REGULAR MEETING
ARVIN PLANNING COMMISSION

TUESDAY OCTOBER 15, 2019 6:00p.m.
CITY HALL COUNCIL CHAMBERS
200 CAMPUS DRIVE, ARVIN

CALL TO ORDER

PLEDGE OF ALLEGIANCE

****

ROLL CALL:	Gerardo Tinoco	Chairperson
	Miguel Rivera	Vice Chairperson
	Arturo Hinojosa	Planning Commissioner
	Yesenia Martinez	Planning Commissioner
	Cesar Moreno	Planning Commissioner
STAFF:	Mitzy Cuxum	Senior Planner
	Shannon L. Chaffin	City Attorney – Aleshire & Wynder
	Cecilia Vela	Secretary

PUBLIC COMMENTS:

The meetings of the City Council and all municipal entities, commissions, and boards ("the City") are open to the public. At regularly scheduled meetings, members of the public may address the City on any item listed on the agenda, or on any non-listed matter over which the City has jurisdiction. At special or emergency meetings, members of the public may only address the City on items listed on the agenda. The City may request speakers to designate a spokesperson to provide public input on behalf of a group, based on the number of people requesting to speak and the business of the City.

In accordance with the Brown Act, all matters to be acted on by the City must be posted at least 72 hours prior to the City meeting. In cases of an emergency, or when a subject matter needs immediate action or comes to the attention of the City subsequent to the agenda being posted, upon making certain findings, the City may act on an item that was not on the posted agenda.

AGENDA STAFF REPORTS AND HANDOUTS:

Staff reports and other disclosable public records related to open session agenda items are available at City Hall, 200 Campus Drive, Arvin, CA 93203 during regular business hours.

CONDUCT IN THE CITY COUNCIL CHAMBERS:

Rules of Decorum for the Public

Members of the audience shall not engage in disorderly or boisterous conduct, including the utterance of loud, threatening or abusive language, clapping, whistling, stamping of feet or other acts which disturb, disrupt, impede or otherwise render the orderly conduct of the City meeting infeasible. A member of the audience engaging in any such conduct shall, at the discretion of the presiding officer or a majority of the City, be subject to ejection from the meeting per Gov. Code Sect. 54954.3(c).

Removal from the Council Chambers

Any person who commits the following acts in respect to a meeting of the City shall be removed from the Council Chambers per Gov. Code Sect. 54954.3(c).

(a) Disorderly, contemptuous or insolent behavior toward the City or any member thereof, tending to interrupt the due and orderly course of said meeting;

(b) A breach of the peace, boisterous conduct or violent disturbance, tending to interrupt the due and orderly course of said meeting;

(c) Disobedience of any lawful order of the Mayor, which shall include an order to be seated or to refrain from addressing the City; and

(d) Any other unlawful interference with the due and orderly course of said meeting.

AMERICANS with DISABILITIES ACT:

In compliance with the ADA, if you need special assistance to participate in a City meeting or other services offered by the City, please contact the City Clerk's office, (661) 854-3134. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

1. Approval of Agenda As To Form. Motion _____ Second _____ Vote _____

Roll Call: PC Martinez ____ PC Hinojosa ____ PC Moreno ____ VC Rivera ____ Chair Tinoco _____

2. PUBLIC COMMENTS

This portion of the agenda is reserved for persons wishing to address the Planning Commission. At regularly scheduled meetings, members of the public may address the Planning Commission on any matter that is not listed for review on the agenda. At special or emergency meetings, members of the public may only address the Planning Commission on matters that are listed for review on the agenda. Individuals must give their name and limit their comments to two minutes. Issues raised during Public Comments are informational only and the Planning Commission cannot take action at this time. All comments shall be directed towards the Chairperson and not to individual Commissioners or staff.

3. CONSENT AGENDA ITEM(S)

A. Approval of the Minutes of the Regular Meeting of July 16, 2019.

Staff recommends approval of the Minutes of the Regular Meeting of July 16, 2019.

Motion _____ Second _____ Vote _____

Roll Call: PC Martinez ____ PC Hinojosa ____ PC Moreno ____ VC Rivera ____ Chair Tinoco _____

4. PUBLIC HEARING(S)

A. A Public Hearing to Consider Referral from the Arvin City Council for Report and Recommendations, and Adoption of the Following:

Resolution Recommending the City Council of the City of Arvin approve General Plan Amendment 2013-01-Ariston Project by approving the change of Land Use Designation on 62+/- Acres from Light Industrial and Heavy Industrial to Light Industrial, General Commercial, Medium-Density Residential, and High Density Residential;

Resolution Recommending the City Council Adopt An Ordinance Of The City Of Arvin, California, Amending The Official Zoning Map, Heretofore Adopted By Section 17.06.020 Of The Arvin Municipal Code, Being The Zoning Ordinance Of The City Of Arvin, for Zone Change 2013-01 (Ariston). The Ordinance proposes a Zone Change from A-1, Light Agricultural and A-2 General Agricultural to M-2 Light Manufacturing, C-2 General Commercial, R-2 Two Family, and R-3 Limited Multiple Family for the Project, Uncodified Ordinance and

Resolution Recommending the City Council Adopt A Mitigated Negative Declaration and Mitigation Monitoring Reporting and Applicable Program for GPA 2013-01 and ZC 2013-01 for the Ariston Project.

Staff recommends the Planning Commission open the hearing; allow for public testimony; close the hearing; and approve the resolutions and the modified General Plan Amendment and modified Rezoning proposal. Staff further recommends the Planning Commission approve a resolution recommending adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Program.

Motion _____ Second _____ Vote _____

Roll Call: PC Martinez ____ PC Hinojosa ____ PC Moreno ____ VC Rivera ____ Chair Tinoco _____

5. REPORTS FROM STAFF

6. PLANNING COMMISSIONER COMMENTS

7. ADJOURNMENT

I hereby certify, under penalty of perjury, under the laws of the State of California that the foregoing agenda was posted on the City Hall Bulletin Board, not less than 72 hours prior to the meeting. Dated: October 10, 2019.

Cecilia Vela, Secretary

REGULAR MEETING MINUTES
ARVIN PLANNING COMMISSION

JULY 16, 2019

CALL TO ORDER @ 6:04PM

PLEDGE OF ALLEGIANCE

ROLL CALL: PC Martinez and PC Hinojosa absent; All others present.

1. **Approval of Agenda As To Form.**

Motion to approve the Agenda.
Motion PC Tinoco Second PC Rivera Vote 3-0

2. **PUBLIC COMMENTS**

This portion of the agenda is reserved for persons wishing to address the Planning Commission. At regularly scheduled meetings, members of the public may address the Planning Commission on any matter that is not listed for review on the agenda. At special or emergency meetings, members of the public may only address the Planning Commission on matters that are listed for review on the agenda. Individuals must give their name and limit their comments to two minutes. Issues raised during Public Comments are informational only and the Planning Commission cannot take action at this time. All comments shall be directed towards the Chairperson and not to individual Commissioners or staff.

NONE

3. **CONSENT AGENDA ITEM(S)**
   A. Approval of the Minutes of the Regular Meeting of April 16, 2019.

   Staff recommends approval of the Minutes of the Regular Meeting of April 16, 2019.

Motion to approve the Minutes of the Regular Meeting of April 16, 2019.
Motion PC Rivera Second PC Tinoco Vote 3-0

4. **ELECTION OF CHAIRPERSON**

PC Miguel Rivera nominated PC Gerardo Tinoco.
PC Cesar Moreno nominated PC Gerardo Tinoco.
No other nominations received. Vote 3-0

New Chairperson is Gerardo Tinoco.

DRAFT

5. ELECTION OF VICE CHAIRPERSON

PC Gerardo Tinoco nominated PC Miguel Rivera.
PC Cesar Moreno nominated PC Miguel Rivera.
No other nominations received. Vote 3-0

New Vice Chairperson is Miguel Rivera.

6. PUBLIC HEARING(S)

A. A Public Hearing to Consider Approval of A Resolution of the Planning Commission of the City of Arvin Approving Resolution for Site Development Permit (SDP) and Conditional Use Permit (CUP) 2019-901, 921, and 991 Potato Road for Cannabis Operation That Include Three Micro-Business Type 12 and Three Type 3B Cultivation to be Implemented in Seven Phases and Adoption of a Related CEQA Exemption Findings Pursuant to the California Environmental Quality Act.

Staff recommends the Planning Commission open the hearing; allow for public testimony; close the hearing; and approve the Resolution.

Hearing opened.
No public testimony received.
Hearing closed.
Motion to approve the Resolution with removal of the text "and Fallbrook Avenue" to the first sentence of Part C – Additional Conditions, Engineering Section 7 to read as follows: The access road to the site is Potato Road ~~and Fallbrook Avenue~~ which is an entirely unimproved local road.

Motion Chair Tinoco Second VC Rivera Vote 3-0
Resolution No. APC 2019-05

7. REPORTS FROM STAFF

8. PLANNING COMMISSIONER COMMENTS

NONE

9. ADJOURNED @ 6:21PM

Respectfully submitted,

_____
Cecilia Vela, Secretary

DRAFT

CITY OF ARVIN
City Council

Meeting Date: October 15, 2019

TO: Arvin Planning Commission

FROM: Mitzy Cuxum, Senior Planner
Jerry Breckinridge, City Manager

SUBJECT: Referral from City Council for report and recommendations, and adoption of the following:

Resolution Recommending the City Council of the City of Arvin approve General Plan Amendment 2013-01-Ariston Project by approving the change of Land Use Designation on 62+/- Acres from Light Industrial and Heavy Industrial to Light Industrial, General Commercial, Medium-Density Residential, and High Density Residential;

Resolution Recommending the City Council Adopt An Ordinance Of The City Of Arvin, California, Amending The Official Zoning Map, Heretofore Adopted By Section 17.06.020 Of The Arvin Municipal Code, Being The Zoning Ordinance Of The City Of Arvin, for Zone Change 2013-01 (Ariston). The Ordinance proposes a Zone Change from A-1, Light Agricultural and A-2 General Agricultural to M-2 Light Manufacturing, C-2 General Commercial, R-2 Two Family, and R-3 Limited Multiple Family for the Project, Uncodified Ordinance and

Resolution Recommending the City Council Adopt A Mitigated Negative Declaration and Mitigation Monitoring Reporting and Applicable Program for GPA 2013-01 and ZC 2013-01 for the Ariston Project.

RECOMMENDATION:

Staff recommends that the Planning Commission approve the resolutions and recommend approval of the modified General Plan Amendment and modified Rezoning proposal. Staff further recommends the Planning Commission approve a resolution recommending adoption of the Mitigated Negative Declaration and the Mitigation Monitoring Program.

BACKGROUND:

This project was before the Planning Commission on August 14, 2018 and it was later presented to the City Council on December 4, 2018. The City Council continued the public hearing off calendar at the request of the applicant. applicant Onkar S. Bisla represented by Pinnacle Engineering requested that the project be continued in order to review the issues raised during the

Planning Commission on August 14, 2018, by Grimmway Industries. The proposed General Plan Amendment and Zone Change was once again presented to the City Council on June 25, 2019. It was at this meeting that the City Council referred the matter back to the Planning Commission for review and recommendation on the modified proposal.

Summary of Background

August 14, 2018 -PC	1st presented at Planning Commission and the project was approved
December 4, 2018 -CC	1st presented at City Council. Project was continued off Calendar to make modifications at the request of the applicant.
June 25, 2019 - CC	2nd time before the City Council. City Council refer the project back to Planning Commission for review of the modified proposal.

UPDATE TO PROPOSED PROJECT:

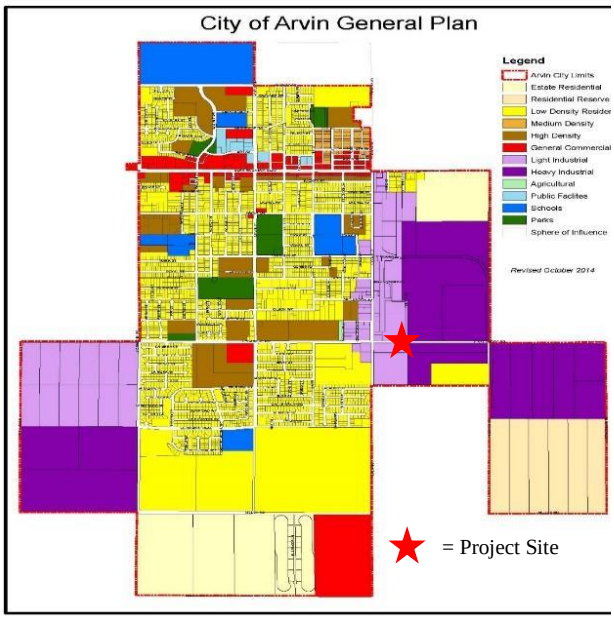
The applicant has now modified the project and is requesting the modification be recommended for approval by the City Council. The modified project has addressed the concerns and issues raised by representatives of Grimmway Industrial operations who are located north of the project. However, the Planning Commission has not had an opportunity to review the updated project to provide an updated recommendation to the City Council.

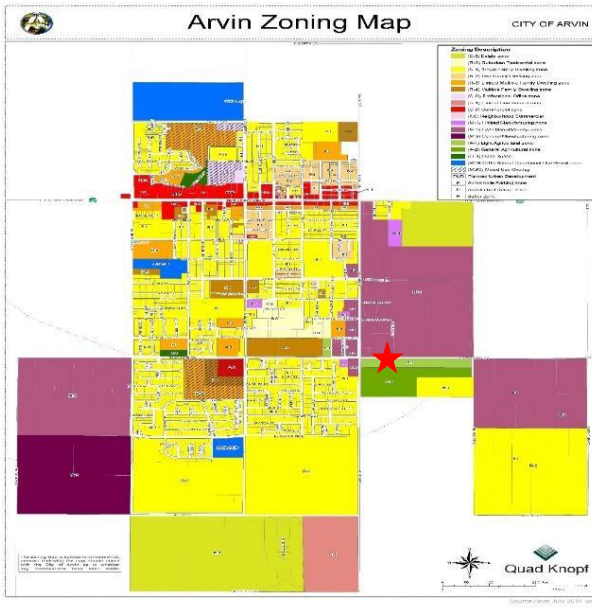
The proposed changes are shown on Exhibit A and B. Originally, the applicant had proposed residential and commercial usages along Sycamore Road. Now, the applicant is proposing to remove the residential component. This will mean the General Plan land use designation would remain industrial along the majority of Sycamore Road frontage with industrial zoning, the commercial land use designation at the southeast corner of Sycamore Road and Tejon Highway would remain as was previously considered, and residential will remain for the remainder of the project site. Due to the modifications, an addendum was submitted for the Traffic Analysis Study. The Traffic study area for the Southeast Corner of Sycamore Road and Tejon Highway. This was submitted on May 1, 2019 to the City of Arvin. The addendum to the Traffic Study demonstrates that the traffic will not increase with the proposed changes.

