Residential Land Use

The proposed project designates about 126 acres for residential land uses that is expected to result in the construction of 980 dwelling units. The plan incorporates a range of densities and housing styles and also includes Residential Development Guidelines.

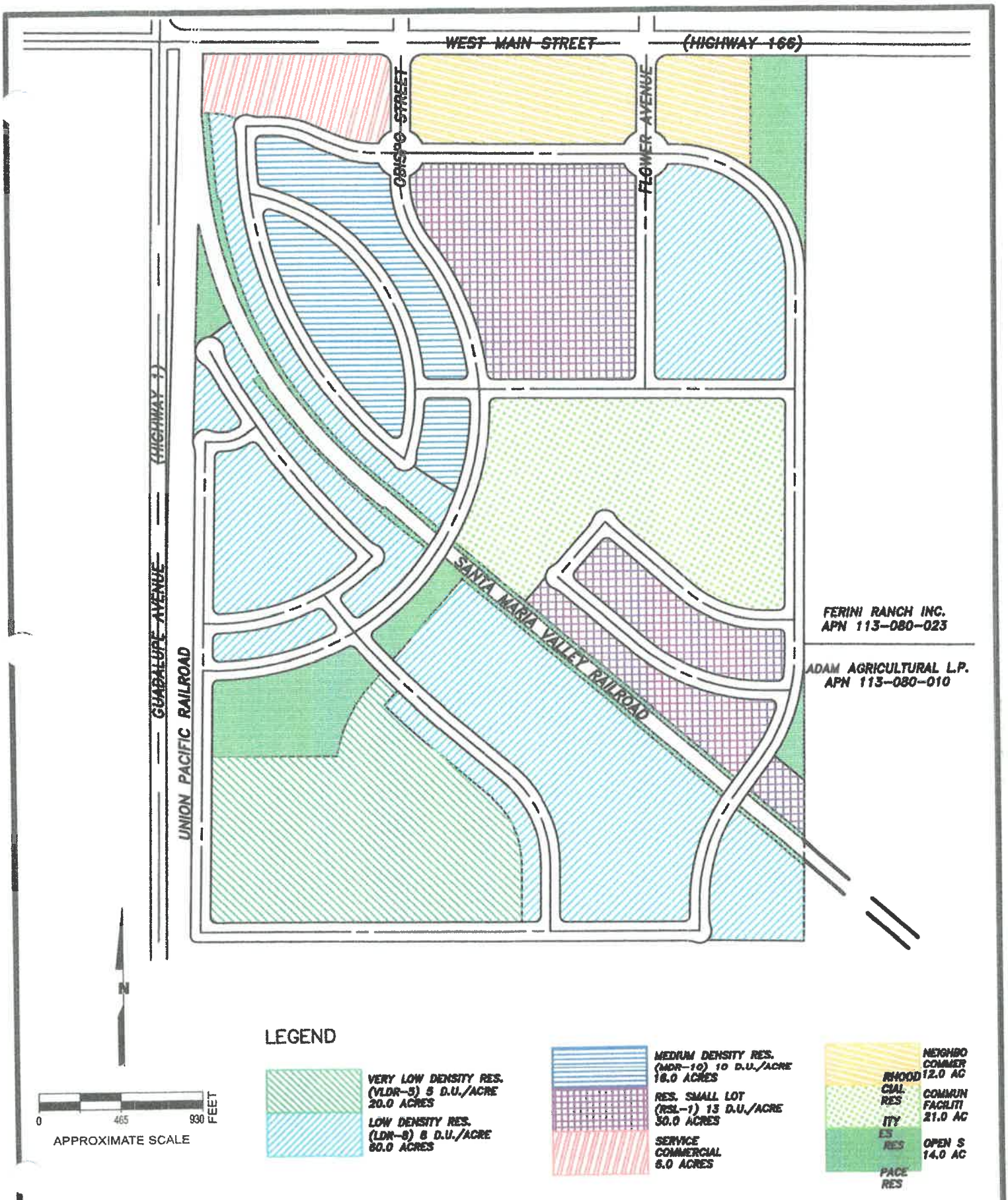
Very Low Density Residential (VLDR-5) – This designation is intended for the development of detached single-family dwellings on large lots with an overall density not to exceed five dwellings per gross acre. Zoning: R-1 (6,000); Single Family Residential (SFR); 6,000 square foot minimum lot size. Acres: 20 / Maximum Potential Units: 97.

Low Density Residential (LDR-8) – This designation is intended for the development of detached single-family dwellings on standard lots with an overall density not to exceed eight dwellings per gross acre. Zoning: R-1 (5,000); SFR; 5,000 square foot minimum lot size. Acres: 50 / Maximum Potential Units: 395.

Low-Medium Density Residential (LMDR-8) – This designation is intended for the development of detached single-family dwellings on lots with an overall density not to exceed eight dwellings per gross acre. Zoning: R-1 (4,500); SFR; 4,500 square foot minimum lot size. Acres: 10 / Maximum Potential Units: 79.

Medium Density Residential (MDR-10) – This designation is intended for the development of detached single-family dwellings and allow for a second unit, i.e., a casitas, granny flat, or loft above a garage, with an overall density not to exceed ten dwellings per gross acre and shall meet all parking requirements. Zoning: R-2 (5,000); SFR; 5,000 square foot minimum lot size. Acres: 16 / Maximum Potential Units: 156 on 78 lots.

Residential Small Lot (RSL-1) – This designation is intended to accommodate single-family residential development at a maximum overall density of thirteen dwellings per gross acre. Development in this designation would typically provide opportunities for the most affordable dwelling unit type and will be subject to a Planned Development Permit. Zoning: R-1; SFR; 2,200 square foot minimum lot size. Acres: 30 / Maximum Potential Units: 331.



Source: Penfield & Smith, October 2004; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.8-2
Proposed Land Use Plan

Commercial Land Use

The proposed project designates approximately eighteen acres for commercial, retail and professional office uses. The Neighborhood and Service Commercial uses are intended to complement the existing commercial area in downtown Guadalupe. The downtown includes a variety of small restaurants, retail and service establishments but the range of retail outlets is limited. New commercial areas in the proposed plan will expand opportunities for residents of Guadalupe and include possible retail uses such as a supermarket and drugstore. These new commercial areas are intended not to compete with the existing downtown commercial services, but to provide those goods and services that would be incompatible in the existing downtown. Commercial Development Design Guidelines are also included as part of the proposed plan.

Neighborhood Commercial (C-N) – This designation is intended to accommodate commercial development that serves the everyday convenience needs of residential neighborhoods. Such uses would include a supermarket, convenience grocery, drugstore, professional offices, laundry and dry cleaning, bakeries, shoe repair and similar stores. Accessory residential dwelling units located above first floor commercial/office spaces, and not exceeding four dwelling units per acre, are also permitted under this designation. Acres: 12.

Service Commercial (C-S) – This designation is intended to accommodate a wide range of retail and service establishments, which, because of their economic and activity requirements, are not appropriate for the Guadalupe downtown core. Such uses would include service stations, furniture stores, home improvement centers, hospitality and lodging facilities, light wholesale uses which supply goods and materials sold in retail stores, farm supply stores, building materials and hardware outlets, appliance stores and other similar businesses. Acres: 6.

Public Land Use

The Guadalupe School District has identified the need for a new school that would be built on a 14-acre site near the center of the project site, surrounded by residential neighborhoods. The District indicates that this site would probably be used for a new junior high school and would be constructed when funding is available. The proposed plan indicates that the site will be reserved for the Guadalupe Union School District when the land is subdivided. At the time of subdivision, the School District and the project developer will negotiate the sale or transfer of the school site.

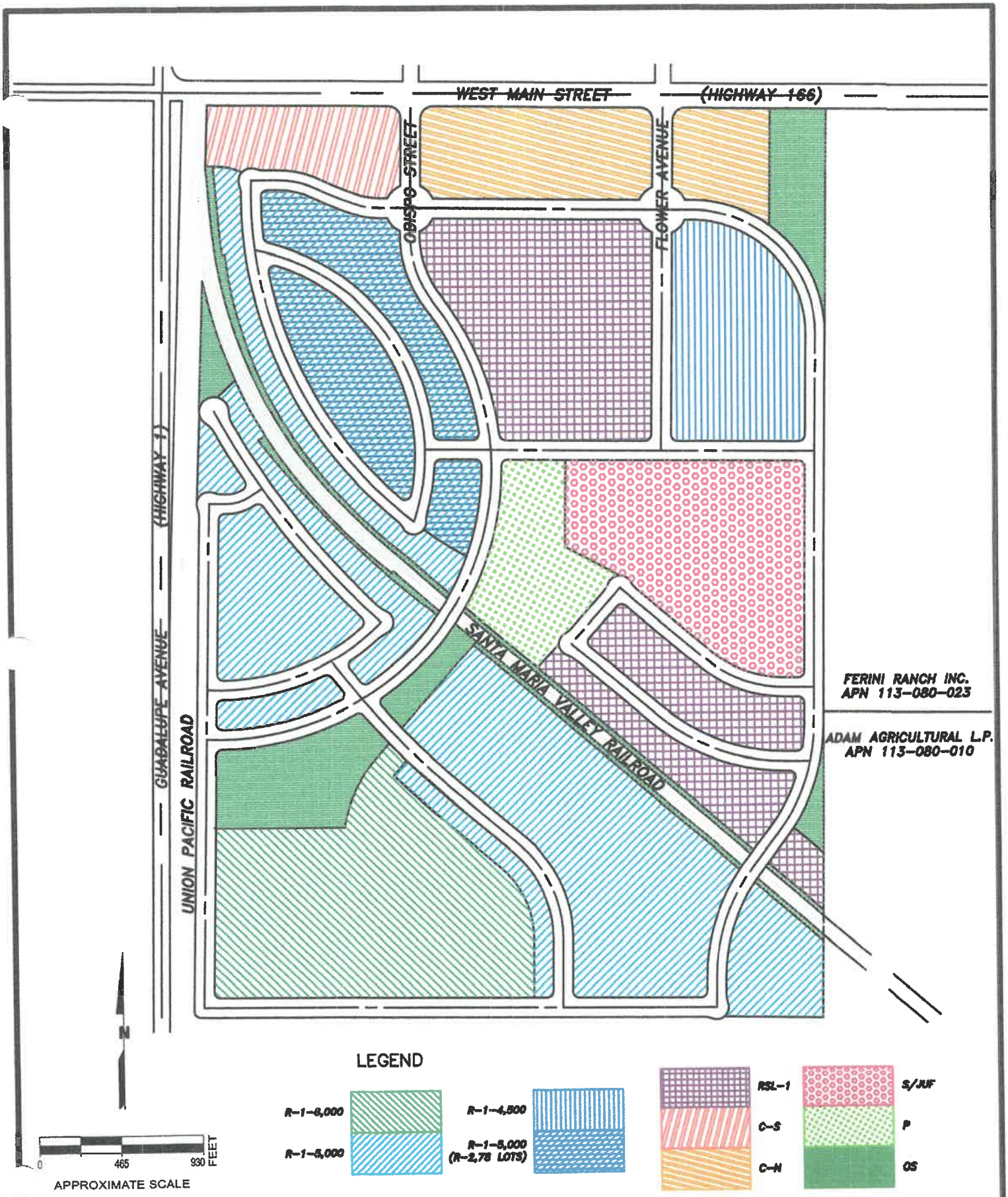
The proposed plan also identifies a 7-acre site for a new community park. The park site would be located adjacent to the school in order that it could potentially be employed as a joint-use facility if an agreement between the School District and the City could be arranged. Public landscape and recreation trails are included as part of the Open Space

element of the Revised Specific Plan. These areas would be annexed into a benefit/maintenance district and maintained by the Guadalupe Parks and Recreation Department.

Community Facilities (CF) – The Community Facilities designation is applied to schools, parks, and other public service facilities. Acres: 21.

Open Space (OS) – The Open Space designation is applied to drainage basins and recreational trails within the planning area. Acres: 14.

Figure 3.8-3, below, illustrates the proposed zoning for the Revised Specific Plan.



Source: Penfield & Smith, October 2004; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.8-3
Proposed Zoning Map

CITY OF GUADALUPE LAND USE POLICY

The City of Guadalupe uses the General Plan, Zoning Ordinance and permit process to regulate land development within the City's incorporated boundaries. The General Plan was adopted in 1986 and revised in 2002. Within the General Plan, the Land Use Element is the primary document used by the City to provide guidance for future development.

City of Guadalupe General Plan

Table 3.8-3, below, discusses policies from the Land Use Element that are relevant regarding consideration of land use and agricultural impacts of the proposed project.

TABLE 3.8-3
CITY OF GUADALUPE LAND USE POLICY

Policy #	Policy Summary	Consistency Discussion
Agriculture Policies		
Policy 5	The City will encourage the urbanization of land within the planning area boundaries to minimize land use impacts with surrounding agriculture land.	The DJ Farms site was annexed into the City in 1995 for the intended purpose of providing expanded residential, commercial and other urban uses for the residents of Guadalupe. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Policy 7	Prime agricultural lands characterized by having Class I or II soils and within a Williamson Act Agricultural Preserve shall be protected from urban development until such time it is established that conversion to urban uses is necessary for the viability of the City of Guadalupe.	Although the site contains Class I & II soils, it is *not* subject to a Williamson Act contract. See **Section 2.5** Project Objectives and **Impact 3.8-4** Conversion of Prime Farmland for discussion of constraints Guadalupe faces regarding urban development. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Commercial Policies		
Policy 13	Commercial uses should maintain a screened buffer area between themselves and adjacent land uses of a higher or lower use.	Commercial Development Design Guidelines contained in the Specific Plan incorporate landscaping, fencing and walls to screen parking lots, outdoor storage areas, off-street loading areas, trash/refuse areas and ground-level mechanical and service equipment. See **Impact 3.8-3** Conflict with Surrounding Land Uses for further discussion regarding internal land use compatibility. The *Revised DJ Farms Specific Plan* is consistent with this policy.

Policy #	Policy Summary	Consistency Discussion
Policy 14	Future commercial uses will be designated only as the urban area expands and not as isolated islands in advance of residential development.	The 18 acres of neighborhood & service commercial districts delineated in the proposed project comprise only nine percent of the total DJ Farms development. These areas continue the existing urban pattern within Guadalupe and they are *not* isolated elements. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Policy 15	Development of commercial parks or other specialized clusters of supportive commercial activities shall be encouraged.	The commercial areas specified in the Specific Plan are clustered together along the northern boundary of the plan area, adjacent to Highway 166. Refer to **Section 2.5** Project Objectives for discussion regarding the necessity for new commercial areas within Guadalupe. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Policy 16	Commercial development shall meet design and architectural standards as established by the City.	Commercial Development Design Guidelines contained in the proposed plan include a wide variety of elements regarding architectural and other design features. The *Revised DJ Farms Specific Plan* is consistent with this policy.
olicy 18	Residential activity above compatible office and retail uses shall be encouraged.	The Neighborhood Commercial land use designation allows accessory residential dwelling units above the first floor, not exceeding four units per acre. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Residential Policies		
Policy 30	New residential development of four dwelling units per acre or more will be permitted only when public services including central water and sewer service are available or provided by the developer.	The proposed plan contains policies requiring all water and sewer services to be provided by the project developer either by fee or actual construction. See **Section 3.12** Utility & Service Systems for further discussion of public services issues. The *Revised DJ Farms Specific Plan* is consistent with this policy.
Policy 31	Varied approaches to residential development will be actively encouraged to promote well designed and innovative residential areas that will provide a variety of housing types and densities.	A wide variety of residential land uses are provided in the proposed plan. These range from large-lot, very-low density areas to higher density, small-lot districts. The Residential Development Guidelines contained within the plan incorporates additional architectural and design elements promoting a diversity of housing styles and types. The *Revised DJ Farms Specific Plan* is consistent with this policy.

Policy #	Policy Summary	Consistency Discussion
Policy 32	Residential areas shall be protected from higher intensity uses through buffer zones or other comparable methods.	See *Commercial Policy 13* in this table for discussion of buffers between proposed residential and commercial areas. Refer also to **Impact 3.8-3** Conflict with Surrounding Land Uses for additional discussion regarding internal land use compatibility. The *Revised DJ Farms Specific Plan* is consistent with this policy.

3.8.3 IMPACTS AND MITIGATION MEASURES

STANDARDS OF SIGNIFICANCE

The following thresholds for measuring a project's environmental impacts are based on CEQA Guidelines and other performance standards recognized by the City of Guadalupe. For the purposes of this EIR, impacts are considered significant if the following would result from implementation of the proposed project:

1) Conflict with the adopted goals and policies of the General Plan or other planning program adopted for the purpose of avoiding or mitigating environmental effects;

2) Conflicts with any applicable habitat conservation plan or natural community conservation plan;

3) Physically divides or disrupts an established community;

4) Involves land uses that are found to be incompatible with surrounding uses, or is internally incompatible;

5) Conflicts with existing Williamson Act contracts;

6) Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses; or

7) Contributes significantly to any cumulative land use or agricultural impact.

METHODOLOGY

The evaluation of potential land use and agricultural impacts is based on field reconnaissance and several documents, including the *Guadalupe General Plan* and Municipal Code, the *Draft EIR* for the adopted *DJ Farms Specific Plan* and the *Revised DJ*

Farms Specific Plan. Additional analysis is based upon letters received from Responsible Agencies during the Notice of Preparation review period.

PROJECT IMPACTS AND MITIGATION MEASURES

Conflict with Goals and Policies Adopted to Avoid or Mitigate Environmental Effects

Impact 3.8-1 The proposed plan and resulting development would result in a conflict with existing policy adopted to avoid or mitigate environmental impact. This is a **significant** impact.

City of Guadalupe Policy

The City's Zoning Ordinance and subdivision standards govern the manner in which the proposed Specific Plan will be implemented. State law requires that General Plan land use designations and corresponding zoning classifications be consistent with one another. Therefore, this proposed plan establishes new land use designations for the DJ Farms property and identifies new zoning districts for those areas that are new sections of the ordinance. These new sections establish allowable and conditionally allowable land uses and development standards. Subsequently, all new development proposals within the plan area must be consistent with the Revised Specific Plan. Prior to adoption of the Revised Specific Plan, the City shall amend the General Plan, Land Use Map, Zoning Map and Ordinances to reflect the new land uses and zoning districts illustrated in the proposed land use and zoning maps. Therefore, **no impact** is expected.

County Right- to-Farm Ordinance

The Santa Barbara County Right-to-Farm Ordinance is intended to conserve and protect the continued viability of agricultural land, "from conflicts with nonagricultural land uses that may result in financial hardship to agricultural operators or the termination of their operation." This ordinance protects farmers conducting their normal operations from being deemed a nuisance by new adjacent nonagricultural users who willingly locate near agricultural areas.

Agriculture activities on the site and on neighboring farms have consisted mainly of row crops, such as broccoli, cauliflower and lettuce. Pesticides frequently used on broccoli, cauliflower crops may include five to nine restricted pesticides that require permits from the Santa Barbara County Agricultural Commissioner's Office. Aerial application of fertilizers and pesticides has been common practice in this area.

