The City shall strive to meet the local noise levels by careful permit review for noise increases in the case of new commercial or industrial development.

~~Policy SN-7.11~~ **Policy SN-7.9 Acoustical Engineering Analysis**

The City may require an acoustical engineering analysis to show that new commercial or industrial planned use will not increase the local ambient noise levels by more than the values set forth in the noise element of the General Plan.

~~Policy SN-7.12~~ **Policy SN-7.10 Noise Level Exceeding 60 dBA**

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



~~Policy SN-7.13~~ Policy SN-7.11 Mitigation for Noise Sensitive Land Uses

Seek to protect schools, hospitals, libraries, churches, convalescent homes, and other noise sensitive uses from excessive noise levels by incorporating site planning and project design techniques to minimize noise impacts. The use of noise barriers should be considered after all practical design-related noise measures have been integrated into the project. In cases where sound walls are necessary, they should help create an attractive setting with features such as setbacks, changes in alignment, detail and texture, murals, pedestrian access (if appropriate), and landscaping.

~~Policy SN-7.14~~ Policy SN-7.12 Exterior Noise Measurements

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

~~Policy SN-7.15~~ Policy SN-7.13 Noise Levels Exceeding 75 dBA

New residential development should not be allowed in regions where the annual day-night noise levels exceeds 75 dBA.

~~Policy SN-7.16~~ Policy SN-7.14 Hotel, Motel, Office Rooms

Hotel, motel, and professional office construction or renovation plans must include design techniques to ensure that noise is attenuated to 45 decibels or better between adjacent private rooms.

Actions

Action SN-7.1

Noise Ordinance

The City shall adopt a comprehensive noise ordinance which implements the noise policies of this General Plan. The noise ordinance will contain land use compatibility noise standards and will prescribe methods for meeting those standards.



COMMUNITY SERVICES & FACILITIES



The Scotts Valley **Community Services & Facilities Element** defines the nature and types of community facilities, services, and activities necessary to maintain a high quality of life in Scotts Valley. The primary goal is to align funding resources with the level of service the community expects. The City also seeks to maintain safety, quality of schools, and other public facilities that are valued by the community.

COMMUNITY SERVICES & FACILITIES

Introduction

The Community Services & Facilities element is an optional element per California State law. It addresses community services related to city administration, police and fire protection, water services, wastewater and solid waste management, parks and recreation, public education, and community health.

It provides policy direction and implementation measures to guide future decisions related to these services and associated infrastructure, and to integrate community service concerns into land use decision making. The element is also intended to maintain community services that are available when needed to serve the residents and businesses in the City.

Current Status

Recommended by Planning Commission to City Council – DATE

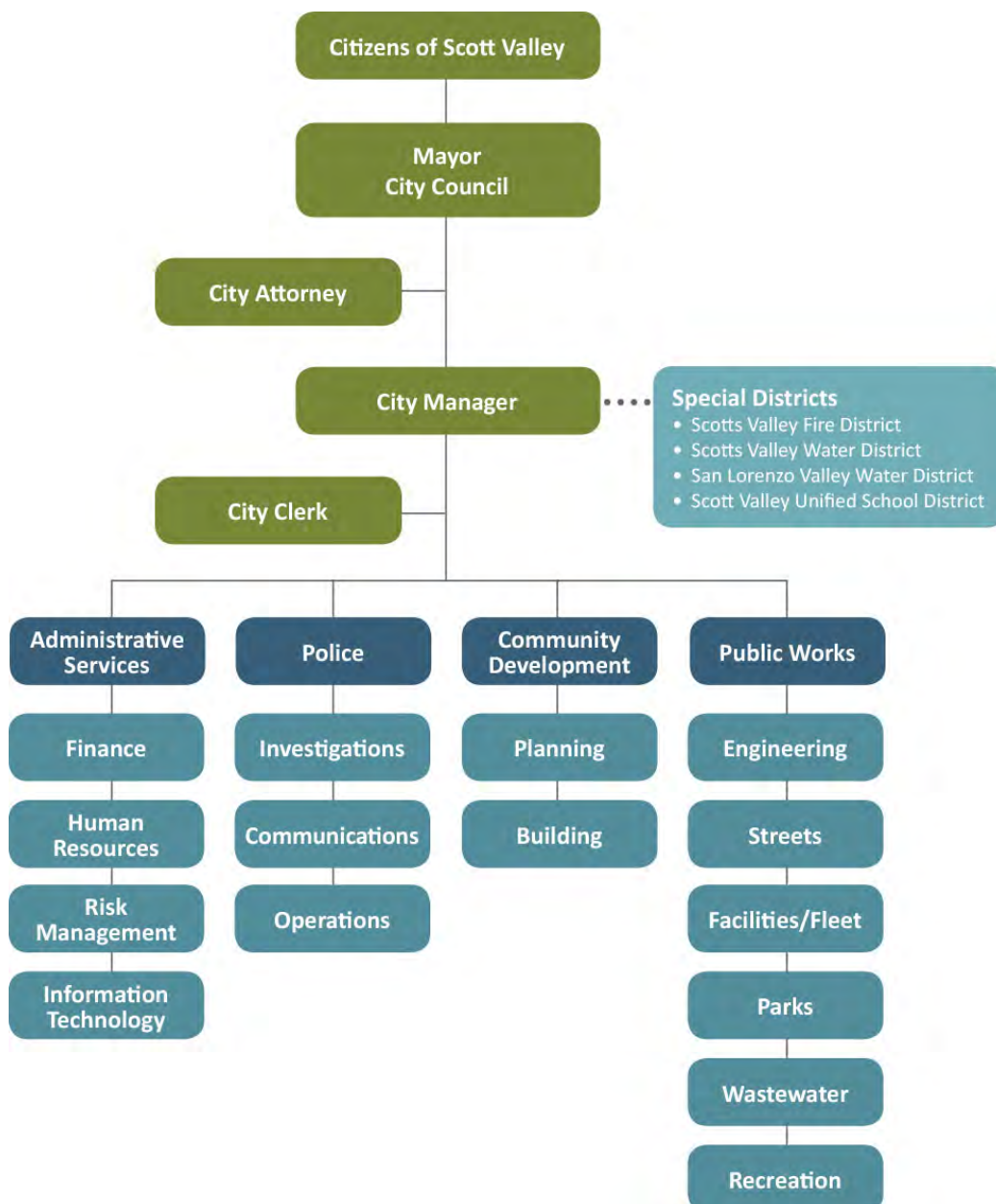
Accepted by City Council at Public Hearing – DATE



Background and Context

City departments include: Administration; Finance; Police; Planning; Building; and Public Works, which includes Engineering, Street Maintenance, Vehicle Maintenance, Park Maintenance, Building Maintenance, Wastewater, and a Parks & Recreation Division.