CURRENT GENERAL PLAN LAND USE DESIGNATION AND ZONING:

Currently, the 2012 Arvin General Plan Land Use Designation applies two land use designations to the site. The westerly one-third is designated “Light Industrial” and the easterly two-thirds of the site is designated “Heavy Industrial”. These designations allow for a variety of industrial uses; the Light Industrial designation is generally intended for less intensive uses like warehousing and smaller-scale manufacturing operations while the Heavy Industrial designation accommodates a wide variety of more intensive industrial activities.

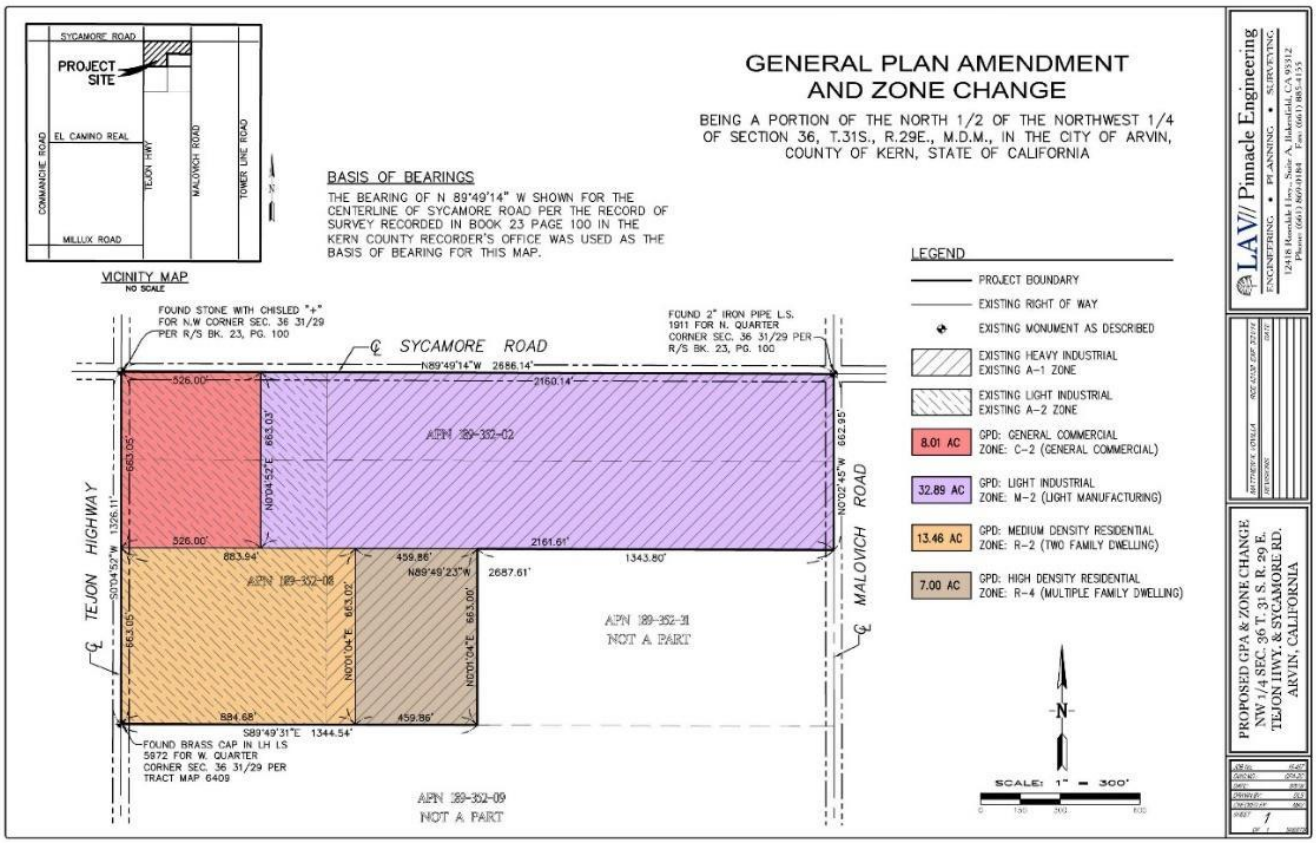
The maps below demonstrate the current designation in accordance with the General Plan and the Zoning Map designations.





The applicant is requesting approval for a General Plan Amendment and zone change of 62+/- acres to re-designate the site as shown below. These requested designations include: 32.89 acres along Sycamore Road from Heavy Industrial and Light Industrial to Light Industrial and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to M-2 Light Industrial; 8.01 Acres at the southeast corner of Sycamore Road and Tejon Highway from Heavy Industrial and Light Industrial to General Commercial and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to C-2 General Commercial; 13.46 Acres at the along the easterly side of Tejon Highway from Heavy Industrial and Light Industrial to Medium Density Residential and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to R-2 - Two-family Dwelling; and 7.0 Acres east side of Tejon Highway from Heavy Industrial and Light Industrial to High Density Residential and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to R-4 Multiple Family Dwelling.

Exhibit A – Updated General Plan Amendment and Zone Change



MAINTENANCE OF HOUSING ELEMENT, LAND USE ELEMENT, CIRCULATION ELEMENT, AND ASSOCIATED MAPS AND DIAGRAMS:

Consistent with the adopted fee schedule, the project will be required to pay fees to off-set the cost of maintenance and update of the General Plan, Maps, and various codes. The project will also be required to pay other development impact fees, as well as fees for monitoring compliance with the Mitigation Monitoring Program, etc.

PROJECT ANALYSIS AND ENVIRONMENTAL REVIEW:

Staff prepared an environmental assessment for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. The Initial Study resulted in staff concluding that a finding of Mitigated Negative Declaration ("MND") was appropriate. With all applicable mitigation measures applied to the project, impacts have been reduced to less than significant, and the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects. In response to public comments on the projects affect, the analysis has been updated to address the proposed modifications to the project to remove residential uses from along Sycamore, and the reduced project is even less impactful as compared to the original project. Although the project was updated, the new project revisions would not

result in new, avoidable significant effects. The applicant has signed and has concurred with the mitigation measures and their implementation schedule. Therefore, based on the attached environmental assessment and the list of identified mitigation measures, staff recommends the Planning Commission recommend the City Council find the project will not have a significant impact on the environment, adopt a MND, and adopt a Mitigation Monitoring and Report Program for the project.

Exhibits and Attachments:

- Resolution of the Planning Commission of the City of Arvin Recommending the City Council Approve General Plan Amendment 2013-01;
- Resolution of the Planning Commission of the City of Arvin Recommending the City Council Adopt an Uncodified Ordinance of the City of Arvin for Zone Change 2013-01 Ariston Project;
- Resolution of the Planning Commission of the City of Arvin Recommending the City Council Adopt a Mitigated Negative Declaration and a Mitigation Monitoring and Reporting Programs dated June 5, 2019 for GPA/ZC 2013-01 Ariston Project;
- Attachment 1 - Planning Commission Resolution No.'s 2018-13 Recommending Approval of GPA 2013-01 and Resolution No. 2018 -14 Recommending Approval of Zone Changes 2013-01 dated August 14, 2018.

Note: The MND, supporting studies and other documents are also on file at the Community Development Department, 141 Plumtree Drive, Arvin, CA. Copies of the documents will be available for inspection at the hearing.

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARVIN RECOMMENDING THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT 2013-01-ARISTON PROJECT BY APPROVING THE CHANGE OF LAND USE DESIGNATION ON 62+/- ACRES FROM LIGHT INDUSTRIAL AND HEAVY INDUSTRIAL TO 32.89 ACRES TO LIGHT INDUSTRIAL, 8.01 ACRES TO GENERAL COMMERCIAL, 13.46 ACRES TO MEDIUM DENSITY RESIDENTIAL, AND 7.01 ACRES TO HIGH DENSITY RESIDENTIAL

WHEREAS, the City of Arvin (the "City") has an adopted General Plan; and

WHEREAS, applicant Onkar S. Bilsa represented by Pinnacle Engineering has submitted applications to amend the General Plan Land Use Element for Assessor's Parcel Numbers 189-352-02 and -08 consisting of 62+/- Acres from Light Industrial and Heavy Industrial to 32.89 acres to Light Industrial, 8.01 acres to General Commercial, 13.46 acres to Medium Density Residential, and 7.01 acres to High Density Residential; and

WHEREAS, the project application was originally submitted in 2013 and delayed for a variety of factors; and

WHEREAS, Staff in 2013 and 2014 and 2018 distributed the project application to the various responsible agencies for review and comment; and

WHEREAS, the City received comments from the various agencies which either verified that the propose project would not be detrimental to the various agencies ability to serve based upon either expanding and/or extending infrastructure needs of the agency, or designing the future development projects to meet standards and completion of improvements; and

WHEREAS, the applicant has prepared special studies to support the proposed amendments to the general plan that include; traffic studies, water analysis, wastewater treatment analysis, storm drainage analysis, air quality analysis, etc. providing assurance that the project could be served upon build out of the project; and

WHEREAS, an environmental Initial Study and a Notice of Intent to Adopt a Mitigated Negative Declaration were prepared by the City, as lead agency, in accordance with the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and the City CEQA Guidelines, and sent to all responsible and trustee agencies and posted in the Office of the County Clerk; and,

WHEREAS, the Notice of Intent to adopt a Mitigated Negative Declaration was filed with the Kern County Clerk's office and a public review period of twenty (20) days, from July 9, 2018 to July 29, 2018 was provided.

WHEREAS, copies of the environmental document and general Plan Amendment 2013-01 Ariston Project were made available for public inspection during public review period at the

City Clerk's office and the City of Arvin Community Development Department, 141 Plumtree Drive, Arvin, California and on the City's website; and,

WHEREAS, during the 20-day public review period of the Initial Study and Notice of Intent to adopt the Mitigated Negative Declaration, the City received four inquires requesting additional information and received four emails, comment letters, and one objection by email;

WHEREAS, the City properly noticed the July 31, 2018 hearing before the Planning Commission for the proposed Amendment pursuant to Government Code sections 65090 and 65091 by publication in the newspaper and provided notice to all property owners within 300 feet of the proposed projects; and

WHEREAS, the Planning Commission on August 14, 2018 adopted Resolution No. 2018-13 recommending the City Council approve the proposed General Plan Land Use Designations; and

WHEREAS, the City Clerk published the required public hearing notice in the Bakersfield Californian for the City Council meeting of October 2, 2018 and mailed the public notice to surrounding property owners within 300 feet of the project for the October 2, City Council meeting; and

WHEREAS, the City Council meeting of October 2, 2018 was continued to November 20, 2018 and subsequently continued to December 4, 2018 at the applicant's request; and

WHEREAS, the applicant requested the City Council to continue the public hearing off-calendar in order to meet with and representatives of Grimmway, an industrial operation adjacent to and directly north of the proposed project; and

WHEREAS, the applicant and representatives of Grimmway industrial agreed to modifications of the proposed land use amendment and the applicant has requested minor modifications to the project for consideration by the City Council; and

WHEREAS, the City Clerk published the required public hearing notice in the Bakersfield Californian on June 13, 2019 for the City Council meeting of June 25, 2019 and mailed the public notice to surrounding property owners; and

WHEREAS, proof of the published public hearing notice and verification of the 300-foot property owner public hearing notice is on file at the City Clerks' office.

WHEREAS, the City Council conducted a duly noticed public hearing on June 25, 2019, at which time all interested parties were given an opportunity to be heard and present evidence regarding the proposed General Plan Amendment 2013-01; and

WHEREAS, the City Council referred the matter back to the Planning Commission for recommendations as to the updated project; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on this matter, at which time all interested parties were given an opportunity to be heard and present

evidence regarding the project, including the concurrently process zone district amendment and proposed mitigated negative declaration; and

WHEREAS, the Planning Commission now desires to recommend the City Council approve proposed General Plan Amendment 2013-01.

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

1. The above recitals are true and correct and are incorporated by reference.

2. The Planning Commission finds that it is in the public interest to amend the General Plan as proposed by General Plan Amendment 2013-01, and the amendment is otherwise consistent with the goals, policies and objectives the of the General Plan. The Planning Commission recommends the City Council approve the General Plan Amendment 2013-01 as reflected on the Land Use Diagram — Exhibit A, subject to payment of all required fees within 30 days of adoption.