According to the Santa Barbara Agricultural Commissioner's Office, farm practices of the properties adjacent to the proposed site have remained essentially unchanged; the adjacent properties have been permitted for a number of restricted pesticides, and their permits are

renewed regularly. In addition, aerial application of these substances remains fairly common (Joe Karl, Deputy Supervisor in the Agricultural Commissioner's Office, pers. conversation November 2004).

The application of aerial pesticides is regulated by Title 3, Division 6, of the California Code of Regulations and is implemented by the Santa Barbara County Agricultural Commissioners Office. The California Code of Regulations has specific guidelines governing application of individual pesticides. According to Title 3, pesticides are only applied aerially during calm weather conditions with equipment that allows the pesticides to be dropped straight down. The Santa Barbara County Agricultural Commissioner's office is the entity responsible for enforcing and monitoring pesticide application. The Santa Barbara County Agricultural Commissioner requires farm operators to fully contain pesticides and fertilizers on their property, not allowing those chemical agents to drift onto adjacent properties. In addition, "aerial application of restricted materials while appropriate and allowable in agricultural fields surrounded by other fields is not allowed when the adjacent property is residential" (*Joe Karl, Deputy Supervisor in the Agricultural Commissioner's Office, Letter response regarding DJ Farms EIR, November 2004*)

In 1993, the Agricultural Commissioner recommended the placement of a buffer between urban and agricultural land uses that is as wide as possible in order to minimize the number of complaints and to reinforce the separation of urban and agriculture uses (adopted *DJ Farms Specific Plan 1993*). Although there is not an adopted or standard minimum distance, a 200-foot buffer was originally included in the previously-adopted Specific Plan in order to provide separation between land uses. The current plan has proposed a 100-foot wide agricultural buffer along the eastern and southern site boundaries where the project site adjoins the surrounding agricultural lands. A proposed road, generally consisting of a landscaped residential arterial right-of-way, would be contained within the 100-foot buffer zone. The 100 foot distance is measured from the edge of adjacent agricultural fields to the nearest habitable structure. The project further proposes to fully landscape the buffers within the public right of way and incorporate tree windrows. Uses within the buffer area may generally include roads, trails and landscaping.

According to information provided to the City by the Agricultural Commissioner, residential development will have a significant impact on the adjacent farming operations, as indicated in the following statements:

> *Pest control options, the range of methods and materials from which the grower can choose to protect a crop, will be reduced on fields surrounding the new subdivision. The loss of these operations is irreversible.*
>
> *(In addition to disallowing aerial application of pesticides), soil fumigants used to prepare a soil for some crops are the subject of significant restrictions, or are simply not allowed in the vicinity of residential development. The insertion of residential*

development into an agricultural setting will impact both existing and future operations forever. Joe Karl, Deputy Supervisor in the Agricultural Commissioner's Office, Letter response regarding DJ Farms EIR, November 2004.

The purpose of the Santa Barbara County Right-to-Farm Ordinance is to protect agricultural land uses from conflicts with nonagricultural land uses that may result in operational conflicts, financial hardship to agricultural operators or the termination of their operation. Since development of the proposed project could result in restrictions on adjacent farming operations, the project is in direct conflict with the intent and purpose of this ordinance.

The City of Guadalupe acknowledges that there is no established standard in the County or locally for agricultural setback distances. The City has reviewed the 100-foot setback and has concluded that such a setback is consistent with other projects in surrounding communities. Nonetheless, the City also acknowledges the potential for conflict regardless of the setback distance provided. For that reason, the City has taken a conservative approach to this analysis and concluded that the impact is considered to be **significant and unavoidable** in terms of its consistency with the right to farm ordinance.

A Statement of Overriding Considerations will therefore be required if the project is approved.

Conflicts with Applicable Habitat Conservation Plan

There are no habitat conservation plans for the project site. Therefore, **no impact** would occur.

Effects Upon an Established Community

Impact 3.8-2 The adoption of the *Revised DJ Farms Specific Plan* will not disrupt or divide an established community. The impact is considered **less than significant.**

The project site is contiguous to the urbanized pattern of Guadalupe, in an area used exclusively for agriculture. There is a collection of farm support buildings in the southeast corner of the site but there are no dwelling units. The area is not considered a cohesive established community that will be divided by anticipated residential and commercial uses. Therefore, the proposed project and eventual development of the site will not disrupt or divide an established community and the impact is considered **less than significant.**

Conflict with Surrounding and/or Internal Land Uses

Impact 3.8-3 Development of the DJ Farms site could impact, or be impacted by, neighboring agricultural operations. Planned land uses may result in future on- and off-site land use compatibility conflicts. This is a **potentially significant** impact.

Land use impacts are primarily a function of the project's compatibility with surrounding adjacent land uses, which in this case are primarily agriculture and residential. Land use compatibility is measured in terms of specific environmental effects such as noise, air quality (including dust and odor), aesthetics and traffic. To the greatest extent possible, the EIR uses "quantifiable" data to measure such impacts, which can have an effect upon the "quality of life" in a defined area. For this reason, the land use analysis is supported by other specific discussions within the EIR including, **Section 3.1 Aesthetics and Visual Resources**; **Section 3.2 Air Quality**; **Section 3.9 Noise** and **Section 3.12 Traffic and Circulation.**

Adjacent Urban Uses

Planned service commercial and neighborhood commercial uses along the northern boundary of the project site would be compatible with existing urban uses in Guadalupe across Highway 166 to the north. The majority of this land immediately across the highway is residential with smaller portions devoted to general industry and agriculture. This is considered a **less than significant** impact.

Adjacent Agricultural Uses

The proposed project would result in the construction of residential and school-related uses immediately adjacent to active agriculture lands located to the east, south and west of the site. These uses are not considered compatible as agricultural operations can generate significant dust, noise, require irrigation and may require the application of pesticides or herbicides. Complaints from adjacent residents can eventually lead to restrictions on agricultural operations. Conversely, theft, vandalism, urban pest control, urban stormwater runoff and other effects of urbanization can affect agricultural operations.

The Santa Barbara County Right-to-Farm Ordinance is intended to protect farmers conducting their normal operations from being deemed a nuisance by new adjacent non-agricultural users who willingly locate near agricultural areas. Prospective residents are notified of the potential impacts of living adjacent to farming operations. This notification includes the following excerpt:

> *... If the property you own, rent, or lease is located close to agricultural lands or operations, you may be subject to inconvenience or discomfort from the following*

agricultural operations: cultivation and tilling of the soil; burning of agricultural chemicals including, but not limited to, the application of pesticides and fertilizers; and production, irrigation, pruning, growing, harvesting and processing of any agricultural commodity, including horticulture, timber, apiculture, the raising of livestock, fish, poultry and commercial practices performed as incident to or in conjunction with such agricultural operation, including preparation for market, delivery to storage or market, or to carriers or transportation to market. These operations may generate dust, smoke, noise and odor.

The current proposal has proposed a 100-foot wide agricultural buffer along the eastern and southern site boundaries. As described previously, the 100 foot distance is measured on the plan from the edge of the adjacent agricultural fields to the nearest habitable structure. . Since farming operations on and adjacent to the site have remained essentially unchanged since the previous Specific Plan was adopted, and due to the inclusion in the revised plan of a sensitive land use (school site), a 100-foot agricultural buffer as currently proposed, may be an inadequate level of separation between urban and agricultural uses in terms of agriculture operations (see Impact 3.8-1 above). Although the City of Guadalupe does not have an adopted agricultural setback standard, the City recognizes the setbacks used by neighboring communities (such as the City of Santa Maria) as a benchmark. To ensure that potential conflicts due to the proximity between residential development and adjacent agricultural is reduced, the following mitigation measures shall be required:

Mitigation Measures

MM 3.8-3a That Applicant shall demonstrate on all maps and development plans, including landscaping plans, a minimum 100-foot agricultural buffer on the eastern, southern and western boundaries of the DJ Farms site. The minimum distance shall be measured from the nearest habitable structure to active agricultural operations on adjacent farms. Consistent with the project proposal, the buffer will be fully landscaped and incorporate tree windrows along the inside (residential boundary) and along the property line (agricultural boundary). A Landscape Maintenance District shall be established at the time of project approval to maintain the buffer.

MM 3.8-3b To discourage trespassing and vandalism on the adjacent farms to the east and south, a six-foot view-type fence shall be installed along the property boundary. The type of material shall be determined during the site plan review process.

MM 3.8-3c Consistent with notification required by Santa Barbara County as a component of the Right-to-Farm Ordinance, the City of Guadalupe shall require the recordation of an Agricultural Notification Statement to run with the Title on all properties sold and resold in the proposed

development area. The statement shall inform any future property owners of the continuation of agricultural activities in the area and shall disclose the potential effects of agricultural activities on adjacent land uses to future project residents.

Implementation of the above mitigation measures would reduce impacts caused by the proximity between residential development and adjacent agricultural uses to a **less than significant** level by requiring a landscaped, 100-foot minimum land use buffer between future development and existing agricultural use, establishment of a Landscape Maintenance District and by requiring the recordation of Agricultural Notification Statements.

Internal Land Uses

The SMVRR maintains a right-of-way that runs diagonally across the DJ Farms property from the southeast to the northwest, where it joins the UPRR. To provide access to the southern portion of the planning area, the project proposes two at-grade vehicle and pedestrian crossings of the SMVRR right-of-way. The introduction of urban land uses adjacent to the railroad right-of-way raises important safety and land use compatibility issues. Potential issues include the risk of injury at the at-grade crossings; potential hazard from the periodic shipment of hazardous materials through the project site; increased trespassing on the railroad property by nearby residents; localized air quality impacts on surrounding residents and noise, light and glare impacts. These impacts are discussed in this EIR within the following sections: **Section 3.1 Aesthetics and Visual Resources**; **Section 3.2 Air Quality**; **Section 3.6 Hazards**; **Section 3.9 Noise** and **Section 3.12 Traffic and Circulation**.

The mix of proposed land uses within the project site may result in internal land use compatibility conflicts. Conflicts between planned commercial uses, adjacent residential areas and planned school areas, due to noise, traffic and air quality, will require the following mitigation:

Mitigation Measure

MM 3.8-3d All future development plans and landscaping plans for commercial and school-related uses shall incorporate screening and buffering features between non-residential areas and adjacent residential land uses to mitigate potential impacts from noise, lighting, traffic and odors. All buffering and screening shall be designed to the satisfaction of the Building and Planning Official and included in the Commercial Development Design Guidelines within the proposed plan.

Implementation of the above mitigation measure will reduce internal land use compatibility conflicts between proposed commercial and residential areas to a **less than significant** level by incorporating landscaping and screening elements designed to buffer potential adverse effects.

Conflicts with Existing Williamson Act Contracts

There are no Williamson Act contracts or conflicts with any other farmland conservation plans on the project site. Therefore, **no impact** is expected.

Conversion of Prime Farmland

Impact 3.8-4 The proposed plan and resulting development would result in the eventual conversion of approximately 209 acres of Prime Farmland to urban uses. This is a **significant and unavoidable** impact.

The California Department of Conservation's Farmland Mapping and Monitoring Program produces maps and statistical data used for analyzing impacts on California's agricultural resources. On the Important Farmlands Map of Santa Barbara County (2002), six of the soil types existing on the DJ Farms site are indicated as Prime Farmland and one as Farmland of Statewide Importance. The conversion of DJ Farms from Prime Farmland to urban uses is thus a **significant and unavoidable** impact for which there is no feasible mitigation measure to reduce the impact to a less than significant level. Therefore, a **Statement of Overriding Considerations** will be required.

The City of Guadalupe acknowledges that the project site is within the City's adopted sphere of influence (SOI). Through the SOI amendment process, both the City and Santa Barbara County LAFCO have evaluated and recognize the property as the future growth area of the City. Similarly, the adoption of the previous Specific Plan (and certification of the associated EIR) also disclose the conversion of prime agricultural land as a consequence of the proposal. This EIR restates those previous findings and, as a conservative approach to the analysis, identifies this current proposal as the land use action that will physically convert the land to urban uses. For that reason, the City will adopt new findings and overrides for this impact.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Land Use and Agriculture

Impact 3.8-5 The project, combined with other similar projects anticipated with the buildout of the General Plan (2020), may result in cumulative land use impacts to the project area. This effect is considered a **less than significant** impact.

The proposed project site represents the last significant acreage available to the City of Guadalupe for development. The City is surrounded by prime agricultural lands which are encumbered by Williamson Act contracts. In addition, the city limit of Guadalupe is coterminous with its Sphere of Influence. Due to these constraints on urban expansion, the vast majority of potential growth through General Plan buildout in 2020 will be focused on the DJ Farms site. Any additional growth within Guadalupe would be scattered, infill development. Future growth outside of the DJ Farms area may include "project specific" impacts, but no significant cumulative impacts are expected. Therefore, cumulative impacts to land use caused by the proposed project would be **less than significant**.

REFERENCES/DOCUMENTATION

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SECTION 3.11
TRAFFIC AND CIRCULATION

This section of the EIR analyzes the traffic generation and circulation issues associated with the proposed project, based on the traffic impact analysis prepared by Penfield & Smith En eers, Surveyors and Planners (October 2004) and the peer review by Fehr & Peers Transportation Consultants (August 2004). The analysis is based on issues identified through the Notice of Preparation (NOP) and has been prepared in coordination with City staff. The Traffic Study (October 2005) is included in the Technical Appendices of this document.

3.11.1 EXISTING SETTING

The following information describes the existing conditions for all of the major transportation facilities in the vicinity of the project site, including the roadway network, transit service and bicycle and pedestrian facilities.

ROADWAY SYSTEM

Regional Network

The City of Guadalupe is located in northern Santa Barbara County approximately four miles inland from the Pacific Coast and ten miles west of Highway 101 and the city of Santa Maria. Highway 1 runs through Guadalupe and provides regional access to co unities to the north and south. Highway 1 intersects with Highway 166 (also known as West Main Street) at the southern portion of the City, and with 9th and 11th Streets towards the northern portion. Highway 166 provides primary east-west access between coastal regions and the Cities of Guadalupe and Santa Maria.

Roadway Network in the Project Vicinity

The 209-acre project site is currently used for agricultural purposes and is bounded by Highway 1 on the west side and Highway 166 on the north side. Obispo Street and Flower Avenue serve existing residential areas north of the site. Areas to the south and east are in agricultural production. Vicinity circulation is shown in **Figure 3.11-1.**

The following text describes the roadway network providing access to the project site.

Highway 1 (Guadalupe Street) runs north to south and is the main road through downtown Guadalupe. Locally, Highway 1, a State Route, provides access to the five-city area of San Luis Obispo County to the north, Orcutt and Lompoc to the south. Near downtown Guadalupe, Highway 1 is a two-lane roadway with on-street parking and numerous driveways and intersections. The downtown section of Highway 1 has recently been reconstructed by Caltrans. This work included replacing and under grounding of all ut ies in the downtown corridor and the installation of decorative streetlights. The Union

Pacific railroad tracks parallel the highway throughout the study area, limiting east-west flow in the City. All of the roads over the tracks are at-grade crossings. Consequently, the City is often bisected by long freight trains, which affect the ability of the City of Guadalupe Police Department to respond to calls. Fire protection is available on both sides of the tracks.

Highway 166 (Main Street) is a two-lane east-west road that originates at Highway 1 in Guadalupe and extends east through Santa Maria, eventually terminating at Highway 99 south of Bakersfield. The road is the main route to commercial and employment opportunities in Santa Maria. Caltrans is proposing to widen Highway 166 from Guadalupe to the Santa Maria City limits. Two alternatives are proposed, including maintaining the roadway with two lanes and constructing a continuous two-way left turn lane or adding an additional lane in each direction and providing a continuous two-way left turn lane. The purpose of the widening project is to improve the operational efficiency and safety on Highway 166 by reducing conflicts between commuter, tourist, agricultural and truck traffic. However, the current status of the project shows no funding available for the Highway 166 Widening project beyond Project Approval & Environmental Document (P A & E D) phase. Currently work on this project is stalled. The City of Guadalupe circulation plan is to maintain the road as a two-lane arterial.

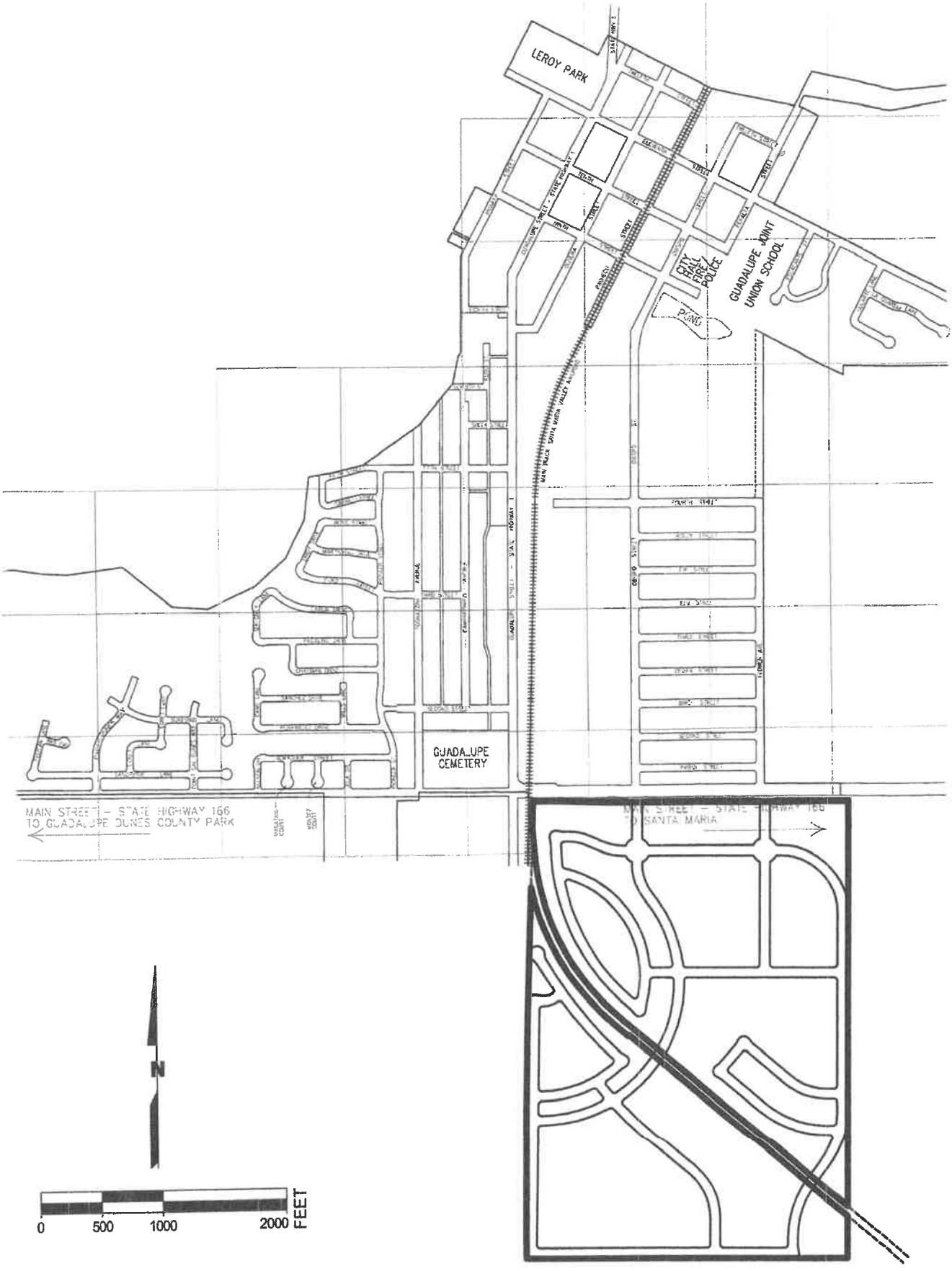
Obispo Street is a north-south two-lane roadway that connects Highway 166 with the east side of Guadalupe. The road serves a mixture of residential, commercial and industrial land uses. The Civic Center (which houses City Hall, the police department and one of the City's fire stations) is located on Obispo Street, approximately one mile from Highway 166.