The Scotts Valley Water District, a separate special district, provides water services. The Scotts Valley Fire Protection District, also a separate special district, provides fire services. Refuse collection and recycling services are contracted out.





City of Scotts Valley Community Services & Facilities

Scotts Valley was incorporated as a general law city in 1966. The City operates under the council form of government with legislative responsibility residing with an elected City Council of five members. One City Council member is elected by the others to serve as Mayor.

Administration, Finance, Planning, Building and Police functions are administered from the City Hall building on Civic Center Drive. Public Works/Engineering facilities are in the corporation yard on Lundy Lane.

Below is a summary of the primary City services and facilities. Additional information can be found at www.scottsvally.org.

Police Protection

The major goals of Scotts Valley Police Department (SVPD) are to reduce crime through prevention, detection and apprehension; to provide the orderly and safe movement of vehicular traffic through law enforcement, to provide accident prevention and accident investigation; to ensure public safety through regulation and control of hazardous conditions; to recover and return lost and stolen property and; to provide non-enforcement services through programs reflecting community needs and desires.

SVPD has 20 sworn officers and eight ~~civilian-non-sworn~~ employees. In 2019, the SVPD's Dispatch Center handled more than 3,000 emergency calls and approximately 20,000 non-emergency calls. The average response time to emergency calls in 2017 was two minutes (SVPD, 2019).

The Police Department has both formal and informal assistance agreements with the Santa Cruz County Sheriff's Office and the California Highway Patrol. Assistance may range from immediate help with an emergency problem to large or complicated criminal investigations.

Public Works

The Public Works Department includes the Engineering Division, Maintenance Division, Recreation Division, and the Wastewater Division. ~~The City of Scotts Valley does not provide water service, it is provided by the Scotts Valley Water District, San Lorenzo Valley Water District or private wells.~~

Engineering Division

The Engineering Division includes three primary categories: design and construction, traffic engineering, and land development. The design and construction category includes design and implementation of capital improvement projects. Traffic engineering consists of the review of traffic impact studies, traffic movement counts, capacity analyses, and management of traffic



signals throughout the City. Land development includes reviewing projects proposed by prospective land developers and coordinating the review process with other departments such as Planning, Police, and other agencies.

Maintenance Division

The Maintenance Division involves street maintenance to include road repair work and striping of public streets within the City, as well as storm drain repair and maintenance; public building maintenance; and City vehicle maintenance. The Maintenance Division also takes care of the City parks; the two largest being Skypark and Siltanen Park. In total, the City has 38.6 acres of developed parks. Facilities include six parks/playgrounds, ~~three-six~~ soccer fields, four tennis courts, ~~seven~~ softball and baseball fields (four of which are joint use with ball fields), two bocce ball courts, two outside half-court basketball courts, a community center, a senior center, and two childcare facilities on the elementary school campuses.

Additional recreation facilities are provided by the Scotts Valley Unified School District (SVUSD), and the private sector. Public recreation facilities are shown in [Figure CSF 1: Parks and Recreation Facilities](#).

Recreation Division

Recreation programs are administered by the Recreation Division. The Parks and Recreation Commission, a five-member commission appointed by the City Council, is an advisory Commission that oversees the parks and recreation programs.

The Parks and Recreation Commission has the responsibility of preparing a Parks Master Plan to plan for the acquisition, development and improvement of park facilities in Scotts Valley. The City's Parks Master Plan (adopted March 1996) indicates the ~~need for~~ goal of five acres of developed parks per thousand (1,000) persons. This does not include undeveloped open space and natural resource areas.

With a current population of nearly 12,000, the City has just over three acres of developed park land per thousand persons.

Wastewater Division

The City's sanitary sewer collection system is made up of approximately 45 miles of gravity pipelines, seven lift stations, and eight miles of force main. Wastewater is eventually conveyed to the City's Water Reclamation Facility (WRF) on Lundy Lane. It provides residents with wastewater treatment services and recycled water for landscape irrigation and other potential uses.

The WRF was constructed in 1964 as a 30,000 gallon/day package wastewater treatment plant to provide secondary level wastewater treatment. In 1972, an activated sludge treatment



system was added and plant capacity expanded to 120,000 gallons/day. Over the years, plant capacity has been expanded several times to serve growth in the community and has the capacity to treat 1.5 million gallons each day, enough to see the City through planned build-out.

~~Recent plant upgrades include treatment facility that~~ In 2001, the City received a permit from the Regional Water Quality Control Board to produce recycled water for unrestricted irrigation use. The tertiary treatment facility currently (2018) treats up to one million gallons per day of recycled water which is used mainly for irrigation at local parks, schools, residences, landscape medians, and businesses. Following disinfection, the tertiary treated water meets State Title 22 standards for water reuse in California and is safe for all permitted uses.

City of Scotts Valley has partnered ~~up~~ with the Scotts Valley Water District, which is the permitted distributor of the recycled water produced at the tertiary treatment facility. An average monthly recycled water demand ranges between 0.8 million gallons in January to 9.4 million gallons in July. 2014 to 2017 annual demand has been fairly stable at approximately 60 million gallons.

Other Community Service and Facility Providers

Fire Protection

As shown in [Figure CSF-2: Fire Districts](#), the Scotts Valley Fire District (SVFD) provides all risk emergency response to a variety of incidents including fires, medical calls, hazardous materials incidents, rescues, and vehicle accidents for both the City of Scotts Valley and the surrounding unincorporated areas. SVFD is an autonomous special district, with funding generated from the area's property taxes. SVFD serves approximately 22,000 people in a 22-square-mile area. The SVFD boundaries run to Highway 17 at Highway 1 to the south, just beyond Laurel Road along upper Highway 17 to the north, Graham Hill Road through Henry Cowell, down to the City of Santa Cruz to the west, and along the Glen Canyon, Granite Creek, and Vine Hill Road areas to the East. The City of Scotts Valley lies within the district boundaries and represents 4.5 square miles of the total area served and approximately 60 percent of the SVFD's service area population.