3. This Resolution shall become effective immediately.

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I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Planning Commission of the City of Arvin at a regular meeting thereof held on the 15th day of October 2019 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

ATTEST

_____
CECILIA VELA, Secretary

CITY OF ARVIN

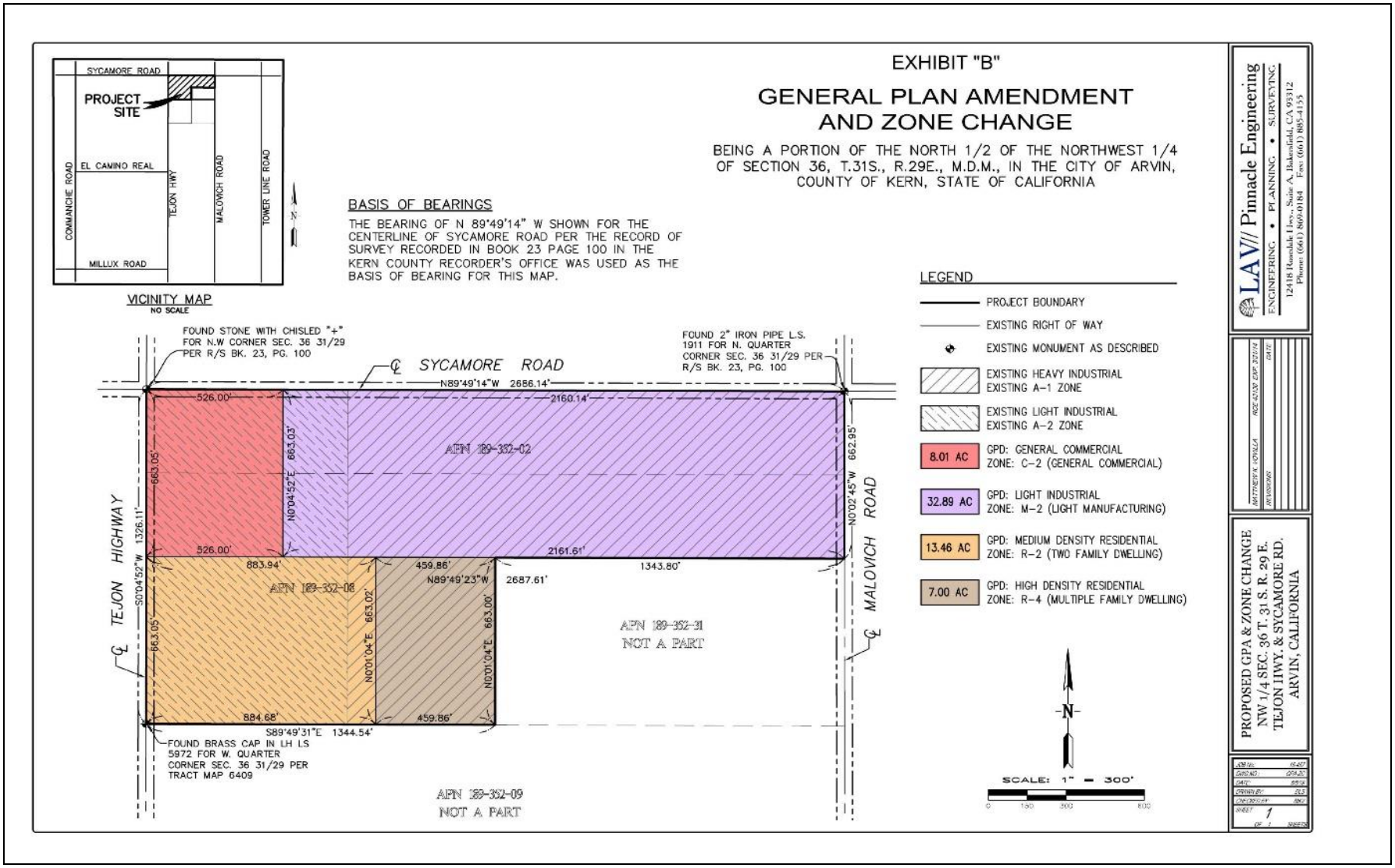
By: _____
GERARDO TINOCO, Chair

APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

I, _____, Secretary of the Planning Commission of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the Planning Commission of the City of Arvin on the date and by the vote indicated herein.

EXIBIT A EXHIBIT A - GENERAL PLAN LAND USE DESIGNATION AND ZONING DESIGNATIONS - AMENDMENTS GPA-ZC 2013-01 ARISTON PROJECT - ASSESSOR PARCEL NUMBERS: 189-352-02 AND 189-352-08



RESOLUTION NO. _____

AN RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARVIN, CALIFORNIA, RECOMMENDING THE CITY COUNCIL ADOPT AN UNCODIFIED ORDINANCE AMENDING THE OFFICIAL ZONING MAP, HERETOFORE ADOPTED BY SECTION 17.06.020 OF THE ARVIN MUNICIPAL CODE, BEING THE ZONING ORDINANCE OF THE CITY OF ARVIN, FOR ZONE CHANGE 2013-01 (ARISTON)

WHEREAS, the City of Arvin (the "City") has an adopted General Plan and zoning ordinance; and

WHEREAS, the applicant, Onkar S. Bisla represented by Pinnacle Engineering, has requested zone district changes as follows: 32.89 acres along Sycamore Road from A-1 Light Agricultural and A-2 General Agricultural to M-2 Light Industrial; 8.01 Acres at the southeast corner of Sycamore Road and Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to C-2 General Commercial; 13.46 Acres at the along the easterly side of Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to R-2 - Two-family Dwelling; and 7.0 Acres east side of Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to R-4 Multiple Family Dwelling; and

WHEREAS, the applicant has incorporated 7 acres for high density residential at the request of City Staff to assist in the implementation of the 2013-2023 Housing Element goals, polices, and work programs; and

WHEREAS, the City is concurrently considering General Plan Amendment 2013 for the project site, as well as a mitigated negative declaration (MND) for the project; and

WHEREAS, the project application was submitted in 2013 and has been delayed due to various factors; and

WHEREAS, on November 19, 2013, Land Conservation Contract #13 was cancelled for the subject site in anticipation for urban development; and

WHEREAS, project area was designated as Light Industrial and Heavy Industrial; in 2013; and

WHEREAS, the project site 2013 zoning remained as Agricultural with portions of the site zoned as Light Agricultural (A-1) and General Agricultural (A-2); and

WHEREAS, the City properly noticed the August 14, 2018 Planning Commission special meeting to consider the proposed General Plan Amendment 2013-1, Zone Change 2013-1, and associated CEQA pursuant to Government Code sections 65090 and 65091 by publication in the newspaper and provided notice to all property owners within 300 feet of the proposed projects; and

WHEREAS, the City conducted a duly noticed public hearing on August 14, 2018, at which time all interested parties were given an opportunity to be heard and present evidence

regarding the proposed Zone Change 2013-01 — Ariston Project and after which the Planning Commission adopted a Resolution recommending the City Council adopt the Ordinance; and

WHEREAS, the City properly noticed the December 4, 2018 hearing before the City Council for the proposed Amendment pursuant to Government Code sections 65090 and 65091 by publication in the newspaper and provided notice to all property owners within 300 feet of the proposed projects; and

WHEREAS, the City Clerk published the required public hearing notice in the Bakersfield Californian for the City Council meeting of October 2, 2018 and mailed the public notice to surrounding property owners within 300 feet of the project for the October 2, City Council meeting; and

WHEREAS, the City Council meeting of October 2, 2018 was continued to November 20, 2018 and subsequently continued to December 4, 2018 at the applicant's request; and

WHEREAS, the applicant requested the City Council at the December 4, 2018 meeting to continue the public hearing off-calendar in order to meet with and representatives of Grimmway, an industrial operation adjacent to and directly north of the proposed project; and

WHEREAS, the applicant and representatives of Grimmway industrial agreed to modifications of the proposed zone designations and the applicant has requested minor modifications for consideration of the Planning Commission recommendation of August 14, 2018 by the City Council; and

WHEREAS, the City Clerk published the required public hearing notice in the Bakersfield Californian on June13, 2019 for the City Council meeting of June 25, 2019 and mailed the public notice to surrounding property owners; and

WHEREAS, proof of the published public hearing notice and verification of the 300-foot property owner public hearing notice is on file at the City Clerks' office.

WHEREAS, the Planning Commission conducted a duly noticed public hearing on June 25, 2019, at which time all interested parties were given an opportunity to be heard and present evidence regarding the proposed Zone Change 2013-01; and

WHEREAS, the City Council on June 25, 2019 conducted a public hearing at a meeting regarding the introduction and first reading of this ordinance, during which it received a staff presentation and provided an opportunity to the public to submit testimony, and after closing the public hearing and after Council deliberation voted to introduce this ordinance; and,

WHEREAS, on June 25, 2019, the City Council considered this matter consistent with the requirements of the law, and referred the matter back to the Planning Commission for recommendation

WHEREAS, approval of Zone Change 2013-01 is warranted given public necessity, convenience, general welfare, and good zoning practices; and

WHEREAS, the Planning Commission desires to recommend the City Council adopt Zone Change 2013-01, for the project contingent upon approval of a resolution adopting General Plan Amendment 2013-01.

NOW, THEREFORE, the Planning Commission of the City of Arvin does resolve as follows:

1. The above recitals are true and correct, and are incorporated by reference.

2. The Planning Commission finds that public necessity, convenience, general welfare, or good zoning practices justify adoptions of Zone Change 2013-01. Specifically, the change is consistent with the General Plan goals and policies, any operative plan, or adopted policy. The change implements adopted polices of the General Plan Land Use Element in that the overall density complies is consistent with the General Plan. Approval of the change would assist with the implementation of the 2013-2023 Housing Element Goals and Policies in providing opportunity site for high density residential development. The change is also consistent with the purpose of the Development Code to promote the growth of the city in an orderly and sustainable manner, and to promote and protect the public health, safety, peace, comfort, and general welfare. The change is also necessary for good zoning practices to achieve the balance of land uses desired by the City and to provide sites for needed housing, consistent with the General Plan any applicable operative plan, or adopted policy. Additionally:

a. Zone Change 2013-01 is consistent with the General Plan in that the rezoning directly implements adopted polices of the General Plan Land Use Element in that the overall density is in compliance.

b. Zone Change 2013-01, assists in the implementation of the Housing Element in providing opportunity site for high density residential development, provides for additional housing stock, and provides for additional affordable housing.

c. The area subject to Zone Change 2013-01 is physically suitable for the proposed type of and intensity of development in that the site is flat with no unique geologic characteristics visible.

3. The Planning Commission recommends the City Council adopt Zone Change 2013-01, which rezones APN 189-35202 and -08, located on the south side of Sycamore Road, east of Tejon Highway (Derby Street) and west of Malovich Road, and amend the Official Zoning Map, Heretofore Adopted By Section 17.06.020 Of The Arvin Municipal Code, Being The Zoning Ordinance Of The City Of Arvin, for Zone Change 2013-01 (Ariston). The recommended Ordinance would establish a Zone Change from 32.89 acres along Sycamore Road from A-1 Light Agricultural and A-2 General Agricultural to M-2 Light Industrial; 8.01 Acres at the southeast corner of Sycamore Road and Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to C-2 General Commercial; 13.46 Acres at the along the easterly side of Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to R-2 - Two-family Dwelling; and 7.0 Acres east side of Tejon Highway from A-1 Light Agricultural and A-2 General Agricultural to R-4 Multiple Family Dwelling as shown on Exhibit A and described in Exhibits B, C, D, and E.

4. This resolution shall take effect immediately.

I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Planning Commission of the City of Arvin at a regular meeting thereof held on the 15th day of October 2019 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

ATTEST

_____
CECILIA VELA, Secretary

CITY OF ARVIN

By: _____
GERARDO TINOCO, Chair

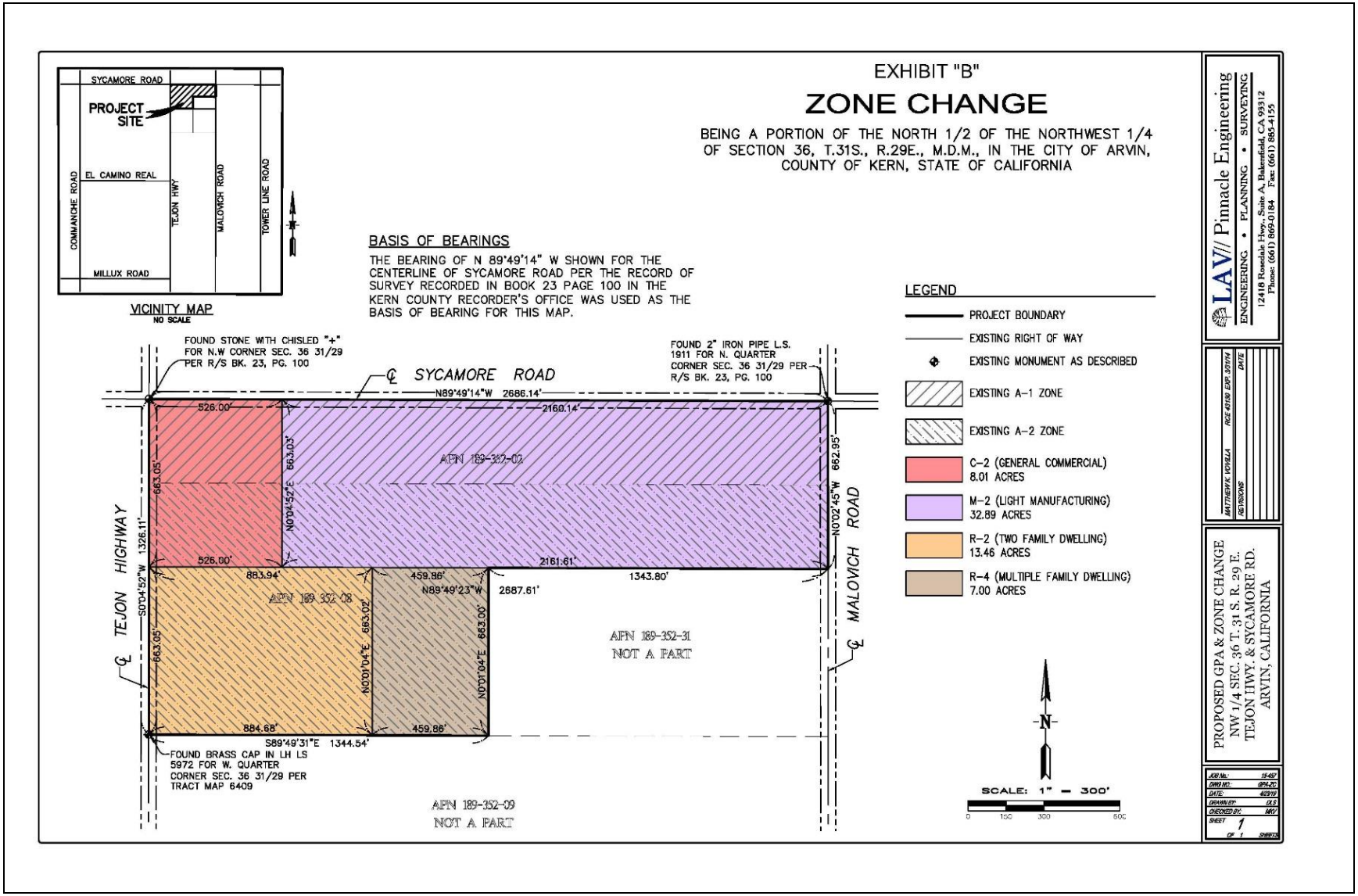
APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

Exhibit A: Land Use Designation and Zoning Designation Map for GPA/ZC 2013-01 Ariston Project.

I, _____, Secretary of the Planning Commission of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the Planning Commission of the City of Arvin on the date and by the vote indicated herein.