Flower Avenue is a two-lane roadway that provides access to residential and other land uses north of State Route 166. The road dead-ends north of 4th Street. Flower Avenue establishes the eastern boundary of the City of Guadalupe.

ADDITIONAL COMPONENTS OF THE TRANSIT NETWORK

Railway Transit

The Union Pacific Railroad (UPRR) bisects the City from its northern extent to the south where it crosses Highway 166 and connects with the Santa Maria Valley Railroad (SMVRR) at the northwest corner of the DJ Farms property. From there the UPRR continues southward along the western border of the City and the SMVRR continues to the southeast bisecting the site. The UPRR is used by both freight and passenger trains (AMTRACK). AMTRACK offers daily service into Guadalupe. The train station is located on Highway 1 just north of Main Street



Source: Penfield & Smith, October 2001; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.11-1
Existing Regional and Vicinity Transit

Other Transportation

The City of Guadalupe is also served by regular Greyhound Bus service. Greyhound runs five daily runs, five routes southbound and five routes northbound daily.

Smooth Bus, a non-profit organization, offers transportation between Guadalupe and the City of Santa Maria, located approximately ten miles to the east. A public airport is also located in Santa Maria, which is served by United Express.

Bicycle and Pedestrian Facilities

According to the City of Guadalupe General Plan, there are no striped or signed bicycle lanes within the City. However, sidewalks exist along most streets throughout the City, except along the agricultural fields that border the City. The project site is currently in agricultural production and therefore does not have sidewalks or generate pedestrian traffic.

STUDY INTERSECTIONS AND SEGMENTS

The following three intersections in the vicinity of the project site were selected for analysis in consultation with the City of Guadalupe staff:

- State Route 166/State Route 1 (All-way STOP)
- State Route 166/Obispo Street (One-way STOP on Obispo Street)
- State Route 166/Flower Avenue (One-way STOP on Flower Avenue)

Penfield & Smith conducted traffic counts at the study intersections on September 9 and 10, 2003 from 7 to 9 AM and from 4 to 6 PM. The traffic volumes for the morning (AM) and evening (PM) peak hours are shown on **Figure 3.11-2** (Existing Traffic Volumes).

EXISTING LEVEL OF SERVICE CONDITIONS

To identify the operating condition at an intersection, a level of service (LOS) ranking scale was used. LOS ratings are qualitative descriptions of intersection operations and are reported using an "A" through "F" letter rating system to describe travel delay and congestion, with LOS "A" representing free flow conditions and "LOS F" representing congested conditions.

The LOS methodology is described in detail in the Traffic Study included in the Technical Appendix of this document.

The varying levels of service are described as seconds of delay below in **Table 3.11-1**.

TABLE 3.11-1
INTERSECTION LEVEL OF SERVICE (LOS) DESCRIPTION

LOS	Signalized Intersections (Seconds of delay)	Unsignalized Intersections (Seconds of delay)	Definition
A	$\leq$ 10	$\leq$ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	> 10 and $\leq$ 20	> 10 and $\leq$ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	> 20 and $\leq$ 35	> 15 and $\leq$ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	> 35 and $\leq$ 55	> 25 and $\leq$ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	> 55 and $\leq$ 80	> 35 and $\leq$ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

Source: Highway Capacity Manual, 2000 Edition

The County and Caltrans' minimum acceptable level of service for roadways and intersections is level of service (LOS) C.

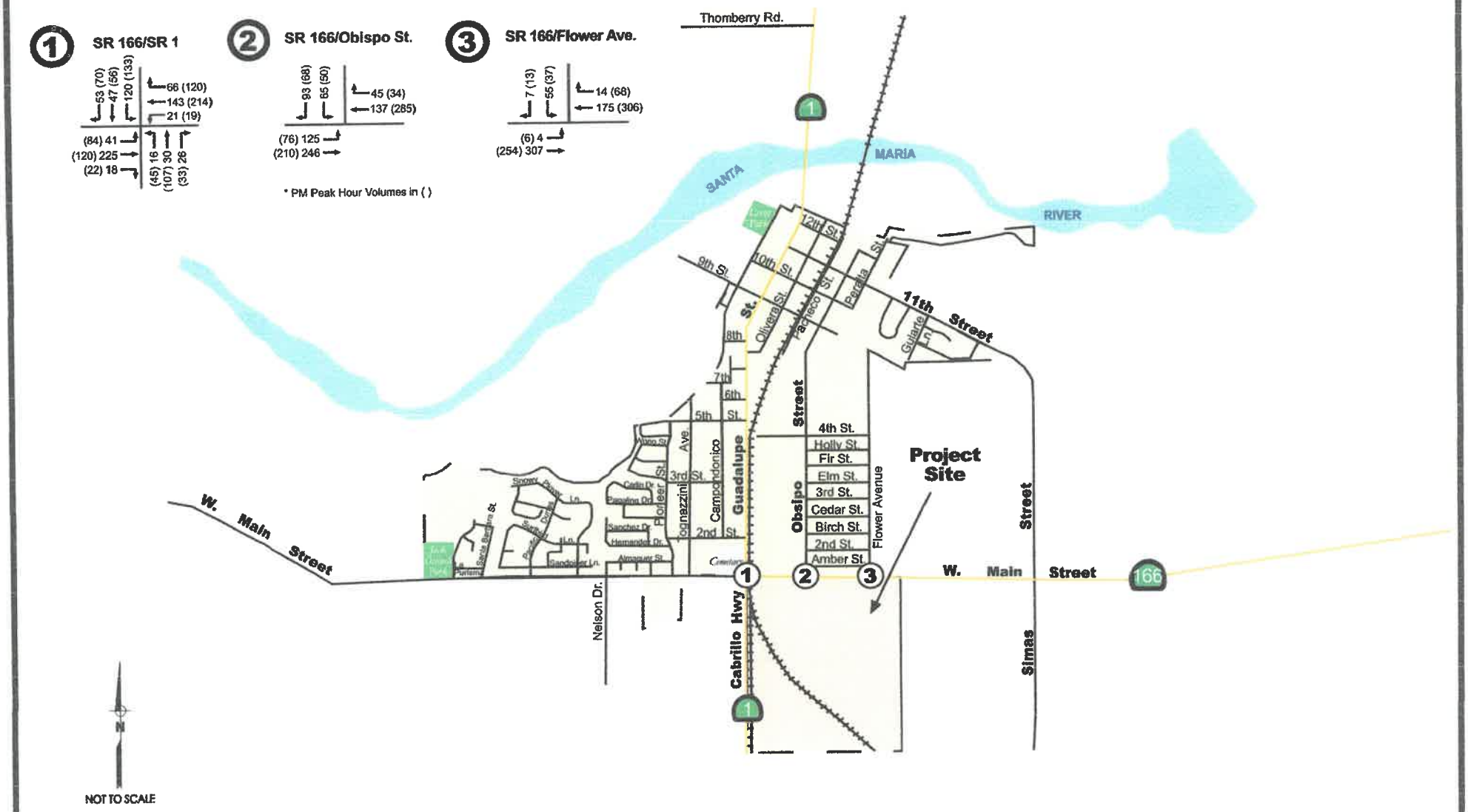
Table 3.11-2, below, summarizes the results of the intersection LOS analysis for Existing Conditions at the study intersections.

TABLE 3.11-2
EXISTING PEAK HOUR INTERSECTION LEVELS OF SERVICE (LOS)

Intersection	Traffic Control	AM Peak		PM Peak	
		Delay (Seconds)	LOS	Delay (Seconds)	LOS
HWY 166/HWY 1	All-way STOP	13.2	LOS B	12.9	LOS B
HWY 166/Obispo St.	One-way STOP	13.7	LOS B	12.4	LOS B
HWY 166/Flower Ave.	One-way STOP	14.9	LOS B	13.0	LOS B

Source: Penfield & Smith 2004; LOS determined using the Highway Capacity Software (HCS- 2000)

As shown in **Table 3.11-2**, all three intersections presently operate overall at levels of service better than the allowable standard under existing conditions during AM and PM peak hours. The detailed LOS calculations are contained in the full Traffic Study included in the appendices of this EIR.



Source: Penfield & Smith, October 2004

PMC

FIGURE 3.11-2
Existing Traffic Volumes 2003

3.11.2 REGULATORY SETTING

TRANSPORTATION AGENCY FOR SANTA BARBARA COUNTY

Regional Transportation Plan

The Santa Barbara County Association of Governments (SBCAG) is designated by state and federal governments as the Metropolitan Planning Organization (MPO) the Local Transportation Authority (LTA) and the Regional Transportation Planning Agency (RTPA). Under these designations, SBCAG is responsible for all regional transportation planning and programming activities including the preparation and updates to the Regional Transportation Plan and the Congestion Management Plan.

This is a comprehensive, long-range transportation planning document. This 20-year plan of regional transportation needs, goals, and projects guides public policy decisions regarding transportation expenditures and financing. The most recent update to the Santa Barbara County RTP was adopted in 1995.

Congestion Management Program

As the Congestion Management Agency (CMA) for Santa Barbara County, SBCAG is responsible for the development and implementation of the countywide Congestion Management Program (CMP) required in all urban counties. The primary objective of the CMP is to reduce traffic congestion and improve mobility for persons and freight. The policies and objectives of the CMP are intended to reduce auto-related congestion through capital improvements, travel demand management, and coordinated land use planning among all jurisdictions. The current CMP was adopted in November 2003.

Based on the CMP for the County of Santa Barbara, project impacts are significant and must be mitigated if they exceed the following thresholds:

- For any roadway or intersection operating at LOS A or B, a decrease of two levels of service from project added traffic;
- For any roadway or intersection operating at LOS C, project added traffic that results in a LOS D or worse; and
- For any intersection with existing congestion, the following project added trips constitute a significant impact:
  - 20 peak hour critical movement trips for LOS D.
  - 10 peak hour critical movement trips for LOS E.
  - 10 peak hour critical movement trips for LOS F.

CITY OF GUADALUPE GENERAL PLAN CIRCULATION ELEMENT

The project is located in the planning area established by the City of Guadalupe General Plan. The following Goals and Policies of the General Plan Circulation Element are relevant to this project:

Goals

Goal #1: To develop circulation routes to promote efficient transportation, reduce hazards and pollution and conserve energy.

Goal #2: To provide a street system, which will adequately serve homes, businesses, industry, recreation, and other uses as they develop according to the Land Use Element.

Policies

Policy 1: Traffic should be routed around, rather than through, residential neighborhoods.

Policy 2: The circulation system shall be consistent with adjacent land uses.

Policy 4: Landscape amenities should be provided to enhance the overall City image.

Policy 6: Off-street parking should be provided to the extent that it is needed.

Bikeways

Policy 7: Bicycle transportation facilities should be provided wherever feasible.

Policy 8: Where possible, bicycle routes should be developed to lead to schools, shopping centers and recreational facilities.

Programs

1: The City will promote an ongoing street maintenance program

2: The City will seek state, federal and other sources of funds to effectively implement local scenic improvement measures.

CITY OF GUADALUPE ZONING CODE

C truction, maintenance, and use of the City roadway system is enabled and regulated by the City Guadalupe Municipal Code and General Plan. The following sections of the Guadalupe Zoning Ordinance regarding parking requirements are applicable to the project:

Section 18.60.030 Residential Zones –Covered Off-street Parking Required

A. All off-street parking required by this chapter in any residential zone shall be constructed as follows:

    1. In single-family residential zones, all such parking spaces shall be covered by a fully enclosed garage.

    2. In multifamily residential zones, at least one such parking space shall be covered by a carport.

B. Parking required in this chapter shall be subject to design review and approval of the zoning administrator/planning director.

C. Parking design not approved by the zoning administrator/planning director may be redesigned by the applicant, or the decision appealed to the planning commission.

Section 18.60.060 Table 18.60.060 - Number of Parking Spaces Required

Section 18-60.060 of the Guadalupe Zoning Code provides Table 18.60.060 that is to be used to determine parking requirements for any type of use. If a proposed use is not provided for in Table 18.60.060, then the Planning Commission must determine which uses are most compatible in traffic performance characteristics, and apply those standards to the proposed use. Table 18.60.060 of the Guadalupe Zoning Code is presented below as **Table 3.11-3**

TABLE 3.11-3
TABLE 18.60.060 OF THE CITY OF GUADALUPE ZONING ORDINANCE
NUMBER OF SPACES PER USE

Type of Use	One Parking Space per	or	One Parking Space per	and	One Added Space per
Single Dwelling Unit	800 sq. ft. total dwelling or fraction thereof but no more than two parking spaces required		—		—
Multiple Dwelling Unit	Unit		—		2 units
Motel, Hotel	Unit		—		2 employees
Boarding/Lodging, hospital, sanitarium	2 guest beds		—		2 employees
Rest home or convalescent hospital	4 guest beds		—		
Auditorium, theatre, stadium, dancehall, lodge, club, union hall, churches	4 persons of permitted occupancy		4 auditorium seats		2 employees per shift
Bowling alley	1/6 lane		—		2 employees
Cafes, restaurants, cafeterias, bars, other inside eating and drinking places	Patron table or 2 counter stools		4 persons of permitted occupancy		2 employees per shift
[illegible]-ins, and other outside food dispensaries	25 sq. ft. of kitchen and serving space		—		2 employees per shift
Retail stores	300 sq. ft. of sales and storage area		—		2 employees per shift
Barbershops or beauty salons	Barber or beauty operator		—		
Medical services	¼ doctor		300 sq. ft.		2 employees
Offices	300 sq. ft.		—		2 employees
Auto agencies, auto parts, sales, and secondhand sales	500 sq. ft. sales area		1/5 check stand		2 employees
Contractors yards, lumberyards, wholesale houses, storage and warehouses	1,000 sq. ft. of land area		—		2 employees and one per each company vehicle
Bus and train stations	As required by planning commission		—		Company vehicle
Gas stations	150 sq. ft. auto service area		—		Company vehicle
Auto repair	100 sq. ft. auto service area		—		Company vehicle

Source: City of Guadalupe Zoning Ordinance, Chapter 18.60- Off-street Parking and Loading

Notes: Column one is normally used; Column 2 must be substituted for Column 1 when more parking spaces result; Column 3 is used in addition to Column 1 or Column 2

3.11.3 PROJECTS IMPACTS AND MITIGATION MEASURES

S' DARDS OF SIGNIFICANCE

The following thresholds for measuring a project's environmental impacts are based on CEQA Guidelines and City of Guadalupe standards. For the purposes of this EIR, impacts are considered significant if the following could result from implementation of the proposed project:

1) Cause an increase in traffic which is substantial to the existing traffic load and capacity of the street system;

2) Exceed a level of service standard established by the Congestion Management Program for Santa Barbara County for designated roads or highways (LOS C).

3) Result in insufficient parking capacity onsite or offsite;

4) Cause an unsafe condition for pedestrians or bicyclists; or

5) Contribute significantly to any cumulative traffic or parking impact.

CIRCULATION DESIGN

Overall Design

The Traffic Impact Report prepared by Penfield & Smith (October 2004) analyzed the street network shown on the proposed DJ Farms Specific Plan. The purpose of the study was to provide a preliminary analysis of the potential traffic impacts and the authors noted that the proposed number of units/acres might change by +/-10%. The study evaluated the proposed development of 980 dwelling units, 18 acres of commercial uses, a ten-acre school site and a nine-acre park. Commercial areas would be located to the north of the site, adjacent to Highway 166. The school site would be located towards the center of the project area adjacent to the park. Remaining areas would be primarily residential uses.

Access to the project will be located off of Highway 166 via four access points, including two roadways that would align with Obispo Street and Flower Avenue and two mid-block driveways to be located between Highway 1 and Obispo Street and Obispo Street and Flower Avenue. The intersections at Obispo and Flower are proposed to be full access intersections and the mid-block driveways are proposed as right in/right out driveways. The site is bisected by the Santa Maria Valley Railroad tracks. Circulation between the northern part of the project and the southern part is planned via two at-grade crossings of the railroad facilities. A network of multi-use paths will be provided throughout the project area to provide pedestrian and bicycle access between the residential, commercial, educational and employment areas. The parking requirements for the project will be pr .ded on-site.