SVFD has mutual aid agreements with numerous regional fire districts, including the Santa Cruz City Fire Department, Central Fire Protection District, Aptos/La Selva Fire Protection District, Felton Fire Protection District, Zayante Fire Department, and Cal Fire. The District currently manages and provides administrative oversight for the adjoining Branciforte Fire District.

SVFD operates two fire stations (both within the Scotts Valley city limits) and has 24-line firefighting personnel. Station One (headquarters), is located at 7 Erba Lane, and Station Two is located at 251 Glenwood Drive. The District has 27 full-time employees which include line firefighters and the administrative staff. The District also employs two part-time secretaries and



10 paid call firefighters which are used to supplement the Fire District's regular career firefighters on emergency incidents and in community service activities.

SVFD provides fire prevention services related to the enforcement of local and state fire codes, public fire prevention education, and the investigation of the cause and origins of fire. The Fire Prevention Division provides a comprehensive fire/life safety plan review for land development, new building construction, interior remodel projects, fire suppression, and fire alarm systems. In addition, periodic construction inspections are performed to ensure that completed projects conform to both state and local fire safety regulations.

SVFD responded to approximately 2,300 district wide calls in 2017. The majority (more than 55 percent) of these calls were medical emergency calls. SVFD has a cooperative agreement with the Santa Cruz regional 911 dispatch center, also known as NETCOM, for all emergency and non-emergency dispatching. (SVFD, 2018).

Additional information regarding SVFD can be found at www.scottsvalleyfire.com. [Additional information regarding wildfire hazards is discussed in the Safety & Noise element.](#)

Water Services

Water is provided by three sources: the Scotts Valley Water District (SVWD), the San Lorenzo Valley Water District (SLVWD), and private wells. As shown in [Figure CSF-3: Water Districts](#), the SVWD and SLVWD service area boundaries extend beyond the City's Planning Area boundaries. These two districts are responsible for providing public water services for residential, institutional and commercial purposes and for fire protection in their respective service areas.

Both the Scotts Valley Water District and the San Lorenzo Valley Water District rely mainly on groundwater in Santa Margarita Groundwater Basin to serve their respective customers.

SVWD has actively managed groundwater in the area since the early 1980s to increase water supply reliability and to protect local water supply sources. In 1983, SVWD instituted a Water Resources Management Plan to monitor and manage water resources, in 1994 the agency formally adopted a Groundwater Management Plan in accordance with AB3030, also known as the Groundwater Management Act under Water Code section 10750.

In 1995, SVWD, SLVWD, Mount Hermon Association, Lompico County Water District, City of Scotts Valley and County of Santa Cruz signed a Memorandum of Understanding forming Santa Margarita Groundwater Basin Advisory Committee that was actively involved in the cooperative groundwater management of the basin until its dissolution and substitution with Santa Margarita Groundwater Agency (SMGWA) in 2017. SMGWA is a Groundwater Sustainability Agency (GSA) that was established as a Joint Powers Authority in response to the 2014 Sustainable Groundwater Management Act (SGMA) that required the formation of local



groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt groundwater sustainability plans (GSPs). Santa Margarita Groundwater Agency must develop a plan by January 31, 2022 including the following elements: basin description including groundwater levels, groundwater quality, subsidence, information on groundwater-surface water interaction, data on historical and projected water demands and supplies, monitoring and management provisions, and a description of how the plan will affect other plans, including city and county general plans. The plan needs to be submitted and approved by the Department of Water Resources and evaluated every five years after its adoption.

Additional information can be found at www.smgwa.org.

In accordance with the California Water Code (CWC), urban water suppliers with 3,000 or more service connections or supplying 3,000 or more acre-feet of water per year are required to prepare an Urban Water Management Plan (UWMP) every five years. The UWMP is a long-range planning tool that guides the actions of the public water suppliers and provides the elected officials, managers and the public with a broad perspective regarding various water supply issues.

Both public agencies, SVWD and SLVWD have updated their respective Urban Water Management Plans most recently in 2015 and the plans are accessible:

<http://www.svwd.org/sites/default/files/documents/reports/UWMPJune2016.pdf>

http://www.slvwd.com/pdf/SLVWD%202015%20UWMP_Final%20Draft.pdf

Scotts Valley Water District

The Scotts Valley Water District (SVWD) was formed under County Water District Law in 1961. Its service area includes most of the City of Scotts Valley as well as some unincorporated areas north of the City with the service area of 5.5 square miles. SVWD relies entirely on local groundwater for its potable water supply. Currently surface water is not part of the water supply portfolio, however, supplemental supply planning includes diversification of the supply and supplementing the groundwater with surface water via a conjunctive use with neighboring agencies, as well as utilization of the excess recycled water for future permitted uses.

Potable Water

SVWD owns and maintains approximately 60 miles of potable water mains, several potable water storage tanks, pump stations, production wells, and water treatment facilities. Additionally, SVWD owns a recycled water distribution system.



As of 2018, the SVWD has six production wells that have a combined capacity of approximately 2,000 gallons per minute (gpm), or 2.87 million gallons per day (mgd), or 3,214 acre feet per year (afy). Groundwater production by SVWD in WY2017 (October 1, 2016 through September 30, 2017) was 1,242 acre-feet. From the 1970's to the 2000's, groundwater production steadily rose to a peak of 2,077 afy in 2003. Since then, average production has declined by 40% due to water use efficiency measures, and service connection conversions from potable to recycled water.

Recycled Water

Recycled water has been available in Scotts Valley since 2002 and the program has expanded steadily through expansion of pipelines and service connections. The existing (2018) recycled water distribution system is comprised of a storage tank, pump station, approximately 6 miles of recycled water distribution mains, and supplies an annual average of approximately 200 acre feet per year (afy) water.

Additional information can be found at www.svwd.org.

San Lorenzo Valley Water District

The San Lorenzo Valley Water District supplies water service to approximately 500 customers in the Pasatiempo Pines and Manana Woods area of Scotts Valley (SLVWD South Zone) from three wells located near the Santa Cruz County Probation Center. These wells have a combined pumping capacity of approximately 700 gallons per minute. Within the Scotts Valley portion of the San Lorenzo Valley Water District there are three major storage facilities with a combined storage capacity of 390,000 gallons, and approximately 4.5-mile transmission and distribution system.

The highest groundwater production in SLVWD South Zone was 447 afy in WY2002, that has dropped to 245 afy in WY2016.

Additional information can be found at www.slvwd.com.