EXHIBIT A GENERAL PLAN LAND USE DESIGNATION AND ZONING DESIGNATIONS - AMENDMENTS GPA-ZC 2013-01 ARISTON PROJECT - ASSESSOR PARCEL NUMBERS: 189-352-02 AND 189-352-08



M-2 ZONE (LIGHT MANUFACTURING) **LAND USE – LIGHT INDUSTRIAL** BEING A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 31 SOUTH, RANGE 29 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEBINNING AT THE NORTHWEST CORNER OF SECTION 36, SAID POINT MARKED WITH A CHISLED "+" ON A STONE PER THE RECORD OF SURVEY BOOK 23, PAGE 100 AND BEING THE CENTERLINE INTERSECTION OF SYCAMORE ROAD AND TEJON HIGHWAY; THENCE SOUTH 89°49'14" EAST ALONG THE NORTH LINE OF SAID SECTION A DISTANCE OF 526.00 FEET; THENCE (1) CONTINUING ALONG SAID NORTH LINE SOUTH 89°49'14" EAST, A DISTANCE OF 2160.14 FEET TO AN ENCASED 2" IRON PIPE MARKED L.S. 1911 PER RECORD OF SURVEY BOOK 23, PAGE 100 MARKED AS NORTH QUARTER CORNER OF SECTION 36;THENCE (2) DEPARTING FROM SAID NORTH QUARTER CORNER SOUTH 0°02'45" EAST, 662.95 FEET ALONG THE MID SECTION LINE; THENCE (3) NORTH 89°49'23" WEST, 2161.61 FEET; THENCE (4) NORTH 0°04'52" EAST, 663.03 FEET TO THE POINT OF BEGINNING. CONTAINS 32.89 ACRES MORE OR LESS	**C-2 ZONE (COMMERCIAL)** **LAND USE - GENERAL COMMERCIAL** BEING A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 31 SOUTH, RANGE 29 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT THE NORTHWEST CORNER OF SECTION 36, SAID POINT MARKED WITH A CHISLED "+" ON A STONE PER THE RECORD OF SURVEY BOOK 23, PAGE 100 AND BEING THE CENTERLINE INTERSECTION OF SYCAMORE ROAD AND TEJON HIGHWAY; THENCE (1) SOUTH 89°49'14" EAST ALONG THE NORTH LINE OF SAID SECTION A DISTANCE OF 526.00 FEET; THENCE (2) SOUTH 0°04'52" WEST, 663.03 FEET; THENCE (3) NORTH 89°49'23" WEST, 526.00 FEET TO A POINT ON THE WEST LINE OF SAID SECTION; THENCE (4) NORTH 0°04'52" EAST, 663.05 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING; CONTAINS 8.01 ACRES MORE OR LESS
R-2 ZONE (TWO FAMILY DWELLING) **LAND USE – MEDIUM DENSITY RESIDENTIAL** BEING A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 31 SOUTH, RANGE 29 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; BEGINNING AT THE WEST QUARTER CORNER OF SECTION 36, SAID POINT MARKED WITH A BRASS CAP MONUMENT MARKED L.S. 5972 PER TRACT MAP 6409 AND BEING ON THE CENTERLINE OF TEJON HIGHWAY; THENCE (1) SOUTH 89°49'31" EAST, 884.68 FEET ALONG THE SOUHT LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36; THENCE (2) NORTH 0°01'04" WEST, 663.02 FEET; THENCE (3) NORTH 89°49'23" WEST, 883.94 FEET TO A POINT ON THE WEST LINE OF SECTION 36; THENCE (4) SOUTH 0°04'52" WEST, 663.05 FEET ALONG SAID WEST LINE TO THE POINT OF BEGINNING. CONTAINS 13.46 ACRES MORE OR LESS	**R-4 ZONE (MULTIPLE FAMILY DWELLING)** **LAND USE – HIGH DENSITY RESIDENTIAL** BEING A PORTION OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36, TOWNSHIP 31 SOUTH, RANGE 29 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS; COMMENCING AT THE WEST QUARTER CORNER OF SECTION 36, SAID POINT MARKED WITH A BRASS CAP MONUMENT MARKED L.S. 5972 PER TRACT MAP 6409 AND BEING ON THE CENTERLINE OF TEJON HIGHWAY; THENCE SOUTH 89°49'31" EAST, 884.68 FEET ALONG THE SOUTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 36 TO THE POINT OF BEGINNING; THENCE (1) CONTINUING ALONG SAID SOUTH LINE SOUTH 89°49'31" EAST, 459.86 FEET TO THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 36; THENCE (2) NORTH 0°01'04" EAST, 663.00 FEET; THENCE (3) NORTH 89°49'23" WEST, 459.86 FEET; THENCE (4) SOUTH 0°01'04" WEST, 663.02 FEET TO THE POINT OF BEGINNING. CONTAINS 7.00 ACRES MORE OR LESS

RESOLUTION NO. _____

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ARVIN RECOMMENDING THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND A MITIGATION MONITORING AND REPORTING PROGRAM FOR GENERAL PLAN AMENDMENT 2013-01 AND ZONE CHANGE 2013-01 – ARISTON PROJECT

WHEREAS, in December 2013, applications were submitted by Onkar S. Bisla represented by Pinnacle Engineering for a General Plan Amendment and Zone Change, now referred to as GPA and ZC 2013-01 (Ariston Project).

WHEREAS, the applicant has requested that the City amend the land use designation and rezone the two parcels, APN's 189-352-02 (18.36 Acres) and -08 (38.99 Acres) consisting of 62 +/- gross acres. The project is a General Plan Amendment to re-designate the site as Exhibit B. The requested designations include: 32.89 acres along Sycamore Road from Heavy Industrial and Light Industrial to Light Industrial and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to M-2 Light Industrial; 8.01 Acres at the southeast corner of Sycamore Road and Tejon Highway from Heavy Industrial and Light Industrial to General Commercial and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to C-2 General Commercial; 13.46 Acres at the along the easterly side of Tejon Highway from Heavy Industrial and Light Industrial to Medium Density Residential and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to R-2 - Two-family Dwelling; and 7.0 Acres east side of Tejon Highway from Heavy Industrial and Light Industrial to High Density Residential and rezoning of the area from A-1 Light Agricultural and A-2 General Agricultural to R-4 Multiple Family Dwelling.

WHEREAS, the project site is located is located south side of Sycamore Road, east of Tejon Highway and west of Malovich Road.

WHEREAS, the project application was submitted in 2013 and has been delayed due to various factors; and

WHEREAS, Staff in 2013 and 2014 and 2018 distributed the project application to the various responsible agencies for review and comment; and

WHEREAS, the City received comments from the various agencies which either verified that the propose project would not be detrimental to the various agencies ability to serve based upon either expanding and/or extending infrastructure needs of the agency, or designing the development projects to meet standards and completion of improvements; and

WHEREAS, the applicant has prepared special studies to support the proposed amendments to the general plan that include; traffic studies, water analysis, wastewater treatment analysis, storm drainage analysis, air quality analysis, etc. providing assurance that the project could be served upon build out of the project; and

WHEREAS, an environmental Initial Study and a Notice of Intent to Adopt a Mitigated Negative Declaration were prepared by the City, as lead agency, in accordance with the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines and the City CEQA Guidelines, and sent to all responsible and trustee agencies and posted in the Office of the County Clerk; and,

WHEREAS, the Notice of Intent to adopt a Mitigated Negative Declaration was filed with the Kern County Clerk's office and a public review period of twenty (20) days, from July 9, 2018 to July 29, 2018 was provided.

WHEREAS, the City has subsequently assessed the proposed revisions to the project; and

WHEREAS, the Planning Commission has conducted public hearings and has recommended approval of the applicant's request of the associated general plan amendments and zone changes; and

WHEREAS, the Planning Commission desires to recommend the City Council adopt the Mitigated Negative Declaration and associated Mitigation Monitoring Reporting Program.

NOW, THEREFORE, the Planning Commission resolves as follows:

1. The above recitals are true and correct and are incorporated by reference.

2. An environmental assessment was prepared by the City for this project in accordance with the requirements of the California Environmental Quality Act (CEQA) Guidelines. The Planning Commission finds that, with all applicable mitigation measures applied to the project, impacts have been reduced to less than significant, and the project will not cause significant adverse cumulative impacts, growth inducing impacts and irreversible significant effects. In response to the to the public comments on the projects affect, the analysis has been updated to address the proposed modifications to the project to remove residential uses from along Sycamore, and the reduced project is even less impactful as compared to the original project. Although the project was updated, the new project revisions would not result in new, avoidable significant effects. The applicant has signed and has concurred with the mitigation measures and their implementation schedule. Therefore, based on the attached environmental assessment and the list of identified mitigation measures, the Planning Commission recommends the City Council find the project will not have a significant impact on the environment, adopt a Mitigated Negative Declaration for the project, and adopt a Mitigation Monitoring and Reporting Program for the project.

3. This Resolution shall become effective immediately.

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I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the Planning Commission of the City of Arvin at a regular meeting thereof held on the 15th day of October 2019 by the following vote:

AYES: _____

NOES: _____

ABSTAIN: _____

ABSENT: _____

ATTEST

_____
CECILIA VELA, Secretary

CITY OF ARVIN

By: _____
GERARDO TINOCO, Chair

APPROVED AS TO FORM:

By: _____
SHANNON L. CHAFFIN, City Attorney
Aleshire & Wynder, LLP

I, _____, Secretary of the Planning Commission of the City of Arvin, California, DO HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and adopted by the Planning Commission of the City of Arvin on the date and by the vote indicated herein.

EXHIBIT A

Ariston Project – GPA – ZC 2013 -01
Assessor Parcel Numbers 189-352-02 and -08
Location South of Sycamore, East of Tejon Highway and West of Malovich Road
Mitigation Monitoring Reporting and Applicable Programs

Introduction

All public agencies are required by Section 15097 Mitigation Monitoring and Reporting to adopt monitoring programs when they approve proposed projects subject to environmental impact reports (EIR) or mitigated negative declarations (MND)that include mitigation measures to avoid significant adverse environmental impacts. The mitigation monitoring program is designed to ensure compliance with mitigation measures during project implementation in order to avoid significant adverse environmental impacts.

The law was passed in response to statewide historic non-implementation of mitigation measures presented in environmental documents and subsequently adopted as conditions of project approval. Monitoring ensures that mitigation measures are implemented and thereby provides a mechanism to evaluate the effectiveness of the mitigation measures.

A definitive set of mitigation measures would include enough detailed information and enforcement procedures to ensure compliance with the mitigation measures. This mitigation monitoring program is designed to provide a mechanism to ensure compliance with both existing and proposed mitigation measures.

Applicant's Signature and Commitment to Implement Mitigation Monitoring, Reporting, and Program:

_____ _____

Print Name: Signature Date

(As an authorized representative or agent, I am authorized to sign, and I commit to the implementation of the Monitoring Program, Mitigation Measures 1-20 as established herein.)

Monitoring Program Procedures

It is required that the City of Arvin use this mitigation monitoring program for the proposed project. The mitigation monitoring program should be implemented as follows:

> The Community Development Department (CCD), or its designee, shall be responsible for coordination of the mitigation monitoring program. The CCD shall be responsible for completing the mitigation monitoring program and distributing the mitigation monitoring program to the responsible individuals or agencies for their use in monitoring the mitigation measures. It is the responsibility of the CCD to convey to all individuals and agencies who will use this program, that it must be thoroughly read and understood in order to properly implement its mitigations.

Each responsible individual or agency will then be responsible for determining whether the mitigation measures contained in the monitoring program have been complied with. Once all mitigation measures have been complied with, the responsible individual or agency shall submit a copy of the mitigation monitoring program to the CCD to be placed in the project file. If the mitigation measure has not been complied with, the mitigation monitoring program shall not be returned to the CCD.

Prior to the completion of the proposed project, the CCD shall review the mitigation monitoring program to ensure that all mitigation measures and additional conditions of project approval included in the mitigation monitoring program have been complied with.

If a responsible individual or agency determines that a non-compliance has occurred, a written notice shall be delivered by certified mail to the entity or individual responsible for the project within 10 days, with a copy to the CCD, describing the non-compliance and specifying the manner in which compliance within a specified period of time will be attained. If a non-compliance still exists at the expiration of the specified period of time, additional entitlements or construction may be halted and fines may be imposed at the discretion of the city.

Monitoring Program

The basis for this mitigation monitoring program is the existing mitigation measures contained in the *Initial Study prepared by City of Arvin Community Development Department for the Ariston Project based upon various studies prepared by the applicant and correspondence received from responsible agencies and/or individuals*. These mitigation measures become conditions of project approval which the project proponent is required to complete before, during, and after implementation of the proposed project.

Mitigation # 1 Compliance with most current Uniform Building Codes	All development within the project site shall be designed in accordance with the earthquake standards contained in the Uniform Building Code, subject to the review and approval of the Building Inspector prior to issuance of a building permit.
Agency/Individual Responsible for implementation	Future developers
Implementation Timing	Prior to issuance of a building permit
Mitigation Specifications	The most current UBC shall be applicable
Agency/Individual Responsible for Monitoring	Building Inspector
Action by Monitor	Review plans for conformance with the latest UBC

Mitigation #2 **Ground water recharge**	Ariston project developers shall prepare a construction implementation soils analysis and design for the detention basin areas, with the intent that they also be utilized as groundwater recharge facilities. This can be completed in a phased manner and shall be subject to the review and approval of the City Engineer prior to issuance of a building permit for any phase of the project.
Agency/Individual Responsible for implementation	Future developers
Implementation Timing	Preparation of Drainage and Grading Plans and Prior to issuance of a building permit for any phase of the project.
Mitigation Specifications	Soils analysis and design for the detention basin areas shall be based on the most current methodology.
Agency/Individual Responsible for Monitoring	City Engineer
Action by Monitor	Verify conformity of report with current standards of the geo-technical profession

TRAFFIC: Mitigation and Project's Pro-Rata Share of Costs

As discussed in the previous section, as a direct result of the addition of Project-generated traffic to Year 2035 estimated traffic, the intersection of Franklin Street and Derby Street will likely degrade to a LOS of less than "C". However, based on the Modified Plan, the peak hour traffic signal warrant is not satisfied. In addition mitigation of this intersection improves to a Level of Service of "C" and better if intersection control was "upgraded" to a 4-way stop. Again, above and beyond the Traffic Impact Fee, the only obligation for the Project would be a pro-rata share of the cost of upgrading the intersection to a four-way stop.

I. Project's Pro-Rata Share of Mitigation:

The Project's pro-rata share of mitigation discussed in the previous section is the ration of Project-generated peak hour traffic (at the intersection of Franklin Street and Derby Street) to the total Year 2035 peak hour traffic at said intersection. The ratio is shown as follows:

Project's Pro-Rata Share = 15%

II. Conclusions and Recommendations

The original traffic study, and moreover this addendum have indicated that traffic from the Project can be successfully mitigated to be less-than-significant.

The Modified Plan, from which this addendum is based, produces roughly one-half of the peak hour trips than that of the Original Plan.

Although this addendum identified mitigation for the Franklin and Derby as an all-way stop, the City may not want this modification, in part because the east leg of the intersection is a private drive.
It is noted that the Project will be obligated to pay the City's Traffic Impact Fee, which is already intended to mitigate normal growth in the City. Additionally, it is likely the Project will be required to improve the half-width of both Sycamore Avenue and Tejon Highway. Sycamore Road is badly degraded: pavement has "alligator cracking", potholing, differential settlement, and needs complete reconstruction.