The conceptual site design is shown as **Figures 3.11-3.**

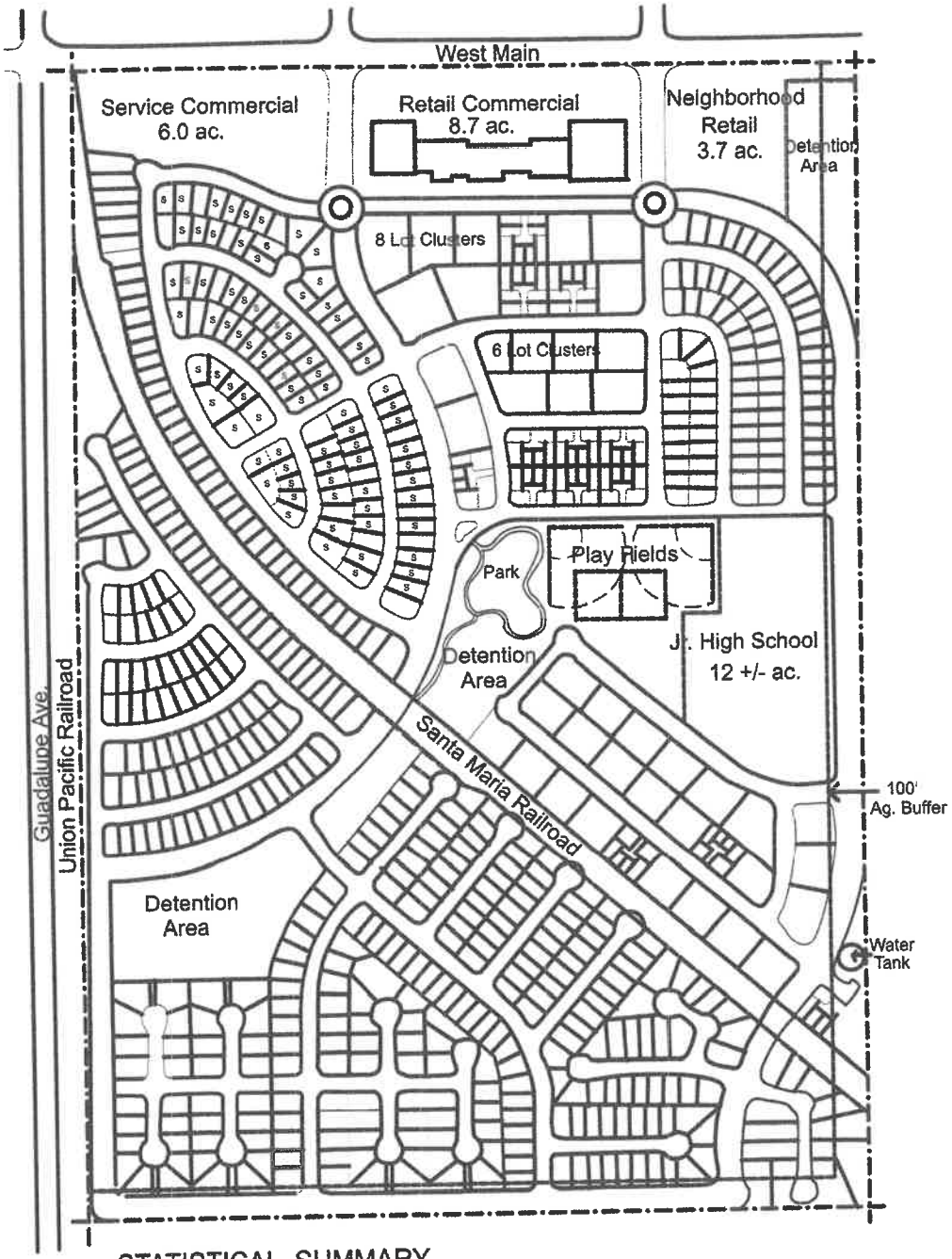
Access Management, Site Circulation and Parking

The project access and internal circulation is constrained by the State Highways and the Union Pacific railroad. The project site lies at the intersection of Highway 1 and Highway 166. Due to the UPRR right-of-way and grade changes on the western side (Highway 1 side) of the property, vehicular access to the site must be provided from Highway 166 on the north side of the property. Internal site circulation is further constrained by the AMRR tracks, which bisect the site diagonally.

Access to the project will be provided off of Highway 166 via four access points, including two roadways that would align with Obispo Street and Flower Avenue and two mid-block driveways to be located between Highway 1 and Obispo Street, and Obispo Street and Flower Avenue. Approximately 1000' feet (305 meters) exists between Flower Avenue and Obispo Street, which should provide adequate spacing between the easterly signal at Flower Avenue, the mid-block driveway, and the westerly signal at Obispo Street. Approximately 800' feet (244 meters) exists between Obispo Street and Highway 1, which should also provide adequate spacing between the easterly signal at Obispo Street, the mid-block driveway, and the westerly intersection at Highway 1. Visibility at the proposed driveways is unobstructed in both directions on Highway 166 and exceeds all minimum visibility requirements. **Figure 3.11-4** illustrates the proposed project entrances. At this time, the project proposes a right turn lane for the eastbound approach to the Highway 166/Obispo Street and Highway 166/Flower Avenue intersections. A left turn lane is proposed for the westbound approach to the Highway 166/Obispo Street and Highway 166/Flower Avenue intersections. Caltrans is also proposing two alternatives to widen Highway 166 in the project vicinity, including maintaining the roadway with two lanes and constructing a continuous two-way left turn lane, or adding an additional lane in each direction and providing a continuous two-way left turn lane. The final design of the project entrances will depend on the alternative chosen by Caltrans. An encroachment permit from Caltrans will be required for all work conducted in the State Highway right-of-way. **Figure 3.11-5** illustrates the improvements on SR 166 at the project entrances.

Since the site is bisected by the railroad tracks, internal site circulation between the northern part of the project and the southern part is planned via two at-grade crossings of the railroad facilities. Traffic circles are proposed just south of the Flower Avenue and Obispo Street entrances where the land uses transition from commercial uses to residential uses. The traffic circles are intended to reduce speeds and discourage non-local trips through the neighborhoods.

The proposed arterial, collector and local streets are presented in **Figures 3.11-6** and **3.11-7**. Proposed railroad crossings and recreation trails are shown as **Figure 3.11-8.**



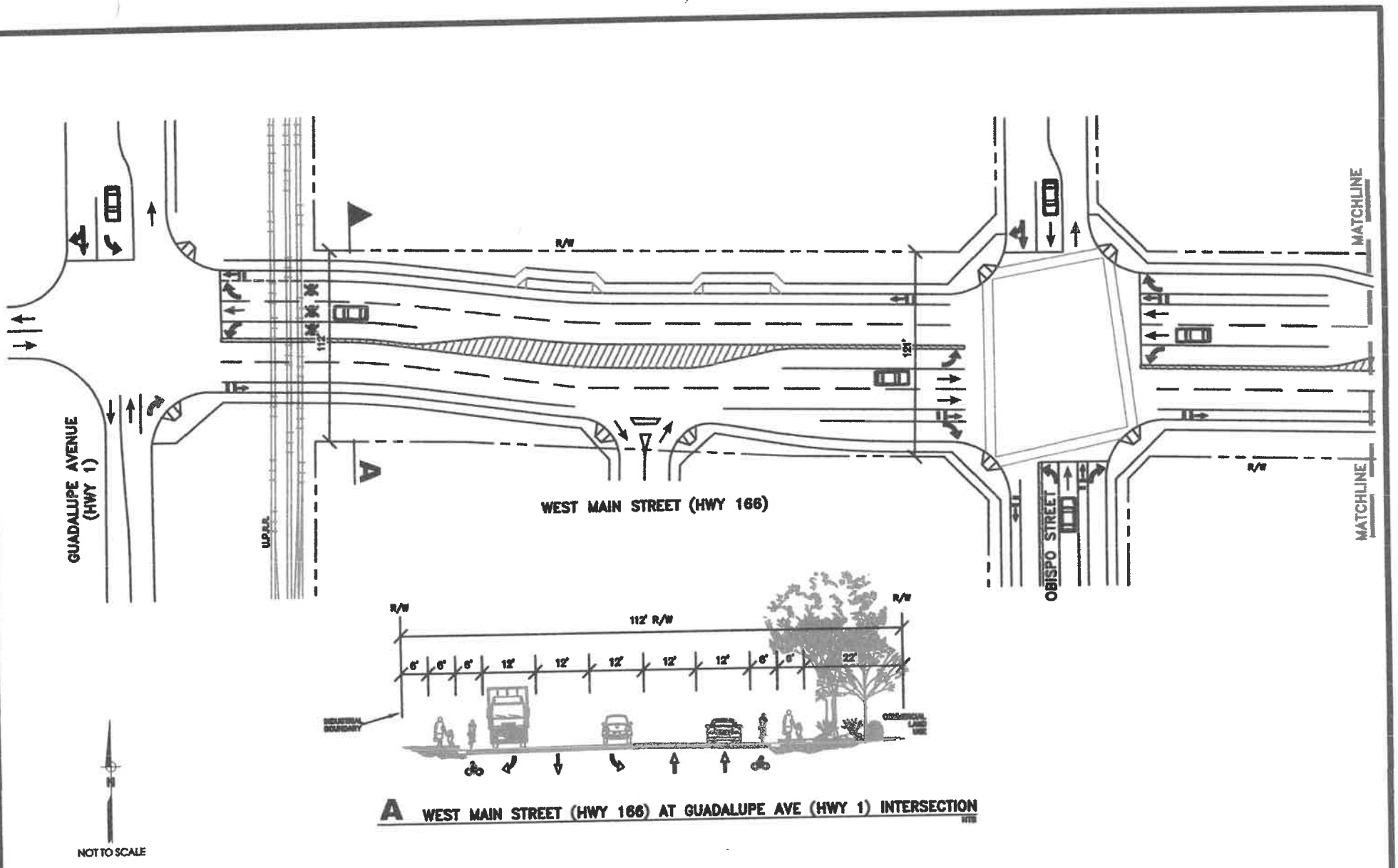
STATISTICAL SUMMARY

Land Use	Lot Size	Units
Very Low	6,000 s.f.	97
Low	5,000 s.f.	395
Secondary Units	5,000 s.f.	78
Medium Low	4,500 s.f.	79
Medium (6 & 8 Unit Clusters)	2,200 - 3,200 s.f.	331
	Total Units	980
	Total Lots	902

Source: Penfield & Smith, August 27, 2004; Urban Planning Concepts, Inc., August 27, 2004

PMC

FIGURE 3.11-3
Conceptual Site Design



Source: Penfield & Smith, October, 2004; Urban Planning Concepts, Inc., October 2004

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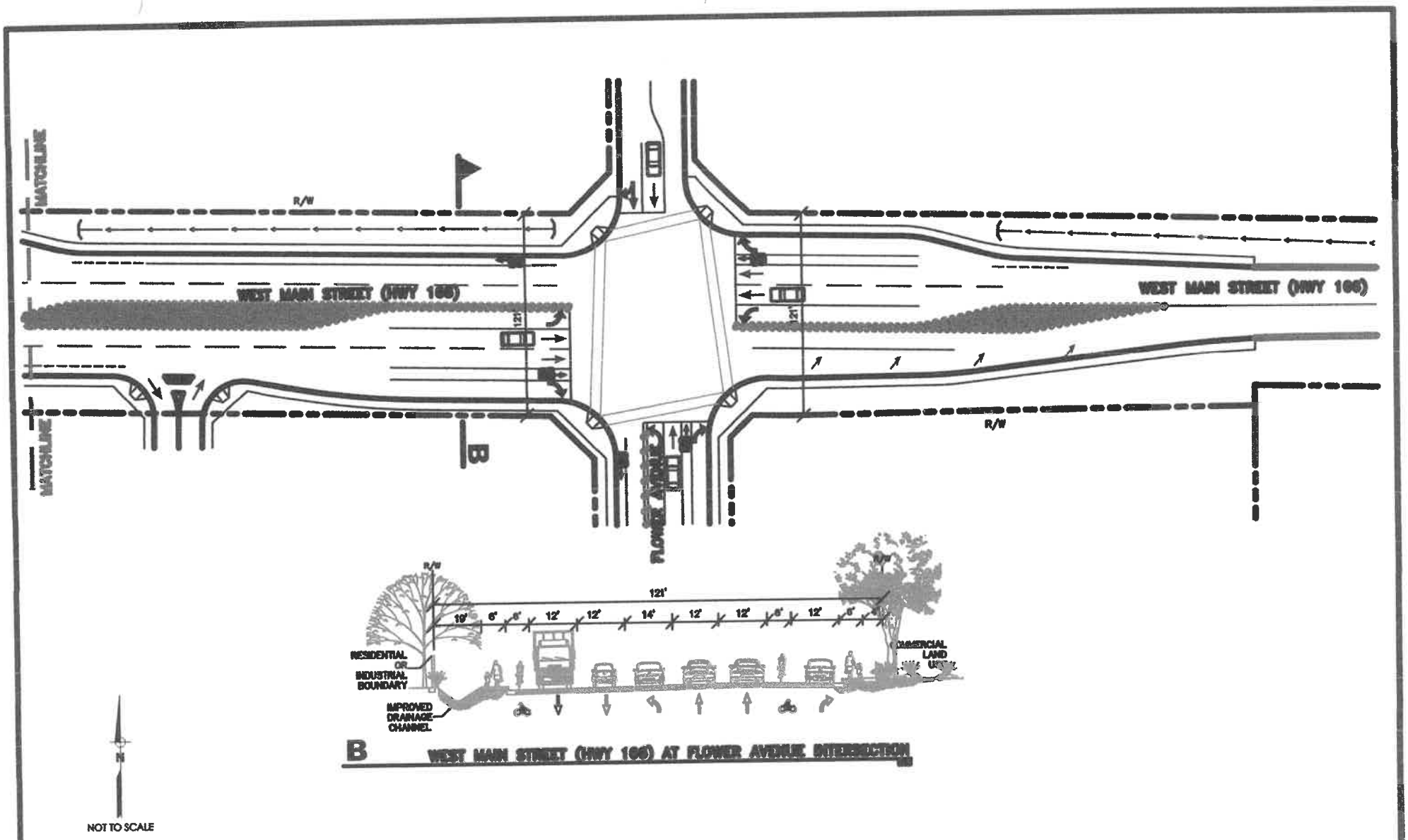
FIGURE 3.11-4
Proposed Cross Sections
West End Highway 166



Source: Penfield & Smith, June 30, 2004; Urban Planning Concepts, Inc.

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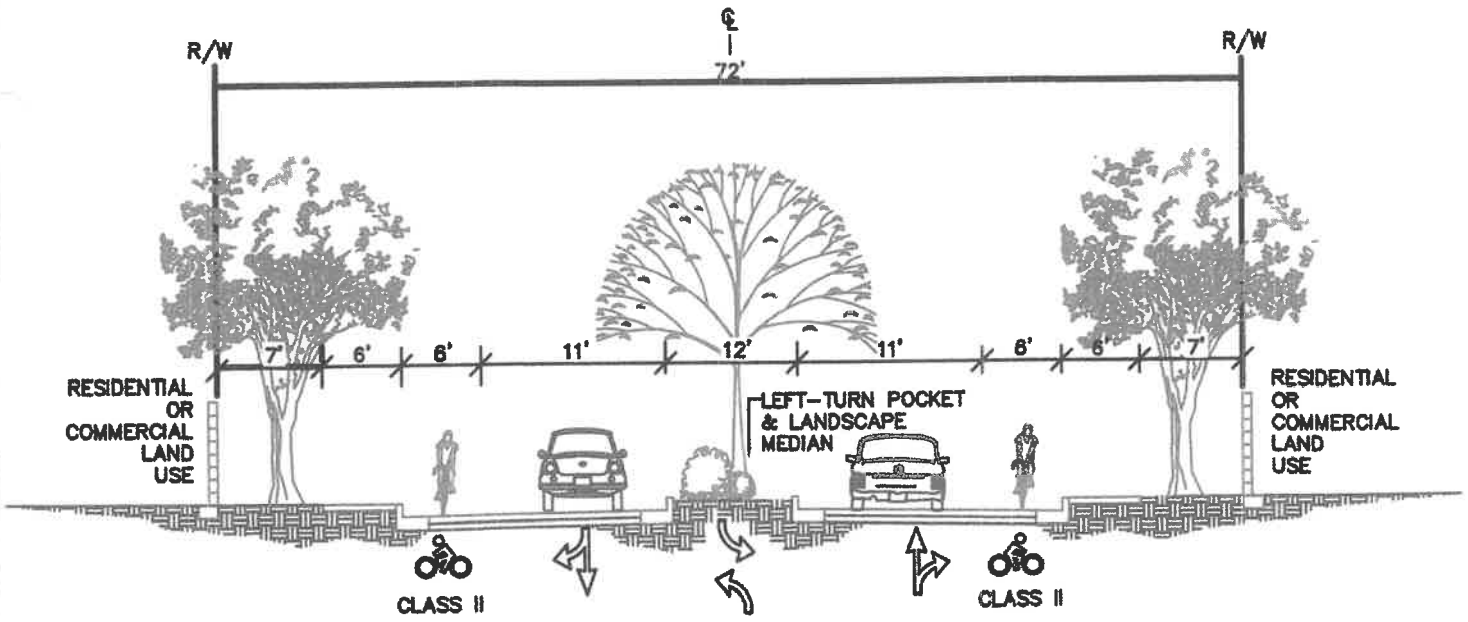
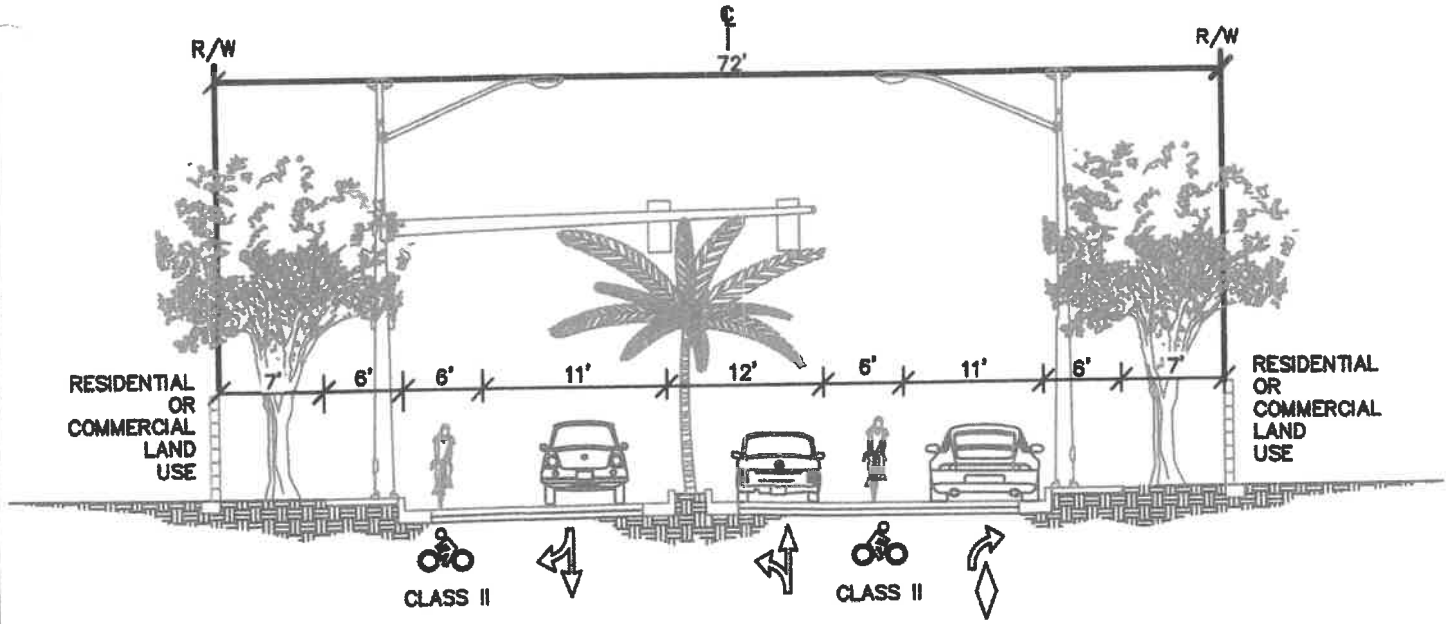
FIGURE 3.11-5
Proposed Cross Section
East End Highway 166