Private Wells

There are several private wells in the Scotts Valley area that provide water for residential, commercial, and industrial uses, including the Valley Gardens Golf Course and several large mobile home parks. The County of Santa Cruz has the responsibility for permitting and registering the private groundwater wells.

Scotts Valley Unified School District

The Scotts Valley Unified School District (SVUSD) operates the public-school system within the City of Scotts Valley. SVUSD administers two elementary schools; Vine Hill Elementary and

Brook Knoll Elementary (K-5); Scotts Valley Middle School (6-8), and Scotts Valley High School (9-12).

Total SVUSD school enrollment for elementary and secondary students for the 2016/2017 academic year was 2,505. This roughly equates to 600 students for each elementary school and the middle school, and 800 students for the high school.

SVHS participates in the International Baccalaureate (IB) program – the only one in Santa Cruz County and among only a few within the Monterey Bay area. The IB program is an alternative to the more common advanced placement (AP) program that most high schools provide for their more academically-oriented students seeking college preparation. It draws students from around the county, and serves as a valuable distinguishing feature for Scotts Valley.

Additionally, there are students that reside in the City of Scotts Valley who attend private schools within Scotts Valley. These include Baymonte Christian School, Child’s Reflection, Montessori Scotts Valley, and Monterey Coast Preparatory School.

Additional information can be found at scottsvalley-ca.schoolloop.com.

Solid Waste Management

GreenWaste Recovery is the current private contractor providing weekly collection of garbage, recyclable materials, and yard trimmings for residents and businesses in the City of Scotts Valley. Solid waste is transported to either the Buena Vista Sanitary Landfill, which is operated by Santa Cruz County; or the Ben Lomond Transfer Station, where it is then delivered to the Monterey Peninsula Landfill; which is operated by the Monterey Regional Waste Management District.

The Buena Vista Sanitary Landfill, located in Santa Cruz County, is permitted until 2031 and has a maximum capacity of 7,537,700 cubic yards of solid waste, with approximately 3,303,649 cubic yards of remaining capacity. The Buena Vista Sanitary Landfill is permitted to receive 838 tons of solid waste per day. The Monterey Peninsula Landfill, located in Marina, has a maximum capacity of 49,700,000 cubic yards of solid waste, with approximately 48,560,000 cubic yards of remaining capacity. The Monterey Peninsula Landfill is permitted to receive 3,500 tons of solid waste per day (CalRecycle, 2018).



Goals, Policies & Actions

Goal CSF-1 To provide reliable and cost-effective water, wastewater, and solid waste management services that is sustainably managed.

Policies

Region

- Policy CSF-1.1

Groundwater Management Coordination

Support the collaborative efforts by the Scotts Valley Water District, the San Lorenzo Valley Water District, the County of Santa Cruz who are responsible for sustainably managing the Santa Margarita Groundwater Basin.
- Policy CSF-1.2

Solid Waste Management Coordination

Coordinate with the Santa Cruz County Recycling and Solid Waste Services and other local non-profit agencies to carry out community public health education and waste reduction programs.

City

- Policy CSF-1.3

Annexation

Confirm with the relevant agencies prior to a city-led annexation that adequate water, ~~wastewater~~ and disposal services can be provided for the proposed annexation area.
- Policy CSF-1.4

Master Plans

Conduct periodic updates to wastewater, and stormwater master plans and require all new development requiring discretionary review to be consistent with the current master plans.
- Policy CSF-1.5

Special District Management Plans

Work cooperatively with the Scotts Valley Water District and San Lorenzo Valley Water District to update their Urban Water Management Plan and other water management related plans as necessary.

Policy CSF-1.6 **Water Facility Protection**
 Work in coordination with the relevant agencies to protect existing and future water, wastewater, and recycled water facilities from encroachment by incompatible land uses that may be allowed through discretionary land use permits or changes in land use or zoning designations.

Policy CSF-1.7 **Waste Diversion Rate**
 Support efforts to meet the state’s current and future waste diversion goals through City, County and other agency’s recycling and diversion programs.

Policy CSF-1.8 **Expanded Materials Recycling**
 Encourage increased recycling of materials by commercial, industrial, and residential generators.

Project

Policy CSF-1.9 **New Development**
 The City shall not allow existing or new private wells to service new development that requires discretionary review.

Policy CSF-1.10 **Regulatory Compliance**
 Monitor the development review process to support compliance with the water efficiency related regulations.

Policy CSF-1.11 **Wastewater Improvements**
 Plan for necessary improvements and associated funding to ensure adequate levels of wastewater treatment are available to meet the demand of the service area.

Policy CSF-1.12 **Development-funded Facilities**
~~Consider requiring~~Where practical and appropriate, require new developments to construct on-site or off-site facilities that benefit larger group of constituents than just the ones served by the new development. In such instances, establish a process by which a future development is to reimburse the original development a proportionate share of the original cost of the facilities to the degree of the benefit received by them.



Policy CSF-1.13

Stormwater Management

Require new development to maintain predevelopment runoff levels, consistent with State regulations.

Policy CSF-1.14

Recycled Water

Support the expansion of recycled water infrastructure throughout Scotts Valley and require new development to connect to recycled water system if appropriate and feasible.

Actions

Action CSF-1.1

Develop an agreement between the City and the Scotts Valley Water District to ensure that all landscape construction within the City will be in compliance with the State 2015 Model Water Efficient Landscape Ordinance (MWELO).¹

Action CSF-1.2

Adopt the Over-the-Counter Building Permit for simple greywater systems.²

Action CSF-1.3

Establish the standard operating procedures and support the Scotts Valley Water District in addressing the compliance of CA Senate Bill 407 (2017).³

¹ The City adopted this ordinance by default per state law in 2016, and the only known compliance activity pertains to large multi-family developments that are reviewed by the Scotts Valley Water District via a third party. This agreement would insure that the City is in compliance with the state law to ensure new (and large retrofitted landscapes) are in compliance for water use efficiency and to support new development.

² As a pilot program in 2016, a branched drain residential greywater system was installed within the City of Scotts Valley with a provisional over-the-counter greywater permit. On September 9, 2016, the permit was granted by the City. The City has expressed support of permanently adopting the permit form modeled after the Cities of Marina and Monterey.

³ This bill requires public entities that supply water to adopt a program for tracking disclosures made upon the transfer of real estate water use efficiency. The District currently collects these for the municipality, but lacks an appropriate form with the City logo and updated requirements on it.