Mitigation #3 **Traffic Mitigation**	A direct result of the addition of Project-generated traffic to Year 2035 estimated traffic, the intersection of Franklin Street and Derby Street will likely degrade to a LOS of less than "C". However, based on the Modified Plan, the peak hour traffic signal warrant is not satisfied. In addition, mitigation of this intersection improves to a Level of Service of "C" and better if intersection control was "upgraded" to a 4-way stop. Again, above and beyond the Traffic Impact Fee, the only obligation for the Project would be a pro-rata share of the cost of upgrading the intersection to a four-way stop. The Developer's provided an estimate of $4,350.00 for an all way stop at the intersection of Franklin Street and Tejon Highway in May 2019. City Engineer and will be in addition to the Traffic Impact Fee collected at the time of building permit application. Prior to any land division or development entitlement for any portion of the property the applicant shall pay $4,350.00 for said all way stop.
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of development
Mitigation Specifications	Payment of $4,350.00 for the all way stop at Franklin and Tejon Highway.
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer
Action by Monitor	Insure that the payment for the all way stop is received.

Mitigation #4 **Traffic Mitigation**	The Project shall pay traffic impact fees for each development type in accordance with the City's Traffic Impact Fee Program Update of 2015 and as may be amended. The fee will be computed and collected at the time of building permit application. (Note: The project will be subject to any updated fees associated with the City's Traffic Impact Fee Program in effect at the time of project development.)
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of development
Mitigation Specifications	Dedication of Right of Way and improvement of road system to city standards
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer
Action by Monitor	Insure that right of way and easements are dedicated and improvements are constructed to City Standards

Mitigation #5 **Traffic Mitigation**	In addition to the off-site mitigation measures as identified in the Traffic Impact Study dated 2016, the project shall be required to dedicate road right-of-way along the property frontage, improvement of frontage which include, curb, gutter, sidewalk, street improvements, and accessory improvements such as; noise attenuation walls, landscaping, irrigation systems, etc. **Any off-site improvements identified in the traffic report may be required by the City Engineer.**
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of development
Mitigation Specifications	Dedication of Right of Way and improvement of road system and accessory improvements to city standards
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer
Action by Monitor	Insure that right of way and easements are dedicated and improvements are constructed to City Standards / Additional Mitigation Measures as noted in the 2016 Traffic Study may be required by the City Engineer.

TRAFFIC MITIGATION MEASURES AS IDENTIFIED IN THE 2016 TRAFFIC STUDY

A. Requirements for Mitigation

In accordance with County of Kern Standards, a traffic facility, i.e., a street or street intersection, must be analyzed for LOS, and the need for mitigation improvements if it is subjected to 50 or more Project-generated peak hour trips. Mitigation improvements are normally considered necessary if the combined effect of Project-generated traffic and non-Project traffic causes a particular intersection or street segment to degrade to a Level of Service (LOS) less than "C". Non-Project traffic includes future traffic volumes estimated for the Year 2035. If mitigation is warranted, the Project is normally obligated to pay its pro-rata share of these improvement costs. Typically, an exception to the above occurs when an existing facility operates at a Level of Service of less than "C" under existing conditions, (prior to the addition of Project traffic). In this case, the Project is normally only obligated to pay its pro-rata share of mitigation improvements that would restore the facility to its pre-project or existing Level of Service, thus maintaining the status quo.

Recommended Mitigation

It should be reiterated that the level of mitigation improvements recommended herein is based on anticipated traffic volumes for the Year 2035, which includes Project-generated traffic.

In the following, each of the intersections and street segments included within the scope of this study are discussed with regard to existing and future level of service, the need for mitigation improvements. As mentioned, the Project's obligation towards funding recommended mitigation improvements is typically a proportionate share based on the ratio of Project-generated traffic to Total Future Traffic Volume. Except as otherwise provided, "signal modifications" or "signal upgrades" at a minimum were considered to provide a single dedicated left turn lane, dual dedicated through lanes, and a single dedicated right turn lane for each approach leg. This is a conservative approach and would provide latitude for additional capacity increasing improvements such at dual left turn lanes, or multiple through lanes.

All Level of Service Calculations have been provided in Appendix "B" of this report. As indicated, Table 5 is a matrix of calculated Level of Services for the various studied scenarios.

Intersections:

1. **Intersection of Bear Mountain Boulevard (SR 223) and Comanche Drive:** This intersection is currently signalized. The Comanche Drive approaches each have single dedicated lanes for left and right turns and the through movement. The Bear Mountain Boulevard approaches both have a single dedicated lane for left turns. The east "approach" of Bear Mountain is striped for two through lanes in each direction; however the west "approach" is in various stages of widening and is presently striped only for one through lane. The east and west legs have sufficient existing width to provide dedicated right turn lanes; however, neither are striped for such.

   During the evening peak hour, under existing conditions, this intersection has been calculated to operate at a LOS of "D", with an average vehicle delay of about 34 seconds. Under future (Year 2035) traffic volumes, and under present day level of improvements, this intersection is

expected to degrade to a LOS of "F". Calculations indicate a future LOS of "F" either with or without addition of Project-generated traffic.

Recommended Mitigation: Expand the intersection to provide a minimum of (2) dedicated through lanes, (2) dedicated left turn lanes, and a single dedicated right turn lane for all movements.

At the present time, due to the existing width of Comanche Drive, expansion of the intersection as described is not feasible. However, for the City of Arvin to reach the volume of traffic projected for the Year 2035, substantial growth and development will have to occur. Much of the growth is anticipated to be "infill" as there remains large parcels of vacant land in the City limits that are zoned for a variety of urban land uses. It is assumed this growth will "close" gaps in City Street widening, with the requirements of development and associated fees to provide funding for those improvements. Generally, the capacity of a street is controlled by its narrowest segment. Until fully widened, streets cannot be striped for more than one through lane in each direction. Similarly an intersection cannot be improved to reach its fully capacity until streets are fully widened, i.e., two or more lanes through lanes are needed to "receive" dual left turns.

It can be argued that if growth does not occur as projected herein, estimated future traffic volumes will not be realized, and the Level of Service (LOS) of streets and intersections will not degrade and the level of mitigation identified herein will not be needed.

This intersection is characteristic of every "offsite" intersection and street analyzed in this study in that nearly every facility is expected to degrade to a LOS less than "C" under anticipated future traffic loads, (without the addition of Project-generated traffic). With two exceptions, discussed later in this report, the addition of Project-generated traffic to these facilities, although increasing the average vehicle delay by a small percentage, does not sufficiently degrade the facility to cause to drop to a lower LOS.

As indicated, a summary of Level of Service (LOS) calculations for the various scenarios analyzed is included herein as Table 5.

2. **Intersection of Bear Mountain Boulevard and Meyer Street:** This intersection is currently signalized. The north of the intersection, being the north Meyer Street approach, have single dedicated lanes for left and right turns, as well as the through movement. The south leg of the intersection has a dedicated lane for left turns, and a shared lane for through movements and right turns. The Bear Mountain Boulevard approaches both have single dedicated left turn lanes, and two through lanes. Right turns from Bear Mountain are from the shared through lane.

   Under existing conditions, this intersection has been calculated to operate at a LOS of "D" during the evening peak hour. Under future (Year 2035) traffic volumes, and under present day level of improvements, this intersection is expected to degrade to a LOS of "F". Calculations indicate a future LOS of "F" will occur either with or without addition of Project-generated traffic.

Recommended Mitigation: Although Bear Mountain Boulevard is not striped to provide dedicated right turn lanes, there is sufficient width in the number two lane such it can function as two lanes to accommodate some right-turn movements. Adding dedicated right-turn lanes to the BMB approaches, either by re-striping or widening, improves the LOS (using 2035 volumes) of the entire intersection to "D", (which is its current LOS). In addition, the resulting average vehicle delay is less than experienced under current conditions. Whether or not there is sufficient width to stripe right turn lanes without physically widening the intersection is beyond the scope of this study. Other considerations for providing dedicated right-turn lanes include existing detector loops and modification of signal operation.

3. **Intersection of Bear Mountain Boulevard and Hill Street:** This intersection is currently signalized, with a dedicated single left turn lane and two through lanes for both eastbound and westbound movements. The north and south legs do not have dedicated lanes for turning movements, but drivers do share the lane for right turns and through movements. The existing signal provides for protected left turn movements only for east and westbound traffic.

   On-street parking is permitted on Bear Mountain Boulevard to within about 75-feet from the intersection.

   Under existing conditions, this intersection has been calculated to operate at a LOS of "B" during the evening peak hour. Under future (Year 2035) traffic volumes, and the intersection's present-day level of improvement, the level of service of this intersection is expected to degrade to an "C", with some individual movements at a "D". The calculations indicate said future LOS's are anticipated either with or without the addition of Project-generated traffic.

   Recommended Mitigation: It appears right-of-way acquisition would be necessary to expand this intersection to provide dedicated lanes for all movements. However, elimination of parking on Bear Mountain Boulevard could provide enough width to stripe dedicated right turn lanes for east and westbound traffic. Again, the composite LOS under 2035 traffic has been calculated at a "C", and thus no further analysis was performed.

4. **Intersection of Bear Mountain Boulevard and Derby Street (Tejon Highway south of Sycamore):** This intersection is not currently signalized, with stop-control for the Derby Street approaches. (Derby Street becomes Tejon Highway south of Sycamore Avenue). The west approach of Bear Mountain Boulevard (or west leg), currently has a single dedicated left turn lane and two lanes for through traffic. The east approach of Bear Mountain Blvd. is a two lane road, but is slightly expanded at the intersection to provide a left turn lane.

   Similar to Comanche Drive to the west, development has occurred along the west frontage of Derby Street, while the east side has remained either in agriculture, or ag-industrial uses. Although sufficient width exists, the Derby Street approaches have not been striped to provide any dedicated lanes for through or turning movements. The east and west legs each have two dedicated through lanes and single dedicated left turn lanes.

A rail line runs parallel and along the east side of Derby, crossing Bear Mountain Boulevard. An existing signalized crossing arm exists for the rail crossing. Of course this presents challenges to intersection improvements, a future signal installation, signal operation, pavement detector loops and roadway widening.

Under existing conditions, this intersection has been calculated to operate at a LOS of "A" during the evening peak hour. Under future (Year 2035) traffic volumes, and the intersection's present day level of improvement, the level of service of this intersection is expected to degrade to an "F". As discussed, a LOS of "F" is expected either with or without the addition of Project-generated traffic. The anticipated future volume at this intersection, without the addition of Project-generated traffic is sufficient to satisfy the warrant for signalization.

Recommended Mitigation: Options for mitigation include the addition of dedicated turning lanes to the Derby Street approaches, (without installation of a traffic signal). A second option is the installation of a traffic signal. Installation of traffic signal would also include dedicated turning lanes. Adding dedicated lanes for the Derby Street approaches (without installation of a signal), would improve the Year 2035 LOS from an "F" to a "D". Signalizing this intersection, along with dedicated lanes, would improve the LOS to a "C".

5. **Intersection of Franklin and Meyer Street:** This intersection is not currently signalized and controlled as an "all-way" stop. Both Franklin and Meyer Streets appear fully widened at a curb to curb width of 68 feet plus or minus. Although very faint, both streets have been striped for two lanes, with no additional expansion or striping for turn lanes at the intersection itself. Thus, left and right turns for all approaches are from shared lanes.

   The analysis of this intersection indicates this intersection should function at a LOS of "C" and better, under Year 2035 traffic (with or without the addition of Project-generated traffic). In addition said future traffic does not meet the minimum warrant threshold to satisfy the Peak Hour Signal Warrant.

   Recommended Mitigation: The future LOS is anticipated to be satisfactory, and future volumes do not satisfy the Peak Hour Signal Warrant. Therefore, mitigation improvements are not recommended at this intersection.

6. **Intersection of Franklin Street and Derby Street/Tejon Higway:** Franklin Street currently "tees" into Derby Street from the West**.** The east leg of this intersection at this time only functions as a private drive to an agricultural packing and storage facility. However, the City's General Plan shows Franklin Street ultimately running east from Derby Street to Malovich Road. This intersection is not currently signalized, does not have any additional width or dedication lanes for turning movements, and is only stop-controlled for Franklin Street.

   Without the addition of Project-generated traffic, calculations indicate under Year 2035 traffic, this intersection should function at a LOS of "B" and better, However, the addition of

Project-generated traffic causes the intersection to degrade to a LOS of "E", under Year 2035 traffic In addition said future traffic does not meet the minimum warrant threshold to satisfy the Peak Hour Signal Warrant.

Recommended Mitigation: Addition of through lanes and turning lanes will improve the LOS, (under future traffic), to a "D"; but does not restore the pre-project LOS of "B". Although the intersection does not satisfy the Peak Hour Signal Warrant, installation of a signal at this intersection would restore the pre-Project LOS.

7. **Intersection of Sycamore Road and Comanche Drive:** This intersection is not currently signalized and is currently controlled as an "all-way" stop. The centerline of Comanche Drive is also the west line of the City of Arvin limits. Lands on the west frontage of Comanche Drive are still in agricultural production, while property along the east frontage of Comanche has undergone urban development. Consequently the east half of Comanche in the vicinity of Sycamore has been widened to its ultimate planned width. The west half of Comanche, with the exception of intersection expansions, has not been widened to more than a single lane.

   Both Sycamore Road and Comanche Drive have centerlines that run along section lines and thus are considered major roadways

   Sycamore Road, within the City limits is currently in various stages of widening. At this intersection, Sycamore and the "east half" of Comanche are widened to their ultimate planned width. Again, the west half of this intersection is un-improved beyond single lanes, which are shared for all movements.

   In addition, future traffic volumes at this intersection, either with or without Project-generated traffic, are sufficient to satisfy the Peak Hour Warrant for a traffic signal.

   Recommended Mitigation: Although anticipated future traffic volumes satisfy the Peak Hour signal warrant, expanding this intersection to at least one dedicated lane for all through and turning movements will improve this intersection to a LOS of "C" or better.

8. **Intersection of Sycamore Road and Meyer Street:** This intersection is not currently signalized and is controlled as an "all-way" stop. In addition, this intersection is not fully expanded due to gaps in development along the frontages of both streets. Currently all turning movements are from shared lanes, with the exception of the east approach for Sycamore: which provides a striped dedicated right turn lane.