A ARTERIAL STREET SECTION

NTS



B ARTERIAL STREET WITH RIGHT-TURN POCKET/BUS TURNOUT

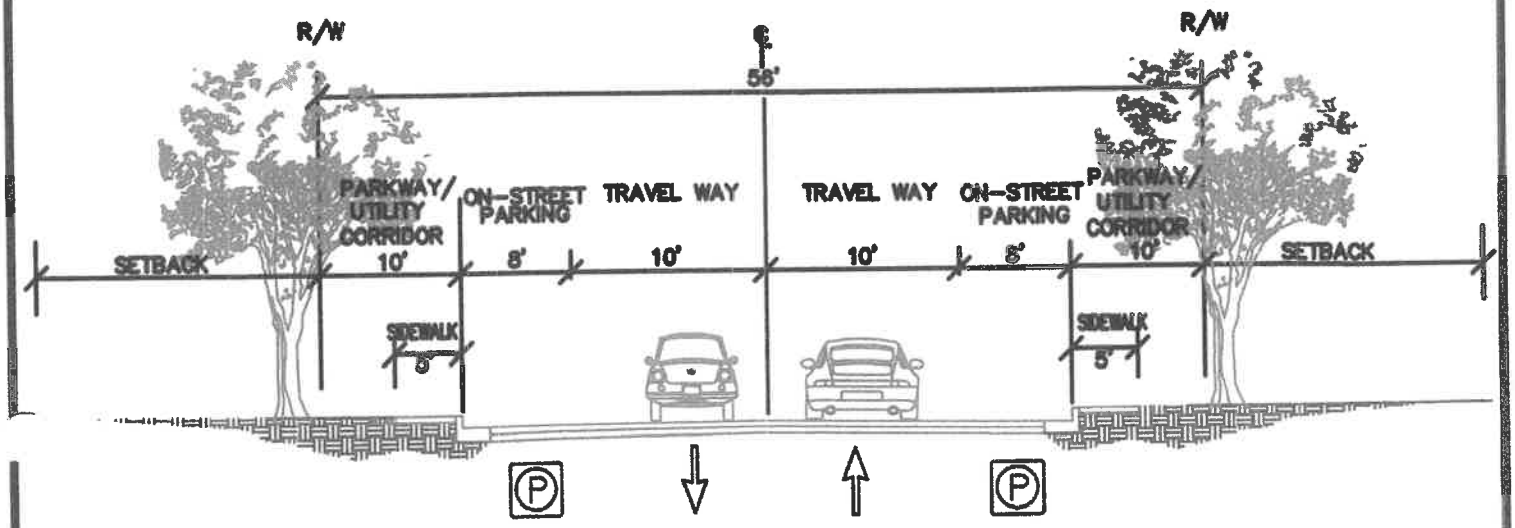
NTS

NOT TO SCALE

Source: Penfield & Smith, October 2004; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.11-6
Proposed Arterial Cross Street



A COLLECTOR AND LOCAL STREET SECTION

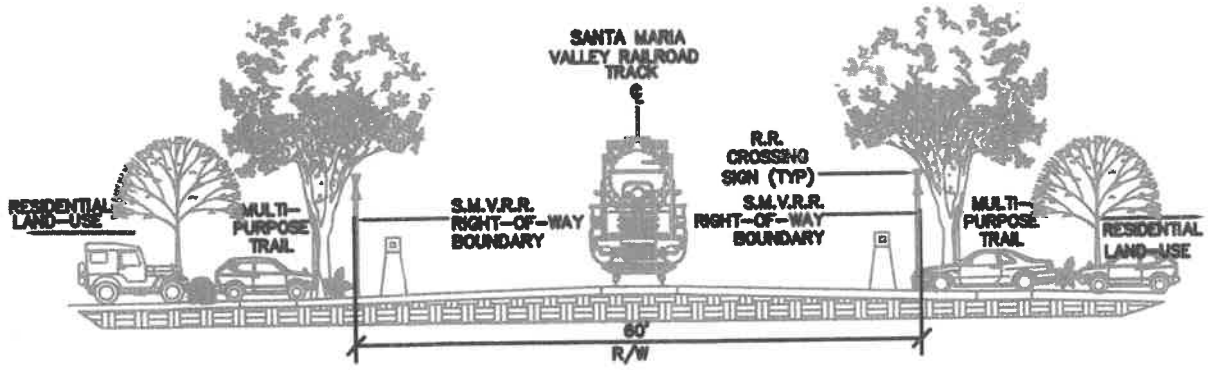
NTS

NOT TO SCALE

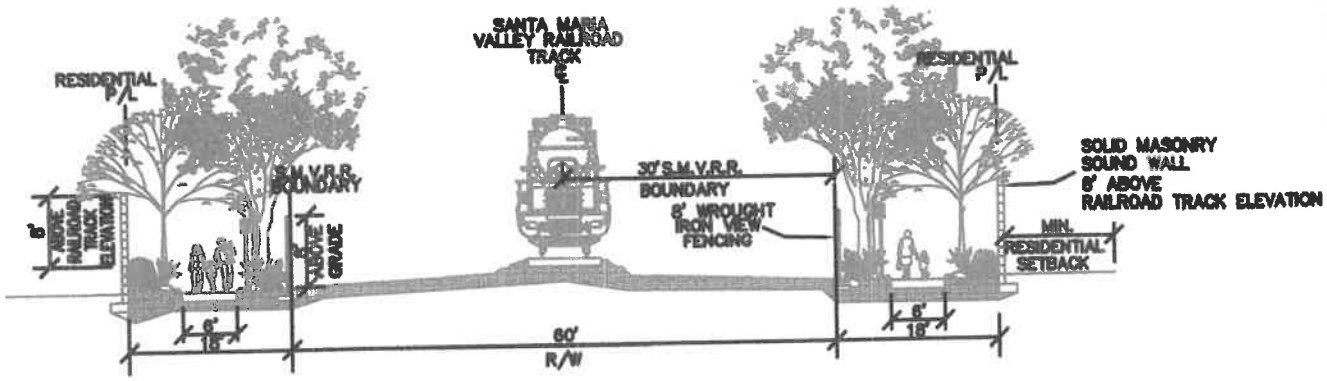
Source: Penfield & Smith, October 2004; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.11-7
Collector and Local Street Cross Section



A AT-GRADE RAILROAD CROSSING (OBISPO STREET & FLOWER AVENUE)
NTS



B MULTI-PURPOSE RECREATION TRAILSALONG S.M.V.R.R. RIGHT-OF-WAY
NTS

NOT TO SCALE

Source: Penfield & Smith, October 2004; Urban Planning Concepts, Inc., October 2004

PMC

FIGURE 3.11-8
Railroad Crossing and Recreation Trails

Pedestrian and Bicycle Transportation

The mixed-use nature of the project creates the potential to encourage the use of alternative modes of transportation. A network of bicycle and pedestrian paths are provided throughout the plan area connecting various residential neighborhoods to the school site, central park, pocket park and commercial area. Class II bicycle lanes will be provided along the arterial roads (including Obispo Street, Flower Avenue and the east-west routes connectors) serving the plan area. Arterial streets will accommodate northbound and southbound Class II bicycle lanes and public transit turnouts to facilitate the use of alternate transportation servicing both residential and commercial land uses within the project. These arterial streets will also include pedestrian footpaths and opportunities for perimeter landscape. The fifty-six-foot (56') right-of-way on collector and residential local streets will accommodate a five-foot (5') wide monolithic sidewalk to facilitate pedestrian movement.

Additionally, a transit center will be provided at the new neighborhood commercial center and several bus stops will be provided throughout the project site. Bicycle racks will be located at all of the commercial and office uses. Proposed recreation trails were shown earlier in **Figure 3.11-8.**

PROJECT TRIP GENERATION AND DISTRIBUTION

Project Trip Generation

The project trip generation estimates were derived using data contained in the Institute of Transportation Engineering (ITE) "Trip Generation Manual" 7th edition, 2003 and San Diego Traffic Generators, April 2002, published by the San Diego Association of Governments (SANDAG). According to the Penfield & Smith Traffic Report (October 2004) Conservative rates were used to ensure a reasonable worst-case analysis. **Table 3.11-4** presents the trip generation rates used for each land use.

TABLE 3.11-4
PROJECT TRIP GENERATION RATES

Land Use	Land Use Code	Daily Rate	AM Peak Hour Rate			PM Peak Hour Rate		
			In	Out	Total	In	Out	Total
Low Density Residential	ITE- 210	9.57/DU	0.19/DU	0.56/DU	0.75/DU	0.64/DU	0.37/DU	1.01/DU
Medium Density Residential	ITE- 230	5.86/DU	0.07/DU	0.37/DU	0.44/DU	0.35/DU	0.17/DU	0.52/DU
High Density Residential	ITE- 220	6.72/DU	0.10/DU	0.41/DU	0.51/DU	0.40/DU	0.22/DU	0.62/DU
Commercial Service	SANDAG	400/Ac	7.2/Ac	4.8/Ac	12.0/Ac	18.0/Ac	18.0/Ac	36.0/Ac
Commercial Neighborhood	SANDAG	1200/Ac	29.0/Ac	19.0/Ac	48.0/Ac	60.0/Ac	60.0/Ac	120.0/Ac
Recreation	SANDAG	5.0/Ac	0.04/Ac	0.01/Ac	0.05/Ac	0.04/Ac	0.01/Ac	0.05/Ac
School	ITE- 522	1.62/Stu	0.29/Stu	0.24/Stu	0.53/Stu	0.08/Stu	0.07/Stu	0.15/Stu

Source: Penfield & Smith 2004 Notes: DU= Dwelling units Ac= Acres Stu=Students

Mixed-use and retail-oriented developments such as the proposed DJ Farms project often attract a portion of their trips from traffic passing the site on an adjacent busy street on their way to or from another destination. These trips are considered to be "pass-by trips" and do not add new traffic to the adjacent street system. The pass-by trips for DJ Farms were determined based on the existing traffic volumes on Highway 166 and a review of the suggested pass-by trip rates in San Diego Traffic Generators. For "Commercial Services," it is estimated that approximately 10% of the morning peak hour trips would be pass-by trips and 5% of the afternoon peak hour trips would be pass-by trips. The "Neighborhood Commercial" pass-by trip percentages were determined to be approximately 28% of the AM peak hour traffic and approximately 32% of the PM peak hour traffic.

The actual number of trips was calculated based on existing volumes on Highway 166. The proposed project will provide the only major commercial development within the City of Guadalupe and therefore a significant number of current residents are anticipated to stop at the site on their way to or from another destination. Further, it is estimated that approximately half of the trips to the neighborhood park would be pedestrian or bicycle trips, thus reducing the vehicle trip generation. The amount of project traffic expected to stay within the project area (internal trips) is 12% of the AM peak hour traffic and 15% of the PM peak hour traffic. The mixed-use nature of the development (employment, residential, school, recreation and shopping) is the reason for the high internal traffic projections.

Based on the published trip generation rates, the pass-by and internal trips, and taking into account the potential for residents to walk or bike to the park, the proposed development could generate 18,097 average daily primary trips, with 1,148 trips occurring during the AM peak hour and 1,881 trips occurring during the PM peak hour.

Traffic generated by the proposed project, including the residential units, middle school, and sports park, during both the AM and PM peak hours are shown below in **Table 3.11-5**.

TABLE 3.11-5
PROJECT TRIP GENERATION

Land Use	Quantity	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Low Density Residential	380 units	3637	72	213	285	243	141	384
Medium Density Residential	425 units	2491	30	157	187	149	72	221
High Density Residential	175 units	1176	18	72	90	70	39	109
Commercial Service	6.0 acres	2400	43	29	72	108	108	216
Commercial Neighborhood	12.0 acres	14400	348	228	576	720	720	1440
Neighborhood Park	9 acres	45	0	0	0	0	0	0
Jr. High School	400 students	810	145	120	265	40	35	75
Total Project Trip Generation		**24959**	**657**	**819**	**1476**	**1331**	**1115**	**2446**
Internal Capture Trip Reduction*		-2999	-79	-98	-177	-200	-167	-367
Recreation- Ped/Bike 50% Trip Reduction		-23	0	0	0	0	0	0
Total External Site Trips		**21937**	**578**	**721**	**1299**	**1131**	**948**	**2079**
Pass-by Trip Reduction								
Commercial Service: 10% AM Trip Reduction; 5% PM Trip Reduction		240	4	3	7	5	5	10
Commercial Neighborhood: 25%-30% AM Trip Reduction**; 30-34% PM Trip Reduction**		3600	72	72	144	94	94	187
Total Pass-by Trip Reduction		**3840**	**76**	**75**	**151**	**99**	**99**	**198**
TOTAL EXTERNAL PRIMARY TRIPS		**18097**	**502**	**646**	**1148**	**1032**	**849**	**1881**

*Source: Penfield & Smith 2004 *Assumes 12% of the daily and AM peak hour traffic and 15% of the PM peak hour traffic is internal to the site **Rates based on SANDAG. Actual trips calculated based on existing volumes on SR 166*

Project Trip Distribution

The external project site traffic for the AM peak hour (1299 trips) and the PM peak hour (2079 trips) was distributed and assigned to the local street network based on the type of existing and proposed land uses and current traffic flows in Guadalupe.

The percentage of project traffic distributed on the road system, as well as the actual volumes, are illustrated in **Figures 3.11-9** and **3.11-10**, and described in **Table 3.11-6** below.

TABLE 3.11-6
PROJECT TRIP DISTRIBUTION

Direction	AM Peak Hour		PM Peak Hour	
Internal trips	12%		15%	
External trips	In	Out	In	Out
North	32%	20%	25%	25%
South	5%	4%	5%	3%
East	30%	50%	48%	40%
West	33%	26%	22%	32%
Total External Trips	100%	100%	100%	100%

Source: Penfield & Smith 2004

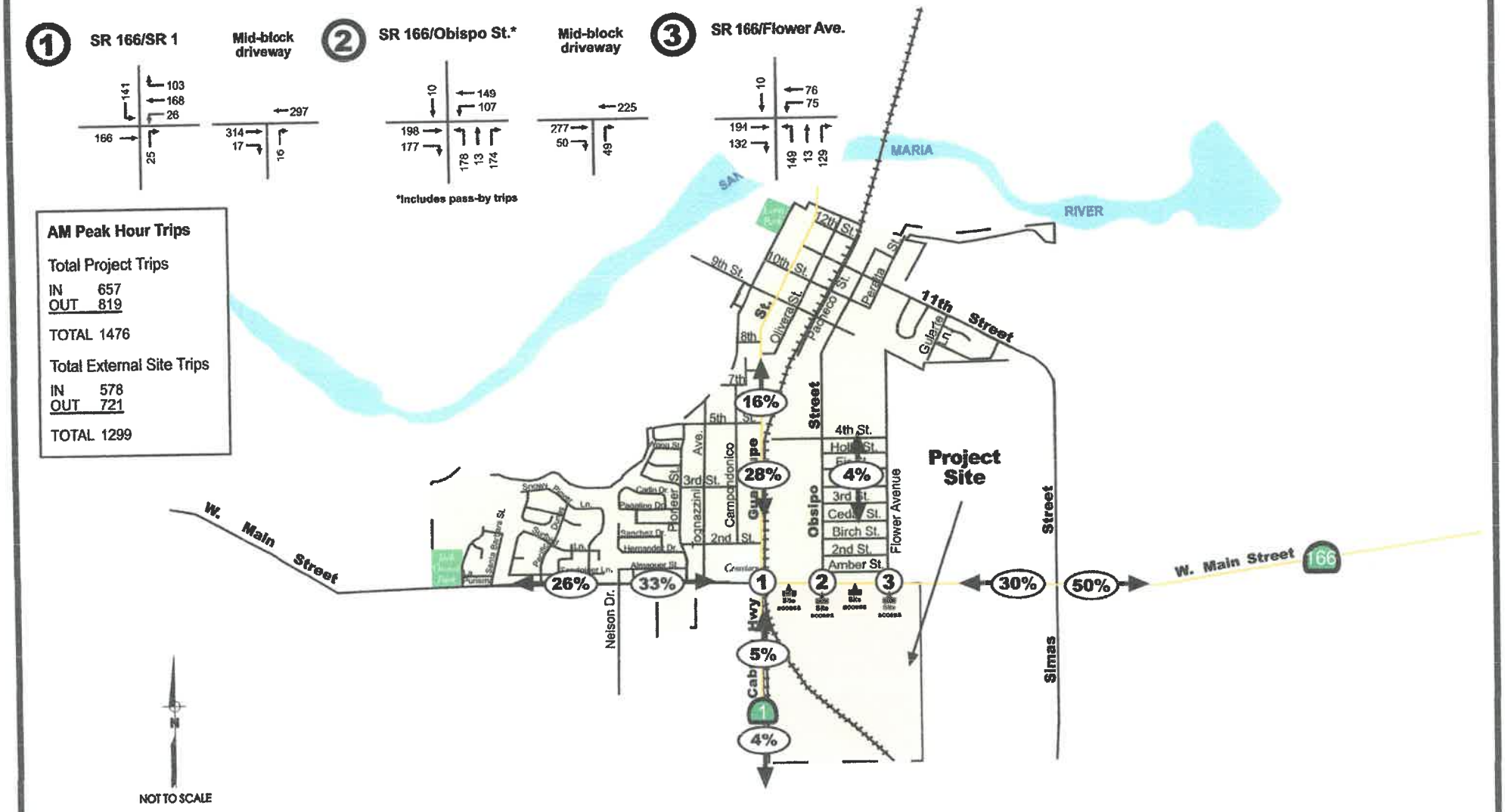
The project trip distribution includes the additional two mid-block driveways proposed to be located between Highway 1 and Obispo Street and Obispo Street and Flower Avenue. A review of the project generation and distribution analysis indicates that the project is anticipated to generate 1,299 external trips in the morning peak hour and 2,079 external trips in the afternoon peak hour.

ROADWAY NETWORK EVALUATION

Existing plus Project Intersection Analysis

The project trips were added to the existing traffic to evaluate the impacts of the proposed project on the roadway network. The Traffic Study is included in the appendices of this document. The existing plus project analysis includes the intersection level of service without improvements, with signalization only, with lane improvements only, and with signalization and lane improvements. Given the uncertainty of the proposed Highway 166 widening project, the analysis determined whether the project impacts could be mitigated with signalization alone. The intersection/roadway improvements include the following:

- Highway 166 widened to include two through lanes in each direction.
- Southbound left-turn lane, westbound through lane, and westbound left turn lane added to the Highway 166/ Highway 1 intersection.
- Southbound left-turn lane added to the Highway 166 intersections at Obispo St. and Flower Ave.
- Westbound left-turn lane added to the Highway 166 intersections at Obispo St. and Flower Ave.
- Eastbound right-turn lane added to the Highway 166 intersections at Obispo St. and Flower Ave.
- Right in/right out provided at the two mid-block driveways.