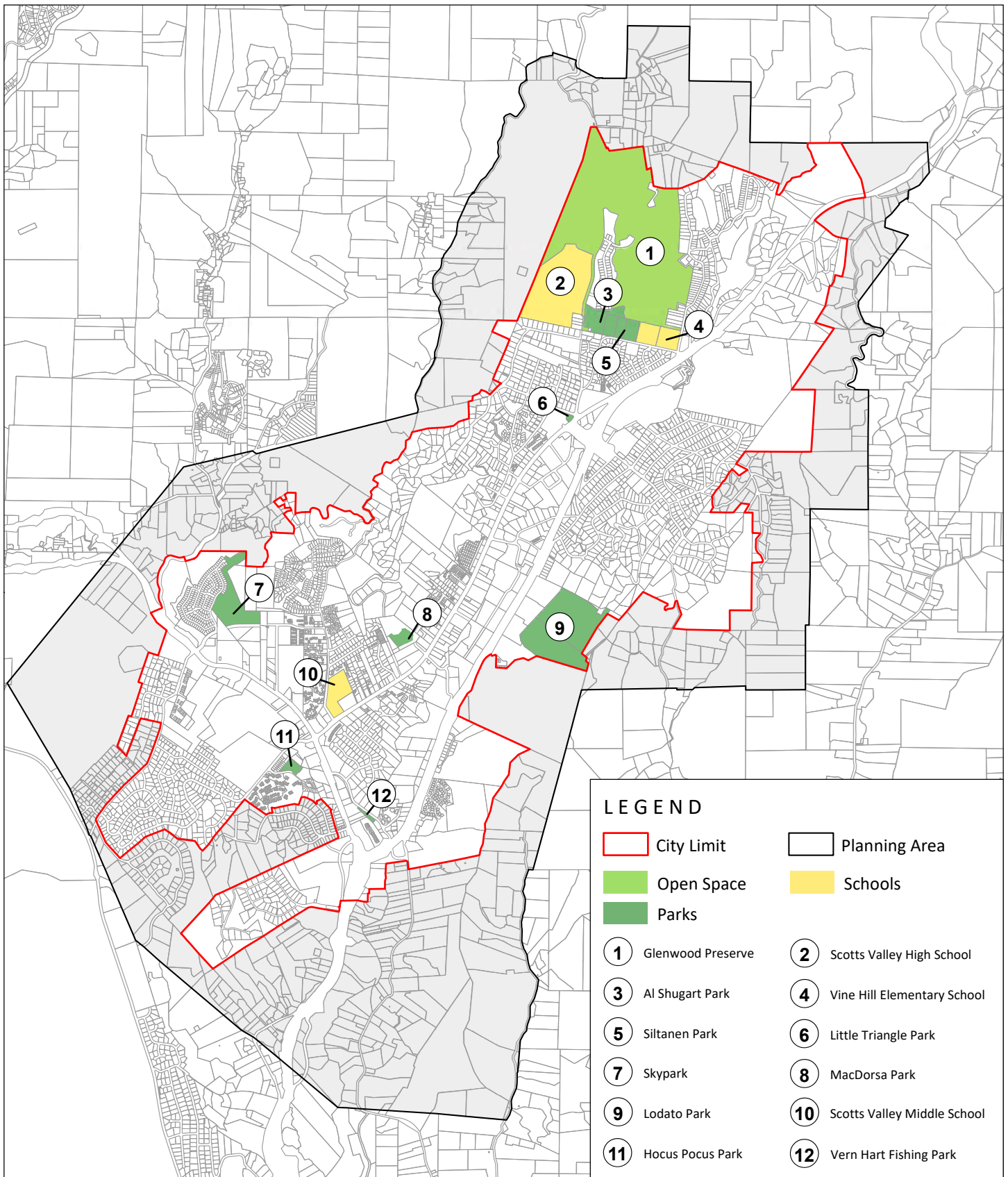
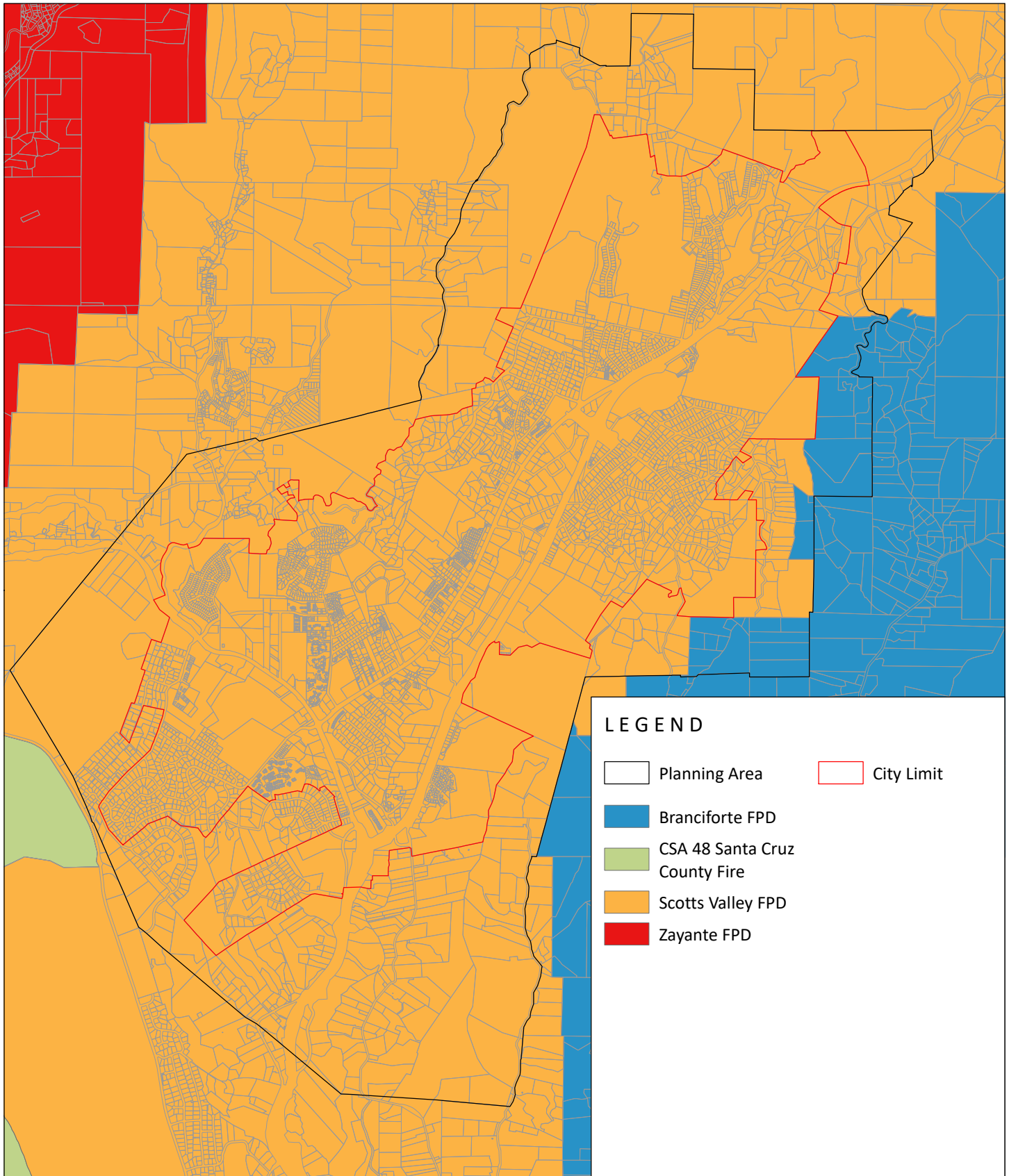
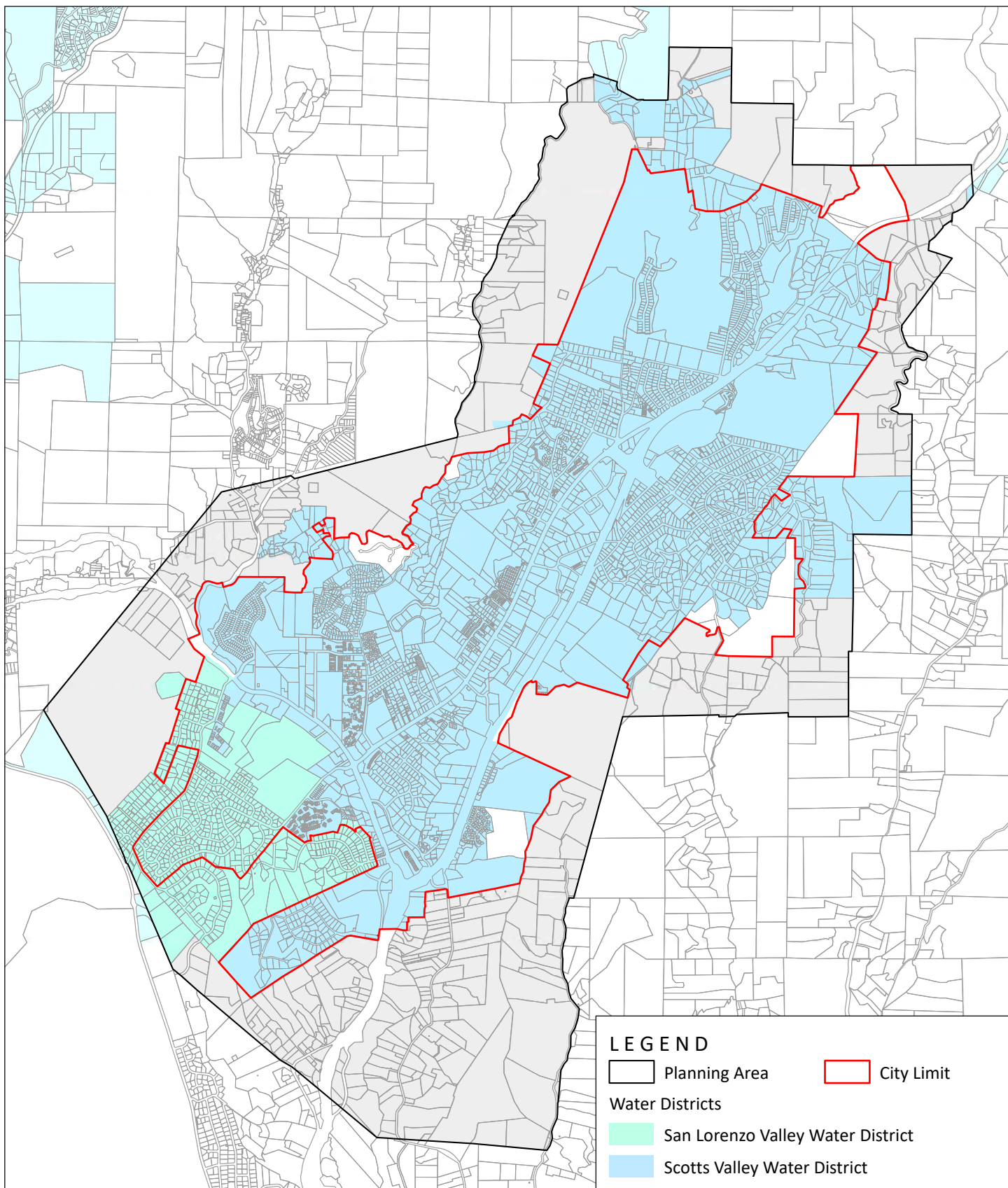