   Under existing conditions, this intersection has been calculated to operate at a LOS of "B" during the evening peak hour. Under future (Year 2035) either with or without addition of Project-generated traffic, the level of service of this intersection degrades to an "F".

   In addition, future traffic volumes at this intersection, either with or without Project-generated traffic, are sufficient to satisfy the Peak Hour Warrant for a traffic signal.

   Proposed Mitigation: Installation of a traffic signal, along with expanding the intersection

to provide at least one dedicated lane for all through and turning movements will improve the LOS to a "C" or better. It should also be noted that prior to signal installation, expansion of this intersection to provide at least one dedicated lane for all turning movements will greatly reduce the average vehicle delay.

9. **Intersection of Sycamore Road and Derby Street/Tejon Highway:** This intersection is not currently signalized and is controlled as an "all-way" stop. Only the north half of Sycamore and the west half of Tejon Highway, (north of Sycamore), have been widened to their ultimate planned width, thus the intersection is not fully expanded. The north approach of Tejon Highway has a dedicated right turn lane. Other than that, all other movements at this intersection are from shared lanes.

   Under existing conditions, this intersection has been calculated to operate at a LOS of "A" and "B" during the evening peak hour. Under future (Year 2035) with the addition of Project-generated traffic, the level of service of this intersection degrades to an "F".

   Recommended Mitigation: Widening of both Sycamore Road and Tejon/Derby are funded by the Traffic Impact Fee program. These improvements are shown in this study to improve the LOS to a "C", under Year 2035 traffic volumes.

10. **Intersection of Sycamore Road and Malovich Road:** This intersection is not currently signalized and is controlled as an "all-way" stop. Sycamore is paved at this intersection, but Malovich Road is nothing more than a dirt farm road. However, since this roads are in the City's system, this intersection was analyzed

    Under future (Year 2035) either with or without the Project, the level of service of this intersection is anticipated to operate at a LOS of "A".

    Recommended Mitigation: Mitigation has not been shown to be warranted by this Study, and thus none is recommended.

11. **Intersection of El Camino Real and Meyer Street:** This intersection is not currently signalized and is controlled as an "all-way" stop. Meyer Street to the north and El Camino Real to the west are fully widened "collector" status roads. Ultimate curb to curb width of both Roads is 68 feet. However, El Camino Real east of the intersection and Meyer Street south of the intersection are only two lane roads.

    El Camino Elementary school is sited at the southwest corner of this intersection, and the north and west leg of the intersection has been striped for crosswalks. The land at the southeast corner of the intersection is still in agriculture

    The west approach of El Camino and the north approach of Meyer Street have been striped to provide single dedicated lanes for all turning and through movements.

    Although El Camino appears to have been planned as a collector status road, on-street parking is permitted, as well as direct residential drive access. This somewhat limits possible

LOS-improving mitigation for the road.

Under future (Year 2035) either with or without the Project, the level of service of this intersection degrades to LOS's of "C" and "B", respectively. In addition said future traffic volumes do not satisfy the Peak Hour Signal warrant.

Recommended Mitigation: Mitigation has not been shown to be warranted by this Study, and thus none is recommended. However, if future development widens the south half of El Camino Real, it may be possible to stripe more than single through lanes, thus increasing the intersection's capacity without installation of a traffic signal

12. **Intersection of El Camino Real and Tejon Highway:** This intersection is not currently signalized and is controlled as an "all-way" stop. Only the north half of El Camino Real and the west half of Tejon Highway, (north of El Camino Real), have been widened to their ultimate planned width, thus the intersection is not fully expanded. Neither road has been striped to dedicate any special lanes for turning movements

    Under future (year 2035) either with or without the Project, the level of service of this intersection is anticipated to operate at a LOS of "A". In addition, future traffic volumes do not satisfy the Peak Hour Warrant.

    Recommended Mitigation: Mitigation has not been shown to be warranted by this Study, and thus none is recommended.

13. **Intersection of El Camino Real and Comanche Drive:** El Camino Real currently terminates just east of Comanche Drive. However it is apparent that this intersection will be one day constructed as urban development pushes southward. Comanche Drive pavement currently terminates roughly 1,300 south of Sycamore Road, and 1,300 north of the further intersection of El Camino Real. Said pavement is consistent with the southern limit of urban development.

    Since this intersection does not currently exist, existing traffic volumes could not be obtained. Also, extrapolation or projecting future counts using methods herein was not possible. However, based on the volumes of surrounding intersections, and the fact that this intersection is near extremity of urban development, it is unlikely this intersection would realize any higher volumes or worse conditions than the intersection of Comanche and Sycamore, or El Camino Real and Meyer Street. It should also be noted that the area to the northeast of this has been planned for residential development, and thus any future development is unlikely to create a spike in trip generation.

    Proposed Mitigation: Based on said empirical analysis, mitigation improvements for this intersection are not recommended. It is anticipated that if anticipated growth in the City is realized, improvements to this intersection will be made as part of surrounding development.

<u>Street Segments:</u>

As shown in Table 6 herein, Streets analyzed include Bear Mountain Boulevard, Franklin

Street, Sycamore Road, Comanche Drive, Meyer Street, and Derby Street/Tejon Highway**.** With the exception of Comanche Drive, under Year 2035 traffic volume, and with the addition of Project-generated traffic, all streets are anticipated to operate at a LOS of "C" or better. A one mile segment of Comanche Drive between Sycamore and Bear Mountain Boulevard has been shown to degrade to an LOS of "E" by the year 2035, with or without the addition of Project-generated traffic. This segment of Comanche Drive currently only provides one lane in each direction. The addition of a lane to each direction of Comanche will improve the LOS to a "B" or better in each direction. Table 6

It is noted that the LOS of Comanche Drive between Sycamore and Bear Mountain from is degrade to an "E" under future traffic loads. As with most facilities, the degradation of LOS under future traffic loads occurs with or without the addition of Project traffic. Also, this same segment of Comanche Drive is currently funded by the City's Traffic Impact Fee Program, and thus the Project should have no additional funding obligation for this facility shows the resultant LOS with lanes additions. It is noted that portions of Comanche Drive that have only been widened east of the road's centerline, due to lack of frontage development on the west side, have sufficient width to be striped for four lanes of traffic.

Since gaps in road widening for the studied street segments will be remedied as part of frontage development, and existing street segment LOS's are satisfactory, no mitigation is recommended for "offsite" streets within the study limits. It is anticipated that Sycamore, Tejon Highway, and Malovich Road will be widened along their respective frontages as part of the Project's improvements.

Similarly, the LOS of the intersection of Sycamore Road with Tejon Highway/Derby Street is degraded from a "B" to an "F", by the addition of Project-generated traffic. However, widening of both Sycamore Road and Tejon/Derby are funded by the Traffic Impact Fee program. These improvements are shown in this study to improve the LOS to a "C", under Year 2035 traffic volumes. Therefore, the Project should have no additional funding obligation for this facility

The intersection of Franklin Street and Derby, by Year 2035, has been shown to degrade rom an LOS of "B" to "E", with the addition of Project-generated traffic. As supported by the calculations herein, installation of a traffic signal has been determined the only mitigation that will restore the intersection's LOS to the pre-Project LOS of "B". However, it should be noted again, that the estimated future peak hour volumes do not warrant a signal.

Again, although the City's Traffic Impact Fee Program funds installation of four signals, the location is unknown. Based on estimated future traffic, the Project's obligation funding obligation is taken as the ratio of Project-generated traffic to Year 2035 total peak hour volume, as follows:

$$\frac{\text{260 vph (Project-generated PH Traffic)}}{\text{1,166 vph (Year 2035 Total PHV)}} = 22\%$$

Mitigation #6 **Traffic Mitigation**	Prior to project development an internal circulation and traffic master street layout (must include adjacent lands as well) shall be required and approved by the City Engineer prior to or current with future land divisions or development.
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of development
Mitigation Specifications	Dedication of Right of Way and improvement of road system to city standards
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer
Action by Monitor	Insure that right of way and easements are dedicated and improvements are constructed to City Standards

Mitigation #7 **Sewer**	Design and Implementation: There are a number of options to provide sewer pipelines to the Project, which have been outlined in the attached detailed sewer study. All existing sewer lines have sufficient excess capacity, at the time of the written report, to accommodate sewer flows from the Project.
Agency/Individual Responsible for implementation	Future Developer
Sewer Plant Capacity:	At maximum build-out, the Project theoretically will generate an average sewage flow of 122 gallons per minute - gpm, or 0.18 Million Gallons per Day — MGD. The existing capacity of the Sewage Treatment Plant currently has headworks and pumping capacity of 2.0 MGD and 4.0 MGD for average and peak capacities, respectively. The existing average daily flow to the plant varies from less than 1.2 MGD during winter months to a peak of 1.4 MGD during August. The addition of flow from the Project (0.18 MGD) and the existing peak flow to the plant (1.4 MGD), yields 1.58 MGD. This amount is less than the existing plant capacity, without upgrades.
Implementation Timing	Infrastructure to be constructed by future developers as may be required to serve the project development. Prior to any project entitlement, Site Development, Tentative Map, etc. a master sewer plan must be prepared and must receive approval by the City.
Mitigation Specifications	Preparation of Master Sewer Plans and Wastewater Treatment Plant Capacity Analysis and installation of improvements as may be required to serve the project development.
Agency/Individual Responsible for Monitoring	Future Developer, Wastewater Treatment Facility Operator, and City Engineer

Action by Monitor	Require improvement plans, construction, and monitoring of infrastructure

Mitigation # 8 **Sewer**	Sewer System Upgrades and Improvement Plans
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to any project entitlement, Site Development, Tentative Map, etc. a master sewer plan must be prepared and must receive approval by the City.
Sewer Plant Capacity	The City of Arvin (in partnership with Veolia Water, Inc.) provides sewer service to most developed properties within its city limits. The existing system consists of a network of 6- and 8- inch collection lines that connect to 10- and 12- and 18-inch mains. These connect to the city's wastewater treatment plant (WWTP) located southwest of the urban area. The nearest sewer line to the subject site is an existing 10-inch line under Sycamore Road. Staff with Veolia indicates the grade in this line is fairly level and future development in this part of the community may require installation of a lift station. Arvin's WWTP is designed to accommodate an average daily flow of 2.0 million gallons per day (mgd) and up to 4.0 mgd for peak flows. In recent months the plant has been experiencing an average daily flow varies from 1.2 mgd during winter months to 1.4 mgd during August.
Mitigation Specifications	Preparation of Master Sewer Plans and Wastewater Treatment Plant Capacity Analysis and installation of improvements as may be required to serve the project development.
Agency/Individual Responsible for Monitoring	Future Developer, Wastewater Treatment Facility Operator, and City Engineer
Action by Monitor	Require improvement plans, construction, and monitoring of infrastructure

Mitigation # 9 **Water** See Mitigation #2 – Groundwater Recharge	Water Supply to serve the proposed project
Agency/Individual Responsible for implementation	Future Developer and Arvin Community Services District
Arvin Community Services District – Water Purveyor	Water service in Arvin is provided by the Arvin Community Services District (ACSD) which operates a series of groundwater wells, distribution lines, pumps and storage tanks. Currently the district operates five active wells and has two inoperative wells. Distribution lines include 8, 10 and 12 inch mains along with 4- and 6-inch local lines. Peak water demand typically occurs during August and has reached 3.6 million gallons per day (mgd). The current peak capacity of the system is about 6.0 mgd (4,600

	gallons per minute). According to the environmental study that was prepared for the Arvin General Plan, future development that is prescribed by the Plan would demand an additional 2.3 mgd of water by 2030. The study indicates there is adequate capacity in the system to accommodate growth projected to occur in the General Plan. In the vicinity of the subject site, there is an 8-inch water line under Sycamore Road on the north edge of the site. There is also an 8-inch line under Malovich Road on the east side of the site. Well #1 is the nearest well to the site, located on Derby Road about ¼ mile north of Sycamore Road. The District plans to abandon this well soon, which would result in the well at 801 Charles Street being the closest to the site.
Implementation Timing	Prior to or current to any project entitlement, Site Development, Tentative Map, etc. approval must be provided to the City from the Arvin Community Service District.
Mitigation Specifications	Compliance with the Arvin Community Services District infrastructure and improvements necessary to serve the project development
Agency/Individual Responsible for Monitoring	Future Developer and Arvin Community Services District
Action by Monitor	Compliance with the Arvin Community Services District provide a will serve confirmation to the City of Arvin.

Mitigation #10 **Storm Drainage** See Mitigation #2 Groundwater Recharge	Provide necessary storm drainage system(s) master plan and improvements
Agency/Individual Responsible for implementation	Future Developers and City Engineer
Storm Drainage Studies and Improvements	Storm drainage within the City is provided by the City of Arvin. The City's system includes curbs and gutters, drainage inlets, pipelines and drainage basins. The City's Storm Drainage Master Plan was adopted in 2009 and indicates the existing system is adequate, with some exceptions, including Derby Street (north of the site) which has no curbs and gutters and suffers from ponding and flooding problems during rainy weather. There are currently no storm drainage facilities on the subject site – facilities would have to be installed by the developer at the time the site is developed. This would likely include installation of on-site drainage basins.
Implementation Timing	Prior to or concurrent with future entitlements.
Mitigation Specifications	Prior to or concurrent with any project entitlement, Site Development, Tentative Map, etc. a master storm drainage plan must be prepared and must receive approval by the City. Improvements are to be implemented prior to or concurrent with future development.

Agency/Individual Responsible for Monitoring	Future Development and City Engineer
Action by Monitor	Require plans and construction of necessary impartments to serve the project.