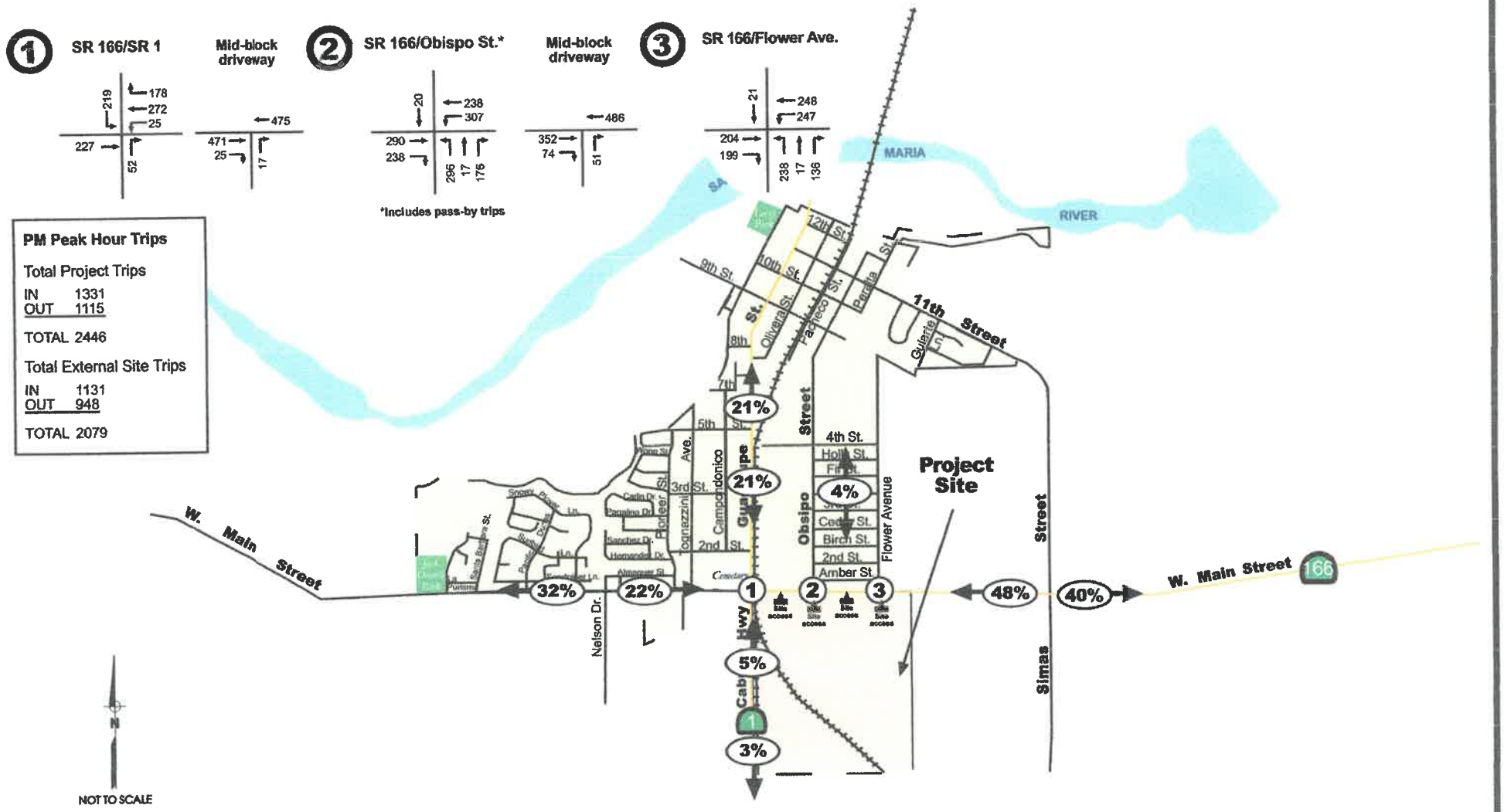


Source: Penfield & Smith, October 2004

PMC

FIGURE 3.11-9

AM Peak Hour Project Trip Generation and Distribution



Source: Penfield & Smith, October 2004

PMC

FIGURE 3.11-10
PM Peak Hour Project Trip Generation and Distribution

Weekday AM and PM peak period levels of service at the study intersections under Existing plus Project conditions are shown in **Tables 3.11-7** and **3.11-8** below.

In addition to the three existing intersections, the level of service for the proposed mid-block driveways was also analyzed and is included in the tables.

The existing plus project traffic volumes are illustrated in **Figure 3.11-11** and a summary of the proposed lane configurations is illustrated **Figure 3.11-12.**

TABLE 3.11-7
AM PEAK HOUR EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No mprovement	Signal Only	Lane mprovements	Signal & Lane Improvements	
HWY 166/HWY 1	13.2/LOS B	126.7/LOS F	14.1/LOS B	85.1/LOS F	11.5/LOS B	629 trips
HWY 166/West driveway	N/A	14.3/LOS B	N/A	11.0/LOS B	N/A	644 trips
HWY166/Obispo St.	13.7/LOS B	50.0+/LOS F	10.7/LOS B	43.4/LOS D	10.2/LOS B	1006 trips
HWY 166/East driveway	N/A	14.0/LOS B	N/A	11.1/LOS B	N/A	601 trips
HWY 166/Flower Ave.	14.9/LOS B	84.8/LOS F	9.7/LOS A	16.6/LOS C	9.0/LOS A	778 trips

Source: Penfield & Smith 2004

TABLE 3.11-8
PM PEAK HOUR EXISTING PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No mprovement	Signal Only	Lane mprovements	Signal & Lane mprovements	
HWY 166/HWY 1	12.9/LOS B	366.2/LOS F	29.0/LOS C	262.0/LOS F	15.5/LOS B	973 trips
HWY 166/ West driveway	N/A	15.5/LOS C	N/A	11.5/LOS B	N/A	988 trips
HWY166/Obispo St.	12.4/LOS B	50.0+/LOS F	17.0/LOS B	50.0+/LOS F	13.2/LOS B	1582 trips
HWY 166/East driveway	N/A	14.6/LOS B	N/A	11.3/LOS B	N/A	963 trips
HWY 166/Flower Ave.	13.0/LOS B	50.0+/LOS F	11.7/LOS B	42.3/LOS D	9.8/LOS A	1310 trips

Source: Penfield & Smith 2004

As described in **Tables 3.11-7 and 8,** at full buildout, the project would create a significant impact at the three study intersections during both peak hours. Without signalization or roadway improvements in place, the intersections would degrade to LOS F with the project added-traffic. The unsignalized mid-block driveways would operate at LOS C or better with the project traffic during both peak hours, without roadway improvements.

With the installation of signals only, the Highway 166 intersections at Highway 1, Obispo Street, and Flower Avenue would operate at LOS C or better during both peak hours. With roadway improvements only, the intersections would operate at LOS D or worse. With lane improvements, in addition to signalization, the three intersections would operate at LOS B or better during both peak hours.

Existing Plus Project (With Two Access Locations)

The level of service was also analyzed for the project assuming only two ingress/egress locations (at Obispo and Flower) would be provided on Highway 166. The project trip distribution was revised to reflect this scenario. The intersection LOS is summarized below.

TABLE 3.11-9
AM PEAK HOUR
EXISTING PLUS PROJECT (WITH TWO ACCESS LOCATIONS) LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No Improvement	Signal Only	Lane Improvements	ignal & Lan mprovement	
HWY166/Obispo St.	13.7/LOS B	50.0/LOS F	11.0/LOS B	42.9/LOS E	10.3/LOS B	1117 trips
HWY 166/Flower Ave.	14.9/LOS B	105.3/LOS F	10.0/LOS B	16.5/LOS C	9.4/LOS A	745 trips

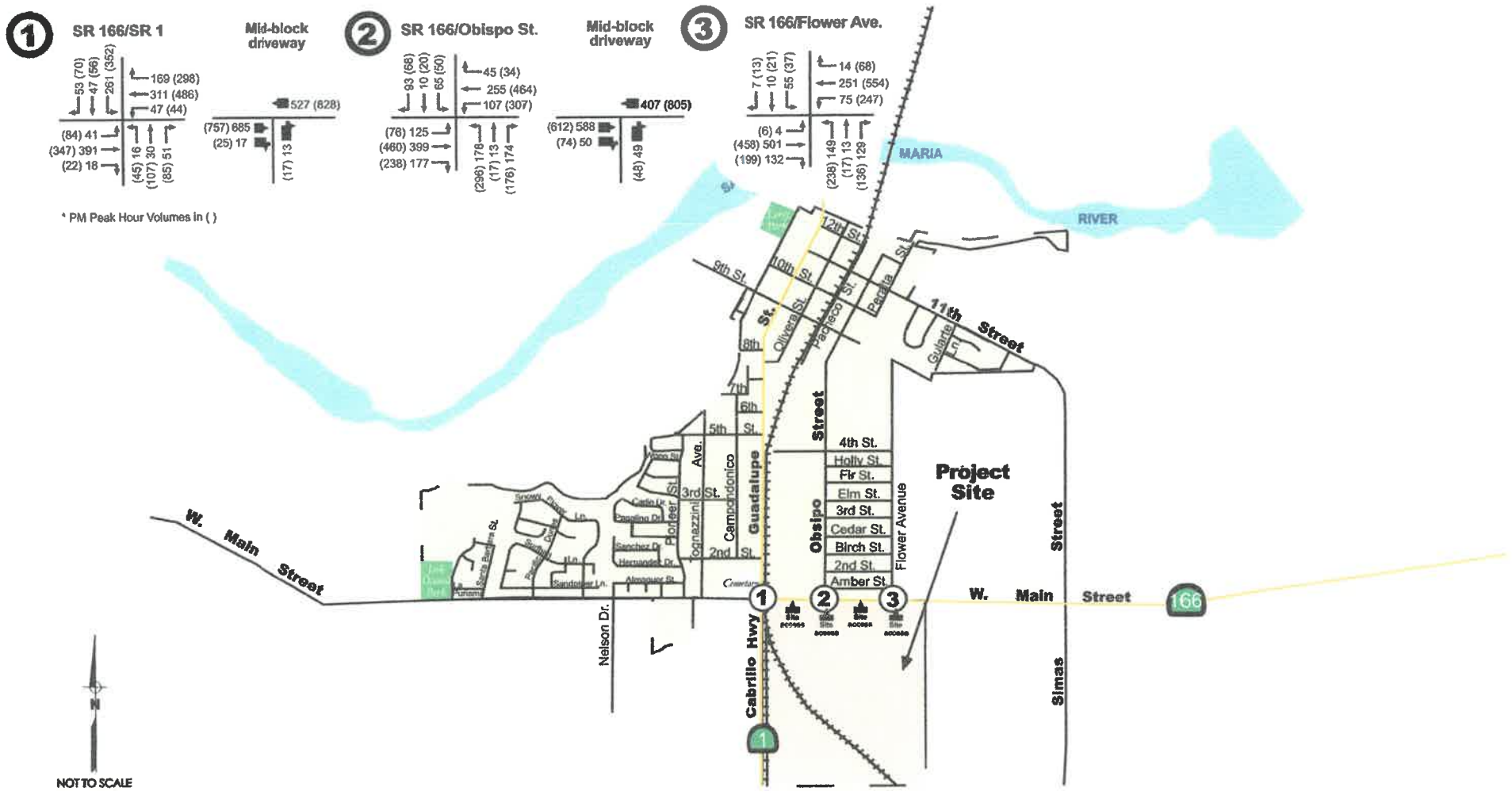
Source: Penfield & Smith 2004

TABLE 3.11-10
PM PEAK HOUR
EXISTING PLUS PROJECT (WITH TWO ACCESS LOCATIONS) LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No Improvements	Signal Only	Lane Improvement	Signal & Lane Improvements	
HWY166/Obispo St.	12.4/LOS B	50.0/LOS F	18.7/LOS B	50.0+/LOS F	13.2/LOS B	1687 trips
HWY 166/Flower Ave.	13.0/LOS B	50.0+/LOS F	13.0/LOS B	40.7+/LOS E	10.2/LOS B	1317 trips

Source: Penfield & Smith 2004

The project would create a significant impact at Obispo Street and Flower Avenue during both peak hours. With signals installed, the project access locations would operate at LOS B or better during both peak hours.



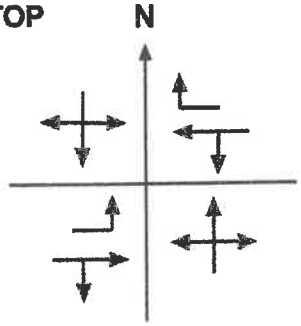
Source: Penfield & Smith, October 2004

PMC

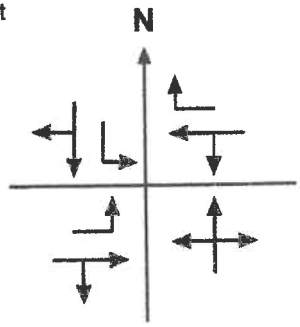
FIGURE 3.11-11
Existing and Project Traffic Volumes

SR 166/SR 1

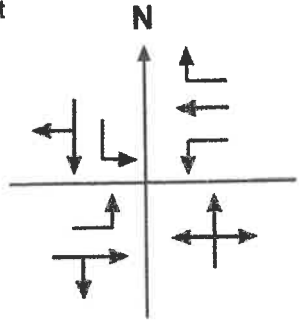
Four-way STOP
Existing
Future



Signal
Existing + Project
Future + Project

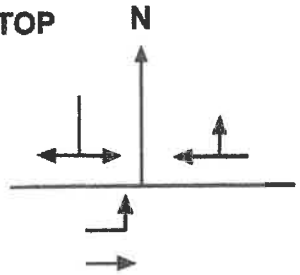


Signal with SR 166 Widening Project*
Existing + Project
Future + Project

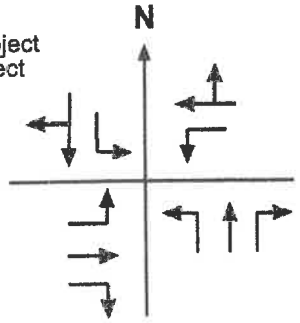


SR 166/Obispo St. and SR 166/Flower Ave.

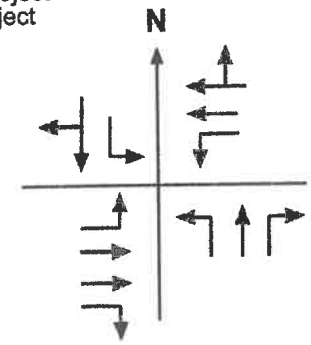
One-way STOP
Existing
Future



Signal
Existing + Project
Future + Project



Signal with SR 166 Widening Project*
Existing + Project
Future + Project



A traffic count program will be conducted to determine when the actual operating conditions at the intersections meet Caltrans operational traffic signal warrants.

*Caltrans has recommended widening SR 166 by adding one lane in each direction. The design of the project entrances will incorporate the widening project, if it is constructed.

NOT TO SCALE

Source: Penfield & Smith, October 2004

PMC

FIGURE 3.11-12
Existing and Proposed Lane Configurations and Traffic Control

Cumulative Projects Trip Generation and Intersection Analysis (Future plus Project)

T base future traffic volumes were determined based on the volumes provided in the Project Study Report on State Route 166 prepared by Caltrans in June 2001. The twenty year traffic growth rate was determined to be approximately one percent per year. The future intersection level of service is shown in **Table 3.11-11** below. The future traffic volumes are illustrated in **Figure 3.11-13.**

TABLE 3.11-11
FUTURE (2023) CONDITIONS
PEAK HOUR LEVELS OF SERVICE

Intersection	Traffic Control	AM Peak LOS (sec/veh.)	PM Peak LOS (sec./veh.)
HWY 166/HWY 1	All-way STOP	15.5/LOS C	17.3/LOS C
HWY 166/Obispo St.	One-way STOP	15.7/LOS C	15.1/LOS C
HWY 166/Flower Ave.	One-way STOP	15.1/LOS C	14.8/LOS B

Source: Penfield & Smith 2004

As shown above, all three study intersections will continue to operate within the City's acceptable level of service range during both peak hours.

T project traffic was added to the future peak hour traffic volumes and the intersection analyses were recalculated. The results of the LOS calculations are summarized in **Tables 3.11-12** and **13.** The future plus project traffic volumes are illustrated in **Figure 3.11-14.**

TABLE 3.11-12
AM PEAK HOUR
FUTURE (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No mprovements	Signal Only	Lane Improvement	Signal & Lane mprovement:	
HWY 66/HWY 1	15.5/LOS C	279.0/LOS F	16.2/LOS B	198.5/LOS F	13.0/LOS B	629 trips
HWY 66/West driveway	N/A	15.4/LOS C	N/A	11.4/LOS B	N/A	644 trips
HWY166/Obispo St.	25.4/LOS D	50.0+/LOS F	11.0/LOS B	101.1/LOS F	10.1/LOS B	1006 trips
HWY 166/East driveway	N/A	15.0/LOS B	N/A	11.4/LOS B	N/A	601 trips
HWY 166/Flower Ave.	17.8/LOS C	197.5/LOS F	9.9/LOS A	18.6/LOS C	8.9/LOS A	778 trips

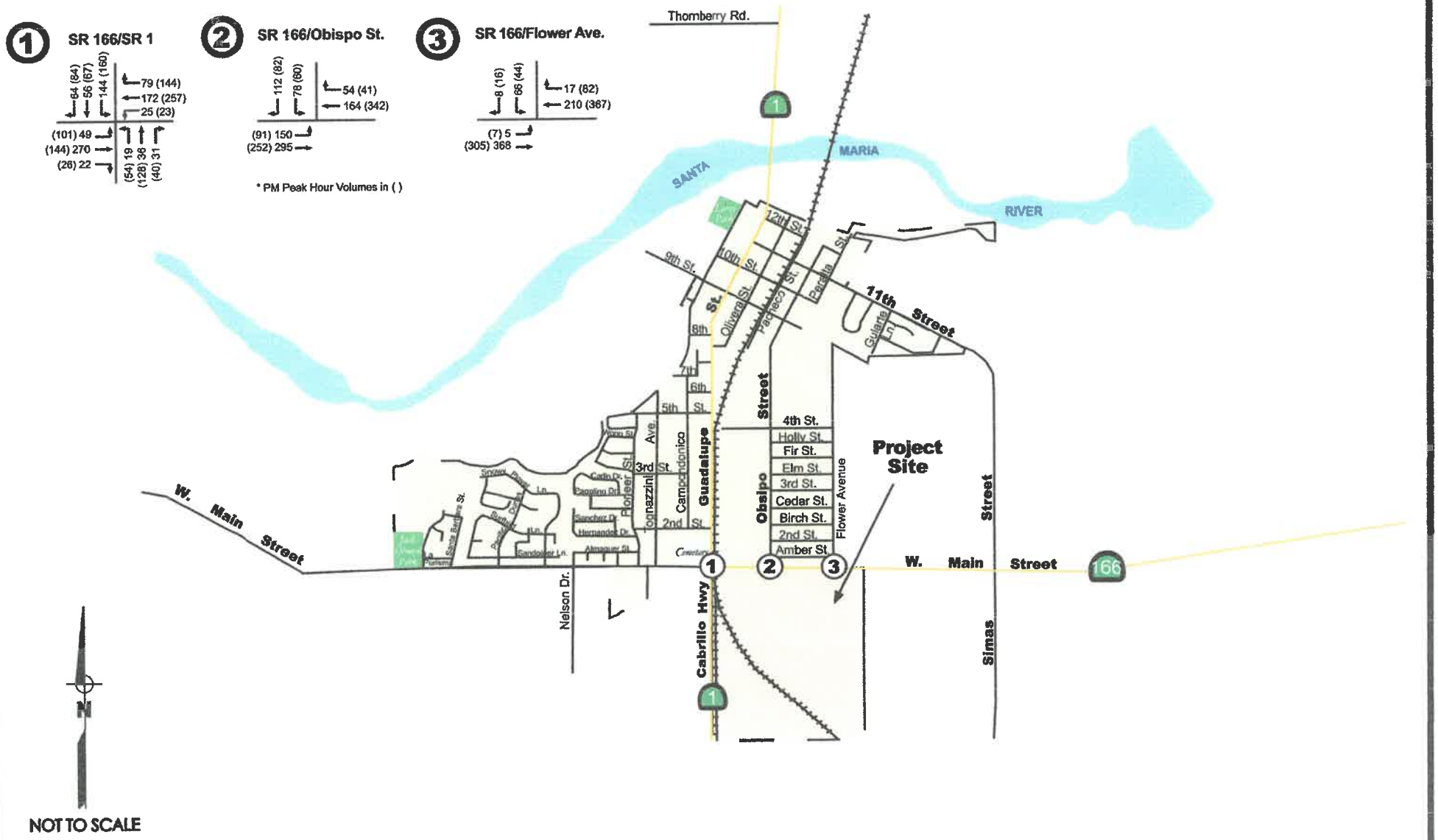
Source: Penfield & Smith 2004

TABLE 3.11-13
PM PEAK HOUR
FUTURE (2023) PLUS PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Existing LOS	Existing + Project LOS				Project-added Trips
		No Improvements	Signal Only	Lane mprovement:	Signal & Lane mprovement:	
HWY 166/HWY 1	17.3/LOS C	574.7/LOS F	25.4/LOS C*	419.8/LOS F	20.5/LOS C	973 trips
HWY 166/West driveway	N/A	16.5/LOS C	N/A	11.8/LOS B	N/A	988 trips
HWY166/Obispo St.	20.4/LOS C	50.0+/LOS F	22.3/LOS C	50.0+/LOS F	13.5/LOS B	1582 trips
HWY 166/East driveway	N/A	15.5/LOS C	N/A	11.7/LOS B	N/A	963 trips
HWY 166/Flower Ave.	17.5/LOS C	50.0+/LOS F	13.3/LOS B	60.9/LOS F	10.2/LOS B	1310 trips