Figure CSF-1: Schools, Parks and Open Space





Disclaimer: This Map was developed for the General Plan. The City is neither liable nor responsible for the use of this map beyond its intended purposes.

Figure CSF-3: Water Districts

Goal CSF-2 To provide high quality emergency services for Scotts Valley residents, businesses, and visitors.

Policies

Region

- Policy CSF-2.1

Interagency Support
Participate in mutual aid system and automatic aid agreements to back up and supplement capabilities to respond to emergencies.
- Policy CSF-2.2

Interagency Communications
Maintain an effective communication system between emergency service providers within Scotts Valley and neighboring jurisdictions.
- Policy CSF-2.3

Regional Crime Prevention
Participate in multi-jurisdictional crime suppression units with emphasis on career criminal apprehension and reducing the number of victims.

City

- Policy CSF-2.4

Police Service
Ensure appropriate police staff, stations, equipment, and training to meet the demands of city residents, employees and visitors.
- ~~Policy CSF-2.5~~

~~**Police Responsiveness**~~
~~Update and maintain policy response time standards.~~
- ~~Policy CSF-2.6~~**Policy CSF-2.5**

Fire Service
Support the Scotts Valley Fire District’s efforts to maintain staffing, facilities, and training activities to effectively respond to emergency and public service calls.
- ~~Policy CSF-2.7~~**Policy CSF-2.6**

Emergency Preparedness Planning
Maintain an emergency operations plan and emergency operations center to prepare for actual or threatened conditions of disaster or extreme peril.