Mitigation # 11 **Seismic and Liquefaction** See Mitigation Measure #1	All development within the project site shall be designed in accordance with the earthquake standards contained in the Uniform Building Code, subject to the review and approval of the Building Inspector prior to issuance of a building permit.
Agency/Individual Responsible for implementation	Future Development and City Building Official
Geological Hazards	Arvin is in an area that is subject to significant ground movement resulting from earthquake activity. In 1952, an earthquake along the White Wolf Fault, which is located less than three miles east of the City caused immense and widespread damage to the City and the region. This 7.5 magnitude earthquake resulted in many deaths and damaged buildings beyond repair. Liquefaction is another seismic-related safety risk. It is defined as a phenomenon in which water-saturated granular soils are temporarily transformed from a solid to a liquid state because of a sudden shock or strain, typically occurring during earthquakes. Although the local water table averages 210 feet below the soil surface, the high seismic activity of the region may cause some seismic-related ground failure. The occurrence of a major earthquake in the central and southern California region could result in loss of life, injury and property damage. Ground shaking would be responsible for the majority of the damage within the City of Arvin. However, this hazard is no greater than those present in other areas of the central and southern California region. In addition, the absence of earthquake faults in the City may result in a lesser seismic hazard than other areas. Furthermore, all construction of new buildings or rehabilitation of existing buildings must be in conformance with the latest adopted edition of the Uniform Building Code, zoning codes and State Building codes, to ensure that development will be in compliance with earthquake safety regulations
Implementation Timing	Plan Check Review and Prior to Issuance of Building Permit
Mitigation Specifications	The most current UBC shall be applicable
Agency/Individual Responsible for Monitoring	Future Development and City Building Official

Action by Monitor	Review plans for conformance with the latest UBC

Mitigation #12 **Flooding**	In order to minimize flooding impacts, and pursuant to FEMA requirements, Chapter 15.32 (Floodplain Management) of the Arvin Municipal Code establishes flood-resistant standards for building anchoring, construction materials and methods, storage of materials, utilities and land subdivisions. In addition, FEMA requires that for all new construction, the ground floor must be raised at least 24 inches above the highest adjacent grade
Agency/Individual Responsible for implementation	Future Developer and City Engineer
Subject	According to the Federal Emergency Management Agency (FEMA), portions of the City are in the 100-year flood zone with designation zones A, AO and X. The Flood Zones are defined as: Zone A – Areas subject to flooding by the one percent annual change flood (100-year storm) with no base flood elevation determined; Zone AO -- Areas subject to flooding by the one percent chance flood with flood depths of one to three feet with an average depth and flood velocity determined; Zone X (shaded) – Areas of a 0.2 percent annual chance flood, areas subject to the one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile, and areas protected by levees for the one percent annual chance flood. Because the City is in the 100-year flood zone, mandatory flood insurance purchase requirements and floodplain management standards apply. About half of the subject site is within the AO zone; one third within Zone X and a smaller area within Zone "A".
Implementation Timing	In accordance with the City of Arvin's Flood Plain Ordinance, development will have to consider receive and discharge of flood water, and elevation of building pads above the flood depth. Receive and discharge of flood waters will be dependent upon street and lot layout for the Project. And vise-versa, the layout of the site must consider receive and discharge of flood waters. Provide elevation certificates ag grading plan and submittal with or prior to submittal of building permits.
Mitigation Specifications	In order to minimize flooding impacts, and pursuant to FEMA requirements, Chapter 15.32 (Floodplain Management) of the Arvin Municipal Code establishes flood-resistant standards for building anchoring, construction materials and methods, storage of materials, utilities and land subdivisions. In addition, FEMA requires that for all new construction, the ground floor must be raised at least 24 inches above the highest adjacent grade.
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer
Action by Monitor	City Engineer to verify compliance with Title 16.32 Flood Management

	prior to Building Permit Issuance.

Mitigation #13 **Cultural Resources – Historical Resources**	Require on-site investigation prior to ground disturbance
Agency/Individual Responsible for implementation	Future Developer
Subject	Investigation of site for cultural and historical resources
Implementation Timing	Prior to ground disturbance
Mitigation Specifications	The project site shall be investigated by a qualified archaeologist prior to any ground disturbance activities. Findings and report shall be filled with the City of Arvin Community Development Department. Should any findings of significances be identified appropriate mitigation measures shall be implemented as recommended by the archaeologist. Refer to §15064.5, CEQA Guidelines
Agency/Individual Responsible for Monitoring	Future Developer, City Engineer, and Community Development Department Director
Action by Monitor	Require Field Investigation and verify findings and if action warranted implement Section 15064 .5 of the CEQA Guidelines

Mitigation #14 **Human Remains**	While unlikely due to past grading and agricultural activities, should any human remains be discovered during grading and construction, the Kern County Coroner must be notified immediately. (The Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American. The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following the NAHC guidelines).
Agency/Individual Responsible for implementation	Future Developer
Subject	Investigation of site for cultural and historical resources
Implementation Timing	Prior to ground disturbance
Mitigation Specifications	Should any human remains be discovered during grading and/or construction, the Kern County Coroner must be notified immediately. All work shall be halted within a radius of 100 feet. (The Coroner has two working days to examine the remains and 24 hours to notify the Native American Heritage Commission [NAHC] if the remains are Native American. The most likely descendants then have 24 hours to recommend proper treatment or disposition of the remains, following the NAHC guidelines).
Agency/Individual	Future Developer, City Engineer, and Community Development

Responsible for Monitoring	Department Director
Action by Monitor	Should human remains be found – Building Official shall stop all construction within 100 feet of the find.

Mitigation #15 **Public Services**	Prepare study and create Community Services District to fund future infrastructure and service, which may include staffing, and long term maintenance of infra-structure
Agency/Individual Responsible for implementation	Future Developer
Subject	To insure that future growth may be provided the needed services such as Fire, Police, storm drainage maintenance, road infrastructure maintenance, the project shall be required to establish a Community Services District or equivalent funding mechanism, known as the Mello-Roos Community Facilities Act of 1982 per California Code sections 53311 through 53317.5 and 53340 through 53344.4 or equivalent at the cost of the developer
Implementation Timing	To be established at the applicants' expense prior to or concurrent with any future development entitlement
Mitigation Specifications	Establish funding program for the implementation of Community Services District which is to include construction of infrastructure, maintenance, and staffing
Agency/Individual Responsible for Monitoring	Future developer and Community Development Director, City Engineer, Finance Director, and City Manager
Action by Monitor	Require completion of studies, establishment of financing, and monitoring of Community Services District or equivalent program.

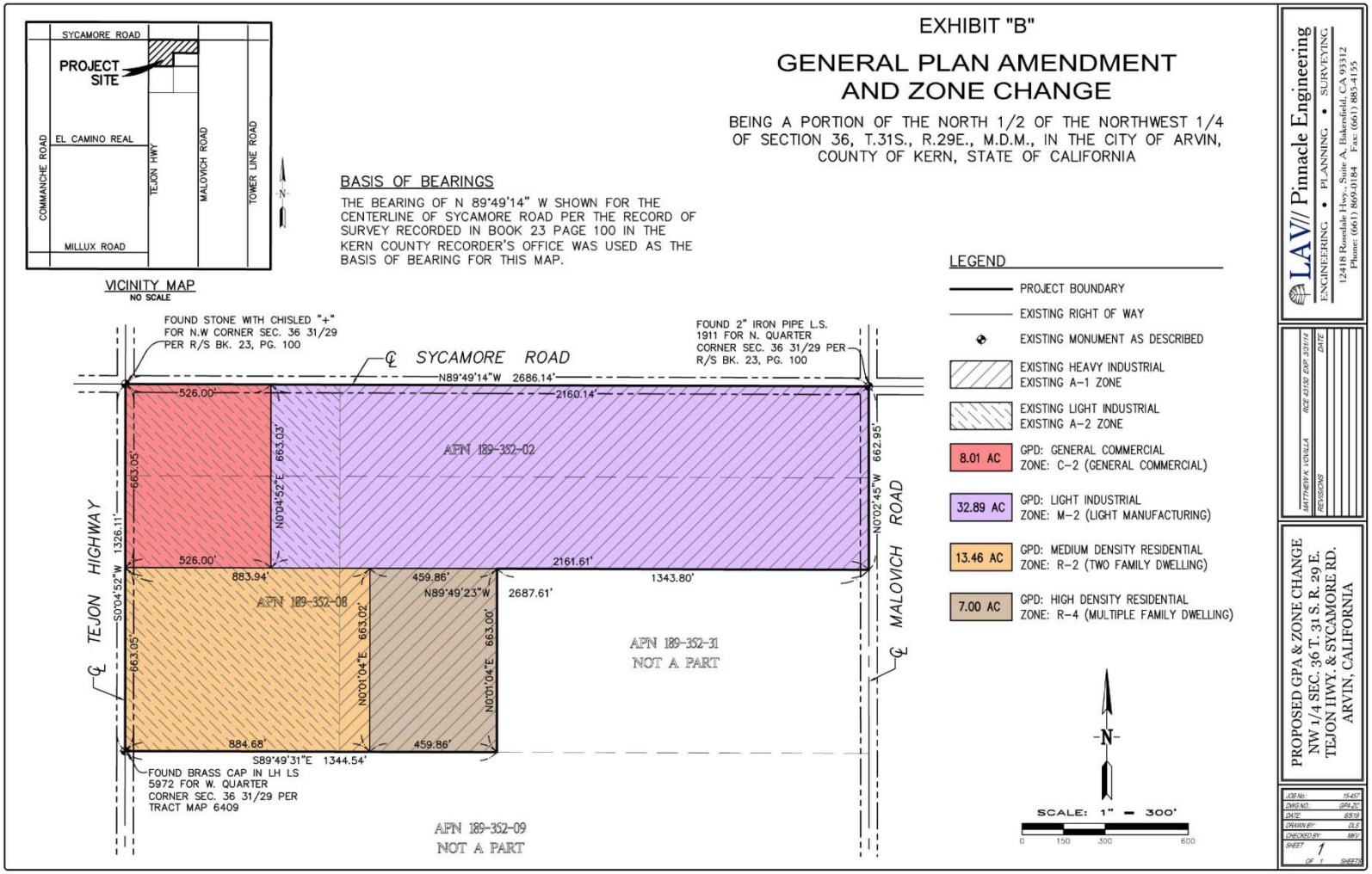
Mitigation #16 **Recreation**	Require additional parks and recreational facilities.
Agency/Individual Responsible for implementation	Future Developer
Subject	Development of Park and Recreational Facilities and/or payment of Park Development Fees per City Council
Implementation Timing	Prior to or concurrent with future entitlements and development
Mitigation Specifications	Dedication of lands for park purposes or payment of Park Fees per City Council resolution.
Agency/Individual Responsible for Monitoring	Future Development and Community Development Director
Action by Monitor	Prior to future entitlements provide for Park and Recreational Facilities per City Ordinance and Policies.

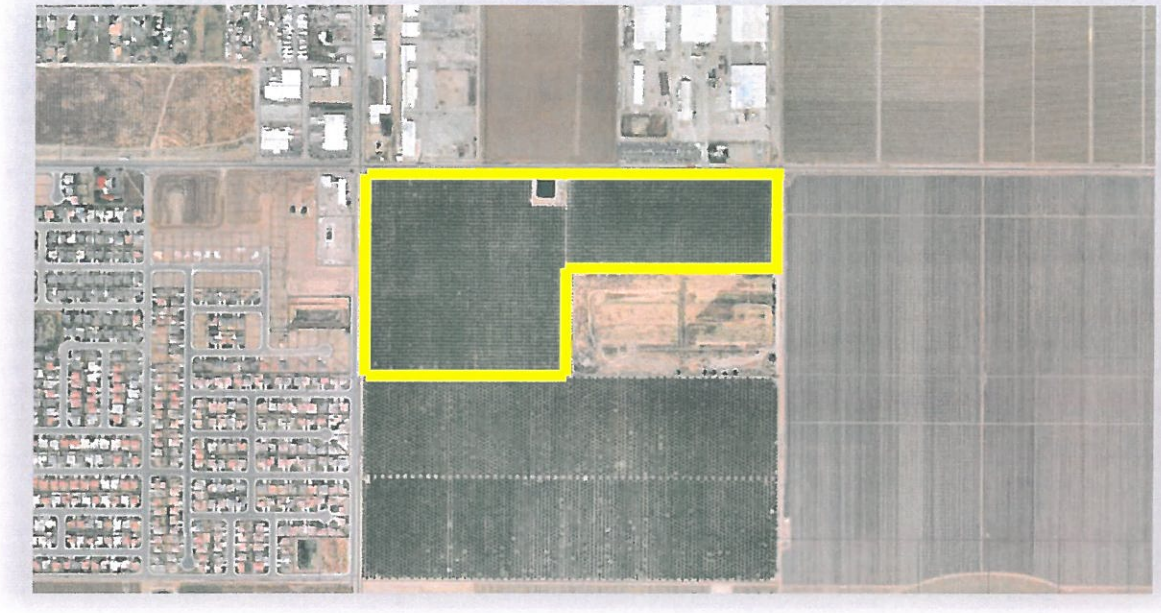
Mitigation #17 **Transportation—Bus Services**	Provide for future bus stops and infrastructure improvements
Agency/Individual Responsible for implementation	Future Developer
Subject	Transit stops and infrastructure Improvements
Implementation Timing	Prior to or concurrent to future development
Mitigation Specifications	In anticipation of expanded bus service to the project area, the developers shall coordinate with the City of Arvin Transit Department to determine specifications and locations of bus stops necessary at the project area. They shall then incorporate these stops into their project designs as easements, which shall be submitted to and approved by the City Engineer prior to the approval of a final subdivision map.
Agency/Individual Responsible for Monitoring	Future Developers, Transit Director, City Engineer
Action by Monitor	Review and approve locations for future bus stops prior to approval of future development

Mitigation #18 **Traffic/Noise Design Criteria Mitigation**	Construct a minimum 6'-0" solid Masonry wall, install landscaping, and irrigation systems along frontage of the future frontage road along the southern boundary of the project site separating residential from the industrial
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of industrial development adjacent to residential zoned lands.
Design Criteria Lessens Conflict between Residential Development and	Lessens the potential land use conflict between the proposed residential and industrial development
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer and City Planner
Action by Monitor	Insure that right of way and easements are dedicated and improvements are constructed to City Standards / Additional Mitigation Measures as noted in the 2016 Traffic Study may be required by the City Engineer.