**Includes re-striping intersection with a SB left turn lane. Without left turn, intersection operates at LOS F.*

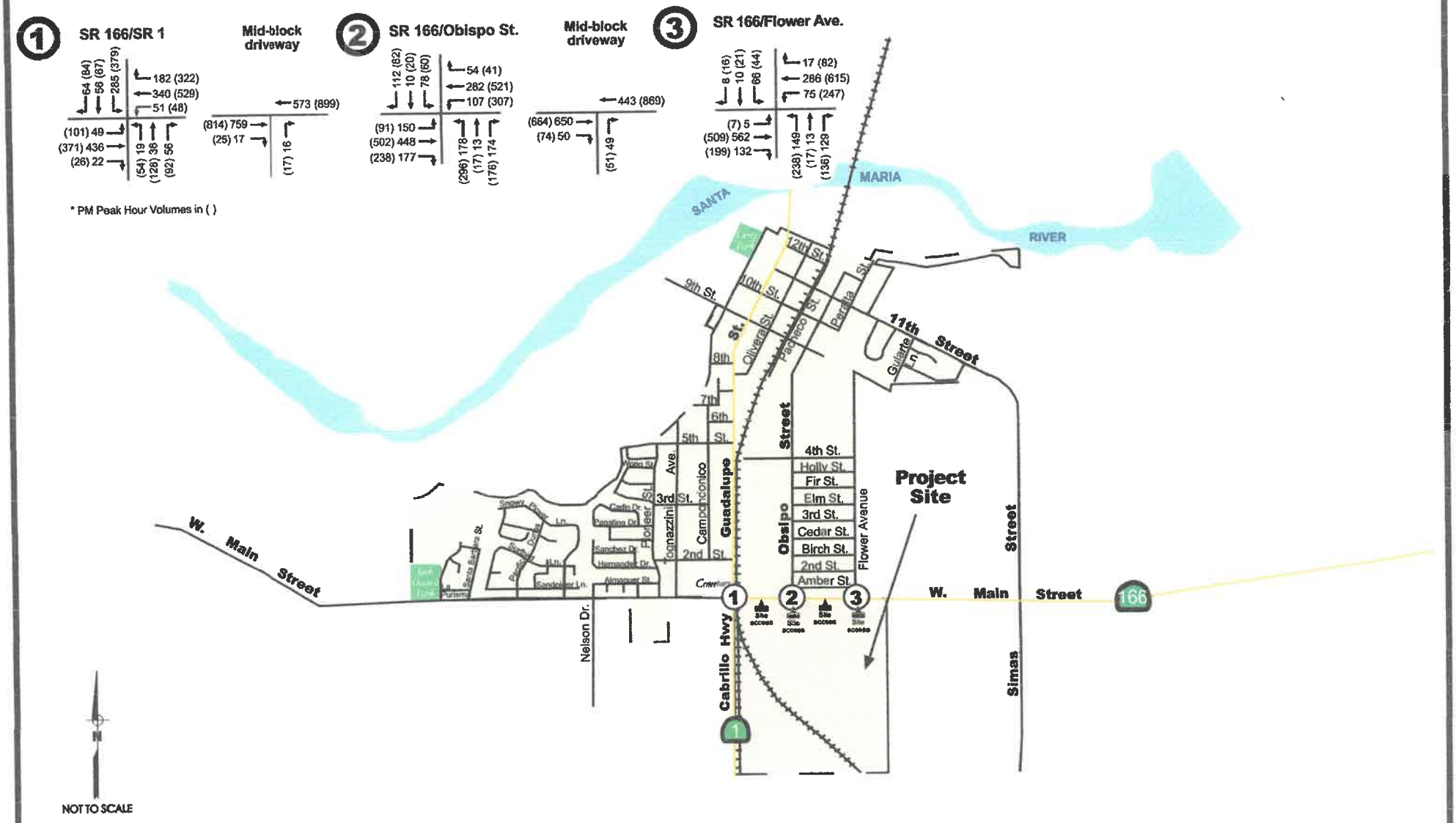
As shown in the tables above, the project would create a significant impact at the three main study intersections during both peak hours. With the installation of the proposed traffic signals, the three study intersections would operate at good levels of service during both peak hours. The proposed mid-block driveways would operate at acceptable levels of service with the project-added traffic.



Source: Penfield & Smith, October 2004

PMC

FIGURE 3.11-13
Future Traffic Volumes 2023



Source: Penfield & Smith, October 2004

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FIGURE 3.11-14
Future and Project Traffic Volumes

SIGNAL WARRANT ANALYSIS

Pe eld & Smith (October 2004) evaluated whether signals would be warranted at the three main intersections under the existing plus project traffic conditions. The analysis evaluates the intersections utilizing the following six traffic signal warrant methodologies contained in the *Caltrans Traffic Manual*.

- Minimum Vehicular Volume
- Interruption of Continuous Traffic
- Accident Experience
- Combination of Warrants
- Four Hour Volume
- Peak Hour Volume

The Highway 1 and Highway 166 intersection currently exists as a four-way stop controlled intersection. The Highway 166/Obispo Street and Flower Street intersections currently operate as a one-way stop controlled intersection. Highway 166 (major arterial) is uncontrolled. Obispo Street and Flower Avenue are the minor streets, controlled by stop signs. Highway 166 (major arterial) is constructed as a two-lane undivided roadway and O po Street/Flower Avenue are constructed as a two-lane undivided roadway.

Penfield & Smith obtained average daily traffic (ADT) counts and a three-year collision history for all three the intersections for use in their Traffic Study (October 2004). Detailed Caltrans traffic signal warrant calculation sheets are included in the Technical Appendix of the Traffic Report.

The three study intersections meet all but one applicable traffic signal warrant (the accident warrant is not met), based on the construction of approximately one third of the development, with respect to project generated trips. Construction of traffic signals would improve vehicular, bicycle and pedestrian access across Highway 166 (major arterial).

METHODOLOGY

The following analysis is based on an evaluation of project materials including the *DJ Farms Traffic Impact Study* (October 1, 2004) prepared by Smith & Penfield, and a peer review analysis (August and October 2004) conducted by Fehr & Peers Transportation Consultants. Impacts have been assessed based upon CEQA significance standards and the standards and thresholds utilized by the City.

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PROJECT IMPACTS AND MITIGATION MEASURES

Increase in Project Related Traffic Volumes/Level of Service

Impact 3.11-1 Buildout of the project is expected to result in increased delays and deterioration in levels of service at some intersections. This impact is considered **significant**.

Existing Conditions

As summarized in **Table 3.11-3**, shown earlier, all three study intersections presently operate at levels of service during the AM and PM peak hours at, or better than, the allowable overall standard LOS "C."

Existing Plus Project

The addition of the DJ Farms project traffic (**18,097** daily trips, with **1,148** trips during the AM peak hour and **1,881** trips during the PM peak hour) to existing conditions is shown in **Table Tables 3.11-6** and **3.11-7,** presented earlier. At full-build-out of the project, all three intersections are forecast to operate at unacceptable levels of service during both the AM and PM peak hours without any improvements. This is a **significant impact**.

Based on the Traffic Study conducted for this project (Penfield & Smith 2004), with the construction of just the proposed the signals, the intersections would operate at LOS C or better. With construction of the roadway improvements only, the intersections would operate at LOS D or worse. With signalization and roadway improvements, the intersections would operate at LOS B or better.

Existing Plus Project (With Two Access Locations)

The project was evaluated assuming two ingress/egress locations from Highway 166/ Obispo Street and Highway 166/Flower Street. It was determined that LOS would drop to a level "F" at these locations during both the AM and PM peak hours with the addition of the DJ Farms project traffic assuming two ingress/egress locations. This is a **significant impact**.

The Penfield & Smith Traffic Study determined that with signals installed, the project access locations would operate at LOS B or better during both peak hours. LOS for this scenario is shown in **Tables 3.11-8** and **3.11-9**, presented earlier.

Impact Discussion

As described above, the Penfield & Smith Traffic Study determined that without implementation of improvements, development of the project would result in the

degradation of all three study intersections to LOS F under both peak hours. As a result, the study provided a number of recommendations intended to reduce identified traffic and LC mpacts. These recommendations have been incorporated into the proposed Revised Specific Plan as follows:

Goal 1) The primary goal of the circulation plan is to establish safe and efficient circulation for the plan area. As part of the development, the following transportation improvements (to be funded by the developer) will be provided:

Policies

C-1 New local streets will be consistent with the City of Guadalupe's traffic requirements and with the goals, policies and programs of the Circulation Element of the General Plan.

C-2 The proposed access locations on Highway 166 at Obispo Street and Flower Avenue will be aligned with existing access locations on the north side of Highway 166. In the interim, STOP signs shall be installed on the southbound approaches of Obispo Street and Flower Avenue.

C-3 A right-turn lane will be installed on the eastbound approach to the Highway 166/Obispo Street and Highway 166/Flower Avenue intersections.

C-4 A left turn pocket will be installed on the westbound approach to the State Route 166/Obispo Street and State Route 166/Flower Avenue intersections.

C-5 A southbound left turn lane will be installed at the Highway 1/166 intersection.

C-6 A traffic count program will be conducted, as construction progresses, to monitor the traffic volumes and to determine when the signals should be installed.

C-7 The northbound approaches to the Obispo Street and Flower Avenue intersections with Highway 166 will have a left-turn lane, a through lane and a right-turn lane. One through lane will be adequate. These improvements will be installed with any new development of the plan area.

C-8 Install four-way stops at the intersections formed by the southerly extension of Obispo Street, Flower Avenue and the roadway serving the school site at such time as the school is developed.

C-8: The project site will be designed to accommodate moving van/truck and emergency vehicle access and trash pick-up.

Although the recommendations of the Penfield & Smith Traffic Study have been incorporated into the Revised Specific Plan as goals and policies, to ensure that the identified significant impact is adequately mitigated, the following transportation improvements (to be funded by the developer) will be required:

Mitigation Measures

MM 3.11-1a Prior to Final Map approval, the applicant shall obtain an encroachment permit from Caltrans for all work conducted in the State Highway right-of-way. Additional improvements required by Caltrans to accommodate the project, during the encroachment permit phase, shall be incorporated into the project and funded by the developer.

MM 3.11-1b The proposed access locations on State Route 166 at Obispo Street and Flower Avenue will align with the existing access locations on the north side of State Route 166. Prior to issuance of any building permits for the first phase, the applicant shall install STOP signs on the southbound approaches of Obispo Street and Flower Avenue.

MM 3.11-1c Prior to the issuance of building permits for the first phase, the Applicant shall develop a Traffic Count Program to be tied to construction phasing. The Traffic Count Program shall monitor the intersections at Highway 166/Highway 1, Highway 166/Obispo Street and/or Highway 166/Flower Avenue in order to determine when the actual operating conditions meet Caltrans operational traffic signal warrants. Prior to the issuance of building permits for the third phase, or at which point the Traffic Count Program determines that the count exceeds Caltrans traffic signal warrants as presented in the *Traffic Manual*, whichever occurs earlier, the applicant shall install signals at these intersections.

MM 3.11-1d Prior to the issuance of building permits for the first phase, the Applicant shall make the following improvements in order to facilitate access to the site:

- A right turn lane will be installed on the eastbound approach to the State Route 166/Obispo Street and State Route 166/Flower Avenue intersections (to be coordinated with the Highway 166 widening project).
- A left turn pocket will be installed on the westbound approach to the Highway166/Obispo Street and Highway 166/Flower Avenue intersections (to be coordinated with the Highway 166 widening project).

- A southbound left turn lane shall be installed at the Highway1/166 intersection.
- The southbound and westbound approaches of the Highway 166/ Highway 1 intersection shall be re-striped to include a southbound left turn lane, a westbound through lane and a westbound left turn lane.
- A left-turn lane, a through lane and a right-turn lane shall be installed at the northbound approaches to the Obispo Street and Flower Avenue intersections with Highway 166.
- The project site will be designed to accommodate moving van/truck and emergency vehicle access and trash pick-up.

Incorporating the above mitigations will reduce project related impacts due to increases in traffic volumes and levels of service to a **less than significant** level by requiring physical improvements as recommended by the Traffic Study (Penfield & Smith 2004) to address traffic operations.

School Site – Traffic

Impact 3.11-2 Construction of the proposed school site could result in increased traffic delays and deterioration in levels of service at some intersections as well as safety hazards. This impact is considered **significant**.

Development of the proposed school site may result in increased traffic delays at intersections formed by the southerly extension of Obispo Street, Flower Avenue and the roadway serving the school site. In addition, a safe "safe route to school" plan will be need to be developed prior to the opening of the school. Consistent with Policy C-6 and C-12, the project will be required to implement the following measures:

MM 3.11-2a Prior to development of the proposed school, the Applicant shall install four-way stops at the intersections formed by the southerly extension of Obispo Street, Flower Avenue and the roadway serving the school site at such time as the school is developed.

MM 3.11-2b Prior to the opening of the school, a safe route to school plan will be developed by the City in consultation with the School District. Guidelines presented in the Caltrans Traffic Manual and by the Guadalupe Unified School District should be used.

Proper implementation of Mitigation Measures **3.11-2a** and **b** will ensure that the identified impact is reduced to a **less than significant** level by requiring physical improvements and a

safe route to school plan as recommended by the Traffic Study (Penfield & Smith 2004) to address traffic and safety operations.

Pedestrian and Bicycle Facilities

Impact 3.11-3 The proposed project will result in the construction of residential development in a largely rural setting lacking adequate pedestrian facilities, bicycle lanes and stop controls. This is a **less than significant** impact.

The residential nature of the proposed development will require the design of adequate pedestrian and internal stop controls. A stated goal of the Revised Specific Plan is to promote alternative forms of transportation and reduce reliance on the automobile, whenever possible (Goal 2). Polices intended to promote this goal are as follows:

Policies

C-9: The project design will incorporate facilities that promote a pedestrian-friendly environment between the residential, commercial, educational, and employment areas. Specifically, a network of bicycle and pedestrian paths will be provided throughout the project area.

C-10: Provisions to accommodate bus service (bus stops, bus shelters) will be considered in the project site design. The bus service should be designed to provide access to the downtown commercial area and the City of Santa Maria.

C-11: Bicycle lockers/parking will be included in the employment-generating land uses.

The proposed project includes a network of bicycle and pedestrian paths are provided throughout the plan area connecting various residential neighborhoods to the school site, central park, pocket park and commercial area. Arterial Streets such as Obispo Street, Flower Avenue will include pedestrian footpaths. Collector streets and local residential streets will accommodate a five-foot (5') wide monolithic sidewalk to facilitate pedestrian movement. Class II bicycle lanes will be provided along the arterial roads serving the plan area. Additionally, a transit center will be provided at the new neighborhood commercial center and several bus stops will be provided throughout the project site. This is a **less than significant** impact.

Parking Capacity

Impact 3.11-4 Buildout of the proposed project will result in a need for on-site parking facilities. This is a **significant** impact.

The proposed project proposes to provide sufficient on-site parking supply meeting the City's requirements for each of the proposed uses. To ensure that the project's parking needs will be met, the following mitigation measure will be required

MM 3.11-4a On-street parking shall be required on both sides of all collector and locator Streets identified in the project Street Plan and on at least one side of Type 7 streets.

MM 3.11-4b Off-street residential parking shall be provided in accordance with Section 18.60.030 of the City of Guadalupe Zoning Ordinance as follows:

A All off-street parking required by this chapter in any residential zone shall be constructed as follows:

- In single-family residential zones, all such parking spaces shall be covered by a fully enclosed garage.
- In multifamily residential zones, at least one such parking space shall be covered by a carport.

B Parking required in this chapter shall be subject to design review and approval of the zoning administrator/planning director.

C Parking design not approved by the zoning administrator/planning director may be redesigned by the applicant, or the decision appealed to the planning commission.

MM 3.11-4c An appropriate number of parking spaces shall be provided in accordance with Section 18-60.60 of the City of Guadalupe's Zoning Ordinance.

Incorporating the above mitigation measures will result in a **less than significant** impact by providing adequate on and off street parking on-site.

Roadway Design Inconsistent with Safety Standards

Impact 3.11-5 The proposed project site is internally bisected by the Santa Maria Valley Railroad tracks. In order to provide internal site circulation between the northern portion of the project site and the southern portion, two at grade vehicle and pedestrian crossings of the Santa Maria Valley Railroad right-

of-way will need to be constructed. The two new at-grade crossings (Obispo and Flower Avenue), could present significant safety risks and land use incompatibilities. This is a **less than significant** impact.

The train crossings may present potential issues including the risk of injury at the crossings and increased trespassing on the railroad property by nearby residents. The proposed Specific Plan addresses these issues by designating Service Commercial land uses adjacent to the tracks where impacts are greatest, which is primarily in the northwest corner of the property adjacent to the switching area. Those residential areas adjacent to the switching area will incorporate an eight-foot (8') above-track-grade masonry wall to further mitigate impacts. To mitigate potential safety concerns, the crossings are located as far apart in the planning area as feasible to minimize the possibility that emergency access to the southern portion of the planning area might be blocked by a parked train. The proposed trails along the Santa Maria Valley and Union Pacific Railroad will be separated by an eight-foot (8') above-track-grade wrought iron type view fencing. This open fencing will maintain the safety between the railroad right-of-way and multi-purpose trail while reducing the occurrence of vandalism. This is considered to be a **less than significant** impact.