~~Policy CSF-2.8~~Policy CSF-2.7 **Police Response Time**

The Police Department will strive to maintain a maximum three-minute response time to emergency calls within the City, 24 hours a day.

~~Policy CSF-2.9~~Policy CSF-2.8 **Community-based Program Development**

The Police Department will proactively promote community involvement and participation to define community needs, confirm priorities, and develop programs, that meet their needs, while also promoting neighborhood crime prevention programs.

~~Policy CSF-2.10~~Policy CSF-2.9 **Community Outreach**

Conduct outreach in the community to promote personal and public safety in daily life and in cases of emergency. Regularly update and inform the public on the real levels of crime and safety to strengthen their perceived sense of personal security.

~~Policy CSF-2.11~~Policy CSF-2.10 **Drug and Crime Prevention for Youth**

Work with the Scotts Valley School District and private schools to provide drug and crime prevention education and awareness.

Project

~~Policy CSF-2.12~~Policy CSF-2.11 **Plan Review**

All new development shall be referred to the Police Department for law and Scotts Valley Fire District for plan review evaluation of crime reduction, fire, and life safety issues.

~~Policy CSF-2.13~~Policy CSF-2.12 **Safety and Crime Prevention Through Design**

Seek ways to reduce police service demands through land use planning and project design.

~~Policy CSF-2.14~~Policy CSF-2.13 **Community Wildfire Protection Planning**

Require new development in areas susceptible to wildfires to be responsible for fire prevention activities (e.g., visible house numbering and use of fire-resistant and fire-retardant building and landscape materials) and to provide a defensible zone to inhibit the spread of wildfires.



Actions

- Action CSF-2.1 Emergency Services Budgeting**
 During the annual budget review, assess the present and future requirements of the Police Department and allocate a budget commensurate with the City's needs.

Goal CSF-3 To provide ample, safe, and well-maintained park and recreation facilities and programs that serve the needs of the community

Policies

Region

- Policy CSF-3.1 Multiuse Trail Network**
 Work in coordination with other state and local organizations in the development of a regionally integrated, multiuse trail network as identified in the City's Parks Master Plan.
- Policy CSF-3.2 Connected Trails**
 Where appropriate, trails shall connect with parks and recreational areas.

City

- Policy CSF-3.3 Park Planning**
 Plan parks and recreation facilities adequate for the City's recreational needs, activities, and programs, commensurate with projected population growth.
- Policy CSF-3.4 Locating Park and Recreation Areas**
 Locate and design park and recreation areas to provide for ease of access by pedestrians, and bicyclists, ~~and equestrians~~.
- Policy CSF-3.5 Mobility Access to Park and Recreation Facilities**
 As a part of the City's open space/park and recreation implementation plan, incorporate trails, paths, sidewalks, and bicycle lanes to provide ease of access to and in the identified park and recreation areas.



Policy CSF-3.6	Park Concessions Plan for the expansion of concessions in parks and recreation facilities.
Policy CSF-3.7	Preventative Maintenance Fund and staff regularly scheduled preventative maintenance of all recreation facilities.
Policy CSF-3.8	Coordination with Schools Coordinate with local schools to expand parks and recreation opportunities for the community through joint use agreements; co-development, expanding, and refurbishing; and other collaborative efforts.
Policy CSF-3.9	Small Park Opportunity Sites Evaluate all lands, regardless of size, for their potential development as small parks, community gardens, landscape lots, etc.
Policy CSF-3.10	Ongoing Maintenance Ensure that ongoing maintenance needs are addressed in the development and funding plans for any new or expanded parks, recreation facilities, and open space.
Policy CSF-3.11	Recreation Programs Provide adequate recreation programs that serve the needs of all members of the community including youth, seniors, and disable persons.
Policy CSF-3.12	Parkland and in-Kind Contributions The Parks and Recreation Commission shall <u>should</u> advise the City Council regarding the acceptance or rejection of offers of donations of money, personal and/or real property to the City for recreational and park purposes and use and make recommendations where appropriate.
Policy CSF-3.13	Sale or Purchase of Parkland The City Council shall <u>should</u> solicit the recommendation of the Parks and Recreation Commission regarding the sale or purchases of lands for park and recreation purposes.

**Policy CSF-3.14****Recreation Fees and Budgets**

The City Council ~~should shall~~ refer proposed changes to the Recreation Division's fee schedule and Parks and Recreation Division 's budgets to the Parks and Recreation Commission for its recommendation prior to City Council action.

Policy CSF-3.15**Volunteer Support & Private Funding**

Volunteer efforts and private financial resources should be promoted and used in combination with public funds for enhancement, acquisition, maintenance and operation of park and recreation facilities. The Parks and Recreation Commission and/or park specialist should solicit volunteer efforts and private financial resources.

Neighborhood**Policy CSF-3.16****Access to the Lodato Park Trail System**

The City shall work with property owners towards obtaining increased and ultimately full-time access to the trail system ~~of~~ connecting to Lodato Park.

Project**Policy CSF-3.17****Provision of Park Land and Facilities**

Condition new development requiring discretionary review to provide for the orderly completion of the City's comprehensive park system, including bicycle paths and hiking ~~and equestrian~~ trails.

Policy CSF-3.18**Dedication of Trail Easements**

The City shall require public dedication of trail easements and bike paths in new projects located along adopted routes.

Policy CSF-3.19**Construction of Trails and Bike Paths**

For new development requiring discretionary review, the City may require where appropriate, the dedication and construction of trails and bike paths consistent with the General Plan policies as part of project approval.

Policy CSF-3.20**Minimizing Trail Impacts**

When siting and designing new trails, seek to minimize impacts to sensitive biological and scenic resources.

Policy CSF-3.21**Public Safety**

Promote public safety in planning, design, construction, and use of all recreation facilities.



Policy CSF-3.22

Parkland Siting

Locate and design park and recreation areas to provide for ease of access by pedestrians, bicyclists, and, where feasible, transit and equestrian.

Policy CSF-3.23

Land Use Compatibility

Park and recreation areas should be planned, developed, and used in a manner which is compatible with adjacent land uses.