Additional potential train hazards from the periodic shipment of hazardous materials through the project site; localized air quality impacts, on surrounding area residents, from trains idling in the switching area in the northwest corner of the planning area, noise, light and glare are addressed in appropriate analysis sections of this EIR.

Transit System

Impact 3.11-6 The future construction of the Revised Specific Plan will result in a greater demand for area transit services. This is considered a **less than significant** impact.

Presently, the City of Guadalupe is served by regular Greyhound Bus service. Greyhound runs five daily runs, five routes southbound and five routes northbound daily. In addition, Smooth Bus, a non-profit organization, offers transportation between Guadalupe and the City of Santa Maria, located approximately ten miles to the east. The project proposes includes a transit center that will be provided at the new neighborhood commercial center and several bus stops will be provided throughout the project site. Bicycle racks will be located at all of the commercial and office uses. Therefore, the impact to area transit systems is considered **less than significant**. No mitigation is required.

CUMULATIVE IMPACTS AND MITIGATION MEASURES

Future Increase Traffic Volumes/Level of Service

Impact 3.11-7 Buildout of the project in combination with future traffic volumes is expected to result in increased delays and deterioration in levels of service at some intersections. This impact is considered **significant.**

Future

The base future traffic volumes were determined based on the volumes provided in the Project Study Report on State Route 166 prepared by Caltrans in June 2001. The twenty year traffic growth rate was determined to be approximately one percent per year. Applying this base growth rate to the project intersections, it was determined that all three intersections would continue to operate at an LOS C or better.

Cumulative (Future plus Project)

The project traffic was added to the future peak hour traffic volumes and the intersection analyses were recalculated. The results of the LOS calculations are summarized in **Tables 3.11-11 and 12.** The analysis shows that the three main intersections would operate at an unacceptable level of service during both peak hours. This is considered to be a **significant** impact.

However, according to the Traffic Study prepared for this project (Penfield & Smith 2004), with signalization the three intersections are anticipated to operate at an LOS of C or better. With lane improvements, the proposed mid-block driveways would operate at acceptable levels of service with the project-added traffic. Therefore, implementation of **Mitigation Measures 3.11-1 a-d** will reduce these impacts to a less than significant level.

As further mitigation strategy for the project's cumulative impacts on Highway 166, the following measure as recommended in the Traffic Study shall be required:

MM 3.11-7a Prior to issuance of building permits for the first phase, the applicant shall pay its fair share portion (pro rate share) towards the Santa Barbara County Association of Governments (SBCAG) Route 166 Guadalupe Widening project. The pro rate share contribution should be based on the existing order of magnitude cost estimate provided in the Final Project Study Report (PSR) for the widening project. The current total construction cost for the project is estimated at $29,925,000.

MM 3.11-7b Prior to issuance of building permits for the first phase, an irrevocable offer of Right of Way along the project frontage adjacent with the Route 166 ROW that would accommodate the Highway 166 widening project.

The minimum right of way required in the dedication would be 25 feet. All drainage requirements for the DJ Farms project must be accommodated outside of the State's right of way.

Implementation of **Mitigation Measures 3.11-1 a-d and Mitigation Measure 3.11-7 a and b** above will reduce the project's contribution to the Cumulative impact to a **less than significant** level.

REFERENCES/DOCUMENTATION

Bollenbacher & Kelton, Inc. *Application to the City of Guadalupe*. April 2, 2003.

City of Guadalupe. *General Plan*. December, 1986 (Revised February, 2002).

City of Guadalupe. *Initial Study for the DJ Farms Specific Plan*. June 10, 2004.

City of Guadalupe. *Notice of Preparation of a Draft Environmental Impact Report*. July 9, 2004.

City of Guadalupe. *Zoning Ordinances*.

Governor's Office of Planning and Research, State of California. *Guidelines for Implementation of the California Environmental Quality Act,* as amended. 2005.

Penfield & Smith. *DJ Farms Traffic Impact Study City of Guadalupe*. June 30, 2004.

Roberts, Joshua, PS. Penfield & Smith, personal discussion, 8/27/04.

Rosen, Goldberg & Der. Environmental Noise Impact Report for: DJ Farms Specific Plan, Guadalupe, CA. October 24, 2004.

Santa Maria Valley Railroad homepage. Accessed August 22, 20004 http://www.smvrhm.org

Urban Planning Concepts, Inc., Penfield & Smith. *Revised DJ Farms Specific Plan*. October 1, 2004.

July 26, 2019

Alice Savcedo
City of Guadalupe, Planning Division
918 Obispo Street
Guadalupe, CA 93434

Dear Ms. Savcedo,

CITY OF GUADALUPE REQUEST FOR COMMENT FOR SUBDIVISION OF LOT 9 OF TRACT MAP NO. 29060, APN 113-450-009

The Division of Oil, Gas, and Geothermal Resources (Division) appreciates the opportunity to submit comments on the proposed development plan of the parcel referenced above (Project), received via mail on July 15, 2019.

The Division's authority is set forth in Division 3 of the Public Resources Code (PRC), and Title 14 of the California Code of Regulations (CCR). PRC § 3208.1 establishes well re-abandonment responsibility when a previously plugged and abandoned well may be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, or geothermal wells.

The Division has reviewed the Project. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following information.

Our records indicate there are no known oil, gas, or geothermal wells located on the parcel where the Project is proposed. However, there is at least one nearby parcel included in the DJ Farms Specific Plan that has a plugged and abandoned oil well located on it (i.e., APN 113-080-018). The Division only provides comment for the well on the parcel where the Project is proposed per the City of Guadalupe's request. For comment and a well review for future development on parcels where wells are located please contact the Division. Records and locations for oil, gas, and geothermal wells located in California are available online at https://www.conservation.ca.gov/dog/Pages/WellFinder.aspx

The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Access is considered the ability for a well servicing unit

and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure. Items that can affect well access include, but are not limited to, buildings, housing, fencing, hardscape, landscape, trees, pools, patios, sidewalks, roadways, parking lots, waterways or channels, and decking. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access.

There are no guarantees a well abandoned in compliance with current Division requirements will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current standards have a lower probability of leaking in the future, however there is no guarantee that such abandonments will not leak.

The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

Failure to plug and re-abandon a well may result in enforcement action, including an order to perform re-abandonment well work, pursuant to PRC § 3208.1, and 3224.

PRC § 3208.1 gives the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Failure to plug and re-abandon a well may result in enforcement action, including an order to perform re-abandonment well work, pursuant to PRC § 3208.1, and 3224. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for re-abandonment as:

1. **The property owner** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

2. **The person or entity causing construction over or near the well** - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local

agency permitting the construction tailed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be re-abandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to re-abandon the well and be responsible for the re-abandonment.

3. **The party or parties responsible for disturbing the integrity of the abandonment** -If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the re-abandonment.

To view PRC § 3208.1 in its entirety, please visit:
https://www.conservation.ca.gov/index/Documents/DOGGR-SR-1%20Web%20Copy.pdf

No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring written approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other abandonment or re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e., casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.

The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding any identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.

2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has jurisdictional authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources, damage to underground oil, gas, and geothermal deposits, and

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damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

If during development activities any wells are encountered that were not part of this review, a Division engineer in the Coastal District - Orcutt office is to be notified immediately, and an amended site plan with well casing diagrams for Division review shall be filed. After appropriate review, the District office will send a follow-up well evaluation letter to the property owner, applicant, and local permitting agency.

Thank you for considering the Division's comments. If you have any questions, please contact our District office at (805) 937-7246 or via email at DOGGRCoastal@conservation.ca.gov.

Sincerely,

Jon Iverson
Senior Oil and Gas Engineer (Supervisor)

cc: Chrono
CSWR

4 OF 5

Return Completed Form to:
City of Guadalupe, 918 Obispo Street, Guadalupe, Ca 93434 – Planning Division, Attn: Alice Savcedo
Email: Assucedo@ci.guadalupe.ca.us, Contact Number: 805-356-3903
Jake Raper, AICP JAS Contract Planner, E-mail: jakeraper@yahoo.com
Contact number for Jake – 805-234-7908

Pat Abel, District Deputy
Department of Conservation
Oil, Gas and Geothermal Div.
195 S. Broadway, Ste. 101
Orcutt, CA 93455

AP2019-067-(Vesting Tentative Tract Map) VTTM – 29,064 Exhibit A: The project proposes to subdivide Lot 9 of Tract Map 29060 filed on May 9, 2014, (APN 113-450-09) consisting of 11.58 Acres into 79 Single Family Lots, 5 common lots for storm water infiltration and storm drainage to the regional Pasadera Basin. All single family lots have a minimum of 3,000 square feet.

WILL THIS PROJECT AFFECT YOUR AGENCY/JURISDICTION? (If yes, specify.)

☐ YES – Please complete below or provide separate written response.

☑ NO – Sign and Return EITHER by Mail, or Email.

SUGGESTION(S) TO REDUCE IMPACTS/ADDRESS CONCERNS– Please list or email requested conditions to be included for consideration.

Please see comment letter.

REQUIRED CONDITIONS OF APPROVAL- Please list or email requested conditions to be included for consideration

DOES YOUR AGENCY NEED ANY ADDITIONAL INFORMATION FOR YOU TO COMPLETE YOUR REVIEW? (Be specific).

REVIEWED BY: Jordan Martin (Name Please Print) 805-465-9638 (Phone Number) jordanmartin@conservation.ca.gov (Email) 7/12/2019 (Date)

ATTACHMENT 5-6
City Engineering Conditions of Approval
Vesting Tentative Tract Lot 9 of 29060 (2019-067-TTM)

1. All of the following conditions shall be completed to the satisfaction of the City Engineer before recordation of the final tract map, unless otherwise stated herein or as agreed by the City Engineer.

2. All engineering submittals prepared by the applicant's engineer shall be signed and sealed by a California licensed civil engineer.

3. Consistency with the Specific Plan, Development Agreement, and Environmental document is mandatory for approval.

4. The applicant shall provide an engineer's estimate for all work included on the public improvement plans, and enter into a subdivision agreement with the City, subject to the City's approval. If approved by the City, bonds or other forms of securities shall be submitted as a guarantee for the construction of infrastructure improvements before the approval and recordation of the final tract map.

5. The final tract map shall be submitted to the Santa Barbara County surveyor for map checking and approval. The City is under contract for these services. Before recording the final map, all survey monuments must be set, or the applicant shall enter a Subdivision Monumentation Agreement and submit a bond for placement of monuments.

6. Public infrastructure improvements shall be designed and constructed per the City of Santa Maria standards, and the City of Guadalupe standard drawings when available. The decision of the City Engineer shall be final regarding the specific standards that shall apply.

7. Submit drainage calculations or an updated drainage report with the improvement plans.

8. A Preliminary Soils or Geology Report, providing technical specifications for grading of the site, shall be prepared by a Geotechnical Engineer and submitted to the City Engineer for review.

9. Before permit issuance, submit an erosion and sediment control plan for approval by the City Engineer. Erosion control measures shall be in place and approved by the City before the start of construction.

10. Submit an Erosion and Drainage Control Plan to the City Engineer for review. The plan shall reflect "Best Management Practices" as proposed in the California Regional Water Quality Control Board Erosion and Sediment Control Field Manual and shall include both temporary measures (to be used during construction, and until permanent measures are completed/established) and permanent measures. The plan shall include both source control and perimeter containment measures. All Drainage and Erosion Control Measures shall be designed and sized by a qualified professional.

11. In conformance with the Post-Construction Requirements (PCRs) adopted by the California Regional Water Quality Control Board for the Central Coast Region (Water Board), the applicant shall adhere to the approved Storm Water Control Plan for DJ Farms Tract Map 29060, which includes commitments for Lot 9 parks, lot drainage and connection to the development's Basin on Lot 6.

12. Install Storm Drain Markers on all drainage inlets.

13. Install Bioretention Signage on all bioretention areas.

14. The applicant shall enter an agreement to Construct and Maintain Private Drainage Improvements for Water Quality on all private lots where LID measures are required.

15. Submit the grading and drainage plans to the Santa Barbara County Flood Control District for plan checking and comment. Before recording the final map, address all comments by the Santa Barbara County Flood Control District to the satisfaction of the City Engineer.

16. The Stormwater Prevention Plan shall be reviewed and approved by the City Planner before submittal to the City Engineer.

17. Before approval of the final map, submit public park designs to the City Engineer and Public Works Director for review and approval.

18. The applicant will be responsible for obtaining an encroachment permit for all work within a public right of way.

19. The developer shall cooperate with the City in the modification of a Landscape and Lighting District (LLD) to pay for the operation and maintenance of public landscaping, lighting and the drainage basins within the DJ Farms boundary.

20. Upon approval of the improvement plans, the applicant shall provide a scanned pdf of the signed plans and three sets of prints of the signed improvement plans for inspection purposes.

21. Before final inspections and acceptance of the public improvements, the applicant shall provide to the City Engineer record drawings, signed by the engineer of record in the following method:

    a. One set of scanned pdfs
    b. One set of reproducible mylars
    c. An electronic AutoCAD drawing file

ATT-5 -7

Jeff van den Eikhof, PE
City Engineer

918 Obispo Street
P.O. Box 908
Guadalupe, CA 93434
805-464-6126

To: Kim Link
Urban Planning Concepts
2624 Airpark Drive
Santa Maria, CA 93455

Date: August 9, 2019

RE: **Application Completeness Determination: DJ Farms Lot 9 Tentative Tract Map (2019-067-TTM-Lot 9)**

The application for the above-referenced project has been deemed complete by engineering review. Before scheduling the application for City Council approval, the following supplemental information must be submitted:

Utilities

1. See attached comments by Michael K. Nunley & Associates

Drainage

2. Submit preliminary drainage calculations showing that the existing regional basin was designed for the flows from this project. Calculations must address bio-retention basins and show how it complies with the City-approved Stormwater Control Plan (dated Sept. 2014) which included Lot 9. The design must conform to all applicable MS4 and County of Santa Barbara drainage and stormwater treatment requirements.

3. On the Site Plan and Conceptual Drainage Plan:
   a. Indicate where the flow from the drainage inlets shown on the extension of Arroyo Seco Road will be sent. The Specific Plan Proposed Storm Drain System Figure V-6 shows a dedicated 18" storm drain for this drainage which traversing what appears to now be Lot 8 of Tract 29060 to the basin on Lot 6. Clarify on the plan and show any lines or easements required. Support with preliminary drainage calculation requested above.
   b. Generally, thicken the linework indicating walls to accurately represent the beginning and end of the masonry walls proposed on the perimeter of Lot 9. The walls are difficult to see on the plan view. Provide a Section of northern property line including "Masonry Privacy Wall" (like Sections A thru C).
   c. Include secondary "Typical Lot Drainage" for Conceptual Lot Plan where side parking is included. (Reference updated Figure III-7).
   d. The cul-de-sac design at the south end of Arroyo Seco Road extends outside the established right of way onto proposed Lot 47. Clarify how this will be handled, with an offer of dedication to the City? Reflect on Map.

Advisory

4. Public infrastructure improvements must be designed and constructed in accordance with the City of Santa Maria standards except for the following:
    a. Design all roads with the following minimum Traffic Indexes (T.I.) T.I. = 6.0 for residential streets, T.I. = 6.5 for residential streets with anticipated school bus traffic, T.I. = 7.5 for local collectors and City bus route streets.
    b. Construct water meter boxes per City of Guadalupe standard plan (used on Lots 4 and 5)

5. The developer will be required to enter a subdivision improvement agreement with the City before recording the final map. An Engineers Estimate for the improvements will be required, and if approved by the City Engineer, bonds or other security will be required to record the final map before completion of construction.

If you have any questions regarding the above comments, please feel free to contact me at 805-460-1910 ext. 101 or via email at jeff@eikhofdesigngroup.com.

Respectfully,

Jeff van den Eikhof, PE
City Engineer

Attachment: Memorandum dated August 5, 2019, from MKN & Associates

mkn
WATER WASTEWATER REUSE

P.O. Box 1604
Arroyo Grande CA 93421
805 904 6530 tel
www.mknassociates.us

Technical Memorandum

To: Jeff van den Eikhof, PE
Contract City Engineer
City of Guadalupe

From: JJ Reichmuth, PE
Robert Lepore

Date: August 5, 2019

Re: **Review Comments - DJ Farms Vesting Tentative Tract Map for Lot 9**

Michael K Nunley & Associates, Inc. (MKN) has reviewed the following documents for DJ Farms Tract Map Lot 9:

- DJ Farms Vesting Tentative Tract Map (VTTM) Dated May 9, 2019 (Sheet 1)
- DJ Farms Site Plan & Conceptual Grading Plan Dated May 9, 2019 (Sheet 2)

It is understood that improvement plans will be submitted for review by the City prior to recordation of the final map if the development is approved. No comments below will release the developer from meeting the City's requirements, standards, and guidelines for final construction plans of the water, wastewater, or recycled water systems.

The following provides general comments on the water system and wastewater collection system facilities associated with Lot 9.

General Comments on VTTM

MKN has the following comments/observations based upon review of the DJ Farms VTTM for Lot 9:

- Based on the Revised DJ Farms Specific Plan (UPC and Bethel Engineering, August 2012) the size of the proposed gravity sewer on Road "A" was shown as 8-inch, but is shown as 6-inch on the VTTM.
- Based on the Revised DJ Farms Specific Plan the size of the proposed gravity sewer on Road "B" was shown as 8-inch, but is shown as 6-inch on the VTTM.
- The alignment of the proposed gravity sewer (within an easement) west of Road "B" has changed from what was shown in the Revised DJ Farms Specific Plan. The Specific plan showed alignment through the common lot (Lot 25), but shown on the VTTM along the property line between Lots 23 and 24. This proposed alignment should be reviewed by the City including the proposed easement width of 10 feet with respect to future maintenance activities.

- The proposed gravity sewer (6-inch) on Road "C" was not identified in Revised DJ Farms Specific Plan.
- It appears that development of Lot 9 will require construction of a new gravity sewer on Obispo Street (south of the existing lift station) to serve the development. It is assumed this gravity line will be installed as part of Lot 9 construction or prior.
- The proposed water system improvements within and adjacent to Lot 9 appear to be consistent with the Revised DJ Farms Specific Plan including 6-inch water mains located on Roads "A", "B", and "C" and a 12-inch water main located on Arroyo Seco Road.

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Att 5 - 8

On Aug 23, 2019, at 1:38 PM, Shannon Sweeney <ssweeney@ci.guadalupe.ca.us> wrote:

Hi Jake,

The City needs to add the following item to the Conditions of Approval for this project:

The property identified by APN 113-450-09 (+/-12.63 ac) is a Twitchell Participant, meaning it is owned by a Stipulating Party or successor and holds rights to Twitchell Yield. Upon development, the existing agricultural use on the parcel will cease. In addition, the City of Guadalupe will provide water service to the development. As such, the rights to Twitchell Yield associated with the parcel shall be transferred to the City prior to or simultaneous with the recording of a parcel or tract map involving parcel 113-450-09.

Sorry for the late addition, this was brought to my attention yesterday.

Thanks,

Shannon Sweeney