Policy CSF-3.24

Recreation for New Development

Ensure that adequate park land is provided in conjunction with new residential development, concurrent with the City's parks, recreation and open space, land and facilities ~~tax~~development fee schedule.

Policy CSF-3.25

Commercial and Industrial Development

All commercial and industrial developments shall provide recreational facilities on-site or contribute money to enhance the City's park and recreation system.

Actions

Action CSF-3.1

Parks Master Plan

Maintain a citywide Parks Master Plan that sets service standards and strategic goals for the development and maintenance of parks and related facilities.

Action CSF-3.2

Park Grant Funding

Continue to solicit state open space, park and recreation, and access grants to acquire park land and/or to expand and develop the City's existing park facilities.

Action CSF-3.3

Commercial and Industrial Recreation Provisions

Amend City Code to require commercial and industrial development to provide open space/recreation facilities within the project. In the alternative, require dedication of land or in-lieu fees for park and recreation amenities.

Action CSF-3.4 Park Programming Assessment
Periodically reassess the changing needs of the community for recreation programs.

Action CSF-3.5 Park Design
The Parks and Recreation Commission shall develop specific designs for the park sites identified in the Parks Master Plan. These designs should provide recreation opportunities and facilities to meet the needs of various target groups: youth, adults and seniors, with emphasis on lifetime sports and activities for the expanding adult population.

Goal CSF-4 To provide great schools and high quality educational and training facilities and programs that define Scotts Valley as the preeminent community for families and a skilled workforce.

Policies

Region

Policy CSF-4.1 Educational Partners
Partner with educational institutions throughout the region to expand the range and quality of educational offerings available to the community.

City

Policy CSF-4.2 Academic Excellence
Advocate for the continued pursuit of academic excellence in schools serving the Scotts Valley community.

Policy CSF-4.3 Adequate School Facilities
Encourage communication and cooperation between the City, applicants for residential development projects, and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for anticipated growth.



Policy CSF-4.4

School Access

Coordinate with the school districts to improve access to school facilities that maximize access, walkability, and safety, while minimizing impacts to surrounding neighborhoods. Implement the Safe Routes to School program where funded. Re-stripe streets for school zone safety as needed.

Policy CSF-4.5

Joint Use of Facilities

Continue to encourage school administrations to enable non-school hour use of their facilities by the public for educational and recreational purposes.

Policy CSF-4.6

Workforce Training

Collaborate with industrial organizations, businesses, and educational institutions to create opportunities for workforce training.

Policy CSF-4.7

Youth Programs

Work with public and private school administrators to promote or sponsor teen activities such as dances, job fairs, special classes geared to teen interests and issues, and volunteer programs for youth. Develop programs that promote youth leadership, empowerment, self-esteem, and an understanding, appreciation, and respect for cultural diversity.

Project

Policy CSF-4.8

Project Review Adjacent to School Property

The Planning Department shall submit any General Plan amendment, rezoning, or project development proposals for properties adjacent to existing or future school sites to the appropriate school district for review and comment prior to preparation of the City staff report.



Goal CSF-5 To provide high-quality community facilities and programs that connect members of all ages and abilities to a broad range of cultural, informational, and recreational resources.

Policies

City

- | | |
|-----------------------|--|
| Policy CSF-5.1 | Cultural Facilities
Encourage the establishment of a broad range of facilities and events that expose Scott Valley residents to a variety of cultures, the arts, history, and technology. |
| Policy CSF-5.2 | Library Services
Assure that basic library services are provided free of charge. |
| Policy CSF-5.3 | Libraries and Community Centers
Support any improvements and programs associated with libraries and community centers as focal points for community engagement and information for residents of all ages and abilities. |
| Policy CSF-5.4 | Lifelong Learning
Enhance and expand Scotts Valley's library facilities to meet the evolving educational and lifelong learning needs of the community. Coordinate with local educational institutions to offer courses and learning opportunities outside the classroom. |
| Policy CSF-5.5 | Recreation Programs
Provide and/or sponsor recreational programs and services that are accessible and affordable to residents of all ages and abilities and encourage active and healthy living. |
| Policy CSF-5.6 | Access to Community Facilities. Support the improvement of transit connections to community facilities for people who are transit-dependent. |



Actions

- Action CSF-5.1 Youth Programs**
Coordinate with public and private schools, local nonprofits, service clubs, and other agencies to provide opportunities for youth to explore and enjoy sports, creative and performing arts, future career paths, civic activities, and volunteer opportunities.
- Action CSF-5.2 Senior Programs**
Collaborate with service providers to provide a wide variety of senior services and programs, including daily opportunities for seniors to have physical activity, social interaction, and mental stimulation.
- Action CSF-5.3 Childcare and Childhood Development**
Encourage efforts to expand the overall capacity of and access to local childcare and early childhood development centers.

Goal CSF-6 Seek to create a community that promotes a physical, social, and business environment that improves the health and well-being of its citizens.

Policies

Regional

- Policy CSF-6.1 Multiagency Coordination**
Coordinate the activities and communications between code enforcement, fire, police, and public health agencies in the City of Scotts Valley and Santa Cruz County to proactively identify and ameliorate hazardous building and living conditions that create chronic health problems.



City

Policy CSF-6.2

Community Education

Provide and/or support the provision of campaigns that motivate healthy lifestyles and teach residents about the benefits of physical activity and healthy eating habits. Emphasize abuse prevention education for children in coordination with schools and the fire department.

Policy CSF-6.3

Healthy and Local Food Venues

Encourage stores and restaurants to offer and promote healthy food options, with a focus on underserved areas and areas near schools. Support incentives that encourage the development of retail venues that sell local, fresh produce. Actively support and provide space for a farmer(s) market.

~~Policy CSF-6.4~~

~~Restrict Unhealthy Options~~

~~Discourage new liquor and tobacco stores and fast food restaurants near schools, neighborhoods, and in areas with an existing high concentration of such stores.~~

~~Policy CSF-6.5~~ Policy CSF-6.4 Health and Social Services

Support the permitting of sites for and services from organizations providing a broad range of health, prevention, and treatment services that reach individuals and families commensurate with the needs in Scotts Valley.

~~Policy CSF-6.6~~ Policy CSF-6.5 Healthy Workplace

Encourage building design and employee programs and policies that maintain and improve the health, well-being, and productivity of employees.

~~Policy CSF-6.7~~ Policy CSF-6.6 Access to Medical Facilities

Work with healthcare providers to improve transit connections to local and regional healthcare facilities for people who are transit dependent.