Mitigation #19 **Traffic/Noise Design Criteria Mitigation**	Require disclosure to and acknowledgment from future residents that purchase residential dwellings adjacent to the proposed industrial development.
Agency/Individual Responsible for implementation	Future Developer
Implementation Timing	Prior to or concurrent with first phase of residential development
Design Criteria Lessens Conflict between Residential Development and Existing Industrial	Discloses existing industrial operations and heavy truck traffic exists - Lessens the potential land use conflict between the adjacent and existing industrial operations.
Agency/Individual Responsible for Monitoring	Future Developer and City Engineer and City Planner
Action by Monitor	Insure that right of way and easements are dedicated and improvements are constructed to City Standards / Additional Mitigation Measures as noted in the 2016 Traffic Study may be required by the City Engineer

EXHIBIT B - GENERAL PLAN LAND USE DESIGNATION AND ZONING DESIGNATIONS - AMENDMENTS GPA-/ZC 2013-01 ARISTON PROJECT - ASSESSOR PARCEL NUMBERS: 189-352-02 AND 189-352-08





Addendum for Traffic Study at the Southeast Corner of Sycamore Road and Tejon Highway, Arvin, California

May 1, 2019

Project No. 10-457

REGISTERED PROFESSIONAL ENGINEER
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Table of Contents

I. Introduction **1**

II. Purpose of Addendum **1**

III. Background **1**

IV. Modified Land Use Plan **1**

V. Trip Generation – Original Plan vs. Modified Plan **2**

VI. Traffic Analysis **4**

VII. Traffic Assignment **4**

VIII. Level of Service Calculations **5**

IX. Mitigation and Project's Pro-Rata Share of Costs **8**

X. Project's Pro-Rata Share of Mitigation **8**

XI. Conclusions and Recommendations **8**

List of Tables:

Table 1: Project Trip Generation (Original) 3

Table 1A: Project Trip Generation (Grimmway Plan) 3

Table 5A: Intersection Level of Service (Grimmway Plan) 6

Table 7A: Peak Hour Warrant Analysis (Grimmway Plan) 7

Appendix "A" Exhibit and Figures:

Exhibit "A" – Proposed Land Use & Zoning (Original)

Exhibit "B" – Proposed Land Use & Zoning (Grimmway Plan) dated 4-23-19

Figure 3: Year 2015 Existing P.M. Peak Hour Volumes & Turning Movements

Figure 6: Total Project Generated Traffic – Evening Peak Hour (All Land Uses)

Figure 7: Year 2015 Existing P.M. Peak Hour Volumes & Turning Movements Plus Project Generated Traffic

Figure 8: Year 2035 Projected P.M. Peak Hour Volumes & Turning Movements

Figure 9: Year 2035 Projected P.M. Peak Hour Volumes & Turning Movements Plus Project Generated Traffic

I. Introduction

This report is an addendum to the Traffic Impact Study prepared for a 62-acre mixed use development in the City of Arvin located at the southeast corner of Sycamore Avenue and Tejon Highway. The original Traffic Impact Study (TIS) for the Project was prepared as a component of the environmental document to satisfy the California Environmental Quality Act (CEQA). Since this report is considered an addendum to the original TIS, a thorough description of the Project, proposed land use and zoning, its surrounding vicinity, and existing street network in the City of Arvin are not repeated herein. This information can be obtained from the original TIS.

II. Purpose of Addendum

A modification of the Project's proposed Land Use and Zoning (the Modified Plan), has been prepared to appease objection to the Project by an adjacent landowner. Although the Modified Plan is considered an environmentally less intense land use, an addendum to the TIS was recommended by the City Planning Department to quantify any change in both traffic impact and needed mitigation resulting from said Modified Plan.

III. Background

Exhibit "A" herein shows the Land Use and Zoning proposed as part of the Original Project. It is noted that the Project's environmental document was circulated and ultimately found satisfactory by the City of Arvin's Planning Department. The City's Planning Department indicated support for the Project and prepared a resolution for the Arvin City Council to approve and adopt a Mitigated Negative Declaration for the Project, including an Amendment of the General Plan, and a Zone Change. Amid objections from an adjacent ag-industrial operation, the City's Planning Commission unanimously voted for approval of the Project on December 4, 2018. Due to continued objections from an adjacent landowner, the Project was "pulled" from the Agenda of the first of two scheduled City Council Hearings. Since that time, a compromise or modified land use plan (Modified Plan) has been prepared that appears to be satisfactory to the Project Owner and the adjacent property owner (who had submitted objections to the Project). As demonstrated herein, the Modified Plan has a less intense traffic impact impact than the Original Plan.

IV. Modified Land Use Plan

The original land use plan, to include proposed amendments to the City's General Plan and proposed Zone Changes, is shown herein as Exhibit "B". The modified Plan is shown herein as Exhibit "B" dated 4-23-19.

To appease objections to the Project, the Modified Plan was prepared to remove any residential land use fronting Sycamore Road. The Modified Plan proposes only Industrial and Commercial Land fronting Sycamore Avenue.

V. Trip Generation – Original Plan vs. Modified Plan

The following Tables 1 and 1A provide Trip Generation Calculations for both the Original Plan and Modified Plan.

Table 1: Trip Generation for 62-Acre GPA/ZC at Sycamore Road and Tejon Highway, Arvin, California

Commercial - Land Uses						*24 Hour Trips*		*A.M. Peak Hour Trips*				*P.M. Peak Hour Trips*			
Item No.	**Proposed Land Use**	**ITE Code**	**Gross Acreage**	**Gross Leasable Floor Area (1K S.F.)**	**Dwelling Units**	**Trip Rate**	**Veh Trips (vpd)**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**
1	C-1 (Commercial)	820	21.32	174	N/A	42.70	7,435	0.96	167	104	63	3.71	646	310	336
					5% Reduction for "Capture" - All Land Uses:		(372)			(5)	(3)			(16)	(17)
					15% Reductions for "Pass-By" - Commercial Only:		(1,115)			(16)	(9)			(47)	(50)
					Subtotal - Commercial:		5,948			83	51			247	269

Residential Land Uses						*24 Hour Trips*		*A.M. Peak Hour Trips*				*P.M. Peak Hour Trips*			
Item No.	**Proposed Land Use**	**ITE Code**	**Gross Acreage**	**Gross Leasable Floor Area (1K S.F.)**	**Dwelling Units**	**Trip Rate**	**Veh Trips (vpd)**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**
2	R-2 (Multi-Family Apartments)	220	27.17	***N/A***	285	6.65	1,897	0.51	145	29	116	0.62	177	115	62
3	R-2 (Detached Single Family Homes)	210	13.13	***N/A***	98	9.52	937	0.75	74	19	55	1.00	98	62	36
	Total Gross Acreage		61.62		***Subtotal - Residential:***		2,834			48	171			177	98
					5% Reduction for "Capture" - All Land Uses:		(142)			(2)	(9)			(9)	(5)
					Subtotal - Residential:		2,692			46	162			168	93
					Total - All Land Uses:		8,640			129	213			415	362

Table 1A: Trip Generation for Revised Land Use & Zoning Plan (Grimmway Plan)

Land Uses						*24 Hour Trips*		*A.M. Peak Hour Trips*				*P.M. Peak Hour Trips*			
Item No.	**Proposed Land Use**	**ITE Code**	**Gross Acreage**	**Gross Leasable Floor Area (1K S.F.)**	**Dwelling Units**	**Trip Rate**	**Veh Trips (vpd)**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**	**Trip Rate**	**Veh Trips (vph)**	**Split In**	**Split Out**
1	C-1 (Commercial)	820	8.01	65	N/A	42.70	2,794	0.96	62	38	24	3.71	243	117	126
2	M-3 Heavy Industrial	120	32.89	N/A	N/A	6.75	222	1.98	65	52	13	2.16	71	25	46
3	R-2 (Multi-Family)	220	13.46	N/A	141	6.65	940	0.51	72	14	58	0.62	88	57	31
4	R-4 (Muilti-Family Apartments)	223	7.00	N/A	126	0.44	55	0.3	38	12	26	0.39	49	29	20
	Total Gross Acreage		61.36		***Subtotal - All Land Uses:***		4,011		237	116	121		451	228	223
					5% Reduction for "Capture" - All Land Uses:		(201)			(6)	(6)			(11)	(11)
					Total - All Land Uses:		3,810			110	115			217	212

As indicated above, the Modified Plan results in a 56% decrease in Project-generated Average Daily Traffic; and 45% decrease in Project-generated evening peak hour traffic.

VI. Traffic Analysis

The TIS for the Original Plan identified and recommended mitigation for a number of facilities in the City that would be needed by the year 2035, if anticipated growth was realized. As discussed in the original study, the Project's obligation for mitigation is warranted if Project-generated traffic causes a facility to fall below a Level of Service "C" either under present or anticipated future traffic conditions. In the case of this TIS, future traffic was estimated for the Year 2035. If a facility, under future traffic loads, degrades to a LOS of less than "C", and the addition of Project traffic doesn't degrade the LOS further, the Project then has no obligation to fund mitigation (above and beyond payment of the City's published traffic impact fee).

The TIS for the Original Project identified only one intersection where mitigation was needed as a result of traffic generated by the Project: the intersection of Franklin Street and Derby Street. All other identified mitigation by the original study was needed without the addition of Project traffic. These facilities were not degraded further by the addition of Project-generated traffic.

VII. Traffic Assignment

As indicated in Section V the Modified Plan generates 45% less trips during the evening peak hour than the Original Plan. Given the decrease in trips, it is evident that no additional mitigation beyond that identified by the original TIS would be warranted by the Modified Plan. Again, it is noted that the original TIS only identified mitigation for the intersection of Franklin Street and Derby Street as the only obligation of the Project (again, referring to mitigation above and beyond payment of the City's Traffic Impact Fee). The original TIS identified installation of a traffic signal as appropriate mitigation for said intersection, with Project's funding obligation as a pro-rata share of the total cost. The Project's pro-rata share of the cost of said mitigation was computed in the original TIS as a ratio of Project-generated traffic to the total future traffic during the Year 2035.

Again, given the decrease in Project-generated trips from the Modified Plan, it was assumed that there would be no additional mitigation required other than to the intersection of Franklin and Derby Street. To determine any obligation of the Project's for funding mitigation, (based on the Modified Plan), Project-generated trips were assigned to the intersection of Franklin Street and Derby Street in the same percentage as the Original TIS. Given the Modified Plan's decrease in overall trips from the Original Plan, the quantity of trips assigned to the intersection of Franklin Street and Derby Street was substantially less than the Original TIS. As discussed in the following sections, a decrease in Project-generated trips resulted in lesser mitigation, and a lesser pro-rata share of those costs assigned or obligated to the Project.

VIII. Level of Service Calculations

Using Project-generated trips from the Modified Plan, new LOS calculations were prepared for the intersection of Franklin Street and Derby Street. As with the original TIS, the LOS calculations for the Modified Plan indicated that the addition of Project-generated traffic ***did*** cause degradation of the LOS at intersection of Franklin and Derby Street. As shown in the following Table 5A, the addition of Project-generated traffic to the intersection of Franklin Street and Derby Street caused the westbound left, right, and thru movements to degrade from an A to a D under Year 2035 conditions.

Potential mitigation for this intersection included changing the intersection from a two-way stop to a four-way stop, or installation of a traffic signal. However, a couple of points that are worth noting when considering mitigation for this intersection: 1) The east leg of the intersection is a private drive, although it was counted and modeled in the analysis as the east leg; and 2) Given the total estimated traffic during Year 2035, including Project-generated traffic, the intersection does not satisfy the Peak Hour Signal Warrant. The Peak Hour Signal Warrant provides thresholds of intersection traffic volume, above which, warrant installation of a traffic signal. Again, under the Modified Plan, these warrant threshold were not exceeded, meaning installation of a traffic signal may not be needed. However, given the findings and recommendation of the Original TIS, the resultant LOS with signalization as mitigation was nevertheless analyzed. In addition to the signal, an All-way stop was also analyzed as potential mitigation. As shown in Table 5A, installation of a traffic signal would improve the future LOS to an “A” overall. Changing the intersection control to an All-Way stop would also improve the future LOS to a “C”.

It is noted that the nexus study for the City of Arvin’s traffic impact fee indicates it is intended to generate funding for installation of several traffic signal, but does not indicate which intersection are to receive said improvements.

TABLE 5A: Intersection Level of Service (LOS) - Revised Land Use & Zoning Plan (Grimmway Plan)

Legend: **U = Unsignalized** **S = Signalized** **1W = One Way Stop Control** **4W = All Way Stop**

				Northbound			Southbound			Eastbound			Westbound					
No.	**Intersection**	**Time Period**	**Control**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Comp LOS**	**Highest Ave. Delay (sec/veh)**	**Peak Hour Warrant Met (Yes/No)**
1)	Franklin St. & Derby-Tejon	Year 2015 P.M. Existing	2W	A	A	A	A	A	A	B	B	B	A	A	A	A	10.7	No
		Year 2015 P.M. with Project	2W	A	A	A	A	A	A	B	B	B	B	B	B	B	15.0	No
		Year 2035 P.M. without Project	2W	A	A	A	A	A	A	C	C	C	A	A	A	B	17.6	No
		Year 2035 P.M. with Project	2W	A	A	A	A	A	A	C	C	C	D	D	D	D	32.8	No
		Year 2035 P.M. with Project - Mitigated to add Addt'd Thru & Turn Lanes	2W	A	A	A	A	A	A	C	C	B	C	C	A	C	22.6	No
		Year 2035 P.M. with Project - Mitigated to add 4W Stop, no signal	4W	A	C	C	C	C	A	B	B	B	B	B	B	C	20.1	No
		Year 2035 P.M. with Project - Mitigated to add Signal	S	A	A	A	A	A	A	D	D	D	E	E	E	A	9.4	No

Table 7A: Peak Hour Warrant Analysis - Revised Land Use and Zoning Plan (Grimmway Plan)

		Year 2015 Existing PM Volumes (Figure 3)			Year 2015 Existing PM Volumes Plus Project (Figure 7)			Year 2035 PM Volumes (Figure 8)			Year 2035 PM Volumes Plus Project (Figure 9)		
No.	**Existing Non-Signalized Intersection**	**Highest Minor Approach Volume (vph)**	**Total Major Approach Volume (vph)**	**Peak Hour Warrant Satisfied (Y/N)**	**Highest Minor Approach Volume (vph)**	**Total Major Approach Volume (vph)**	**Peak Hour Warrant Satisfied (Y/N)**	**Highest Minor Approach Volume (vph)**	**Total Major Approach Volume (vph)**	**Peak Hour Warrant Satisfied**	**Highest Minor Approach Volume (vph)**	**Total Major Approach Volume (vph)**	**Peak Hour Warrant Satisfied (Y/N)**
1)	Franklin St. & Derby-Tejon Hwy.	28	397	N	61	497	N	64	902	N	97	1,002	N

IX. Mitigation and Project's Pro-Rata Share of Costs

As discussed in the previous section, as a direct result of the addition of Project-generated traffic to Year 2035 estimated traffic, the intersection of Franklin Street and Derby Street will likely degrade to a LOS of less than "C". However, based on the Modified Plan, the peak hour traffic signal warrant is not satisfied. In addition mitigation of this intersection improves to a Level of Service of "C" and better if intersection control was "upgraded" to a 4-way stop. Again, above and beyond the Traffic Impact Fee, the only obligation for the Project would be a pro-rata share of the cost of upgrading the intersection to a four-way stop.

X. Project's Pro-Rata Share of Mitigation:

The Project's pro-rata share of mitigation discussed in the previous section is the ration of Project-generated peak hour traffic (at the intersection of Franklin Street and Derby Street) to the total Year 2035 peak hour traffic at said intersection. The ratio is shown as follows:

Project's Pro-Rata Share = 15%

XI. Conclusions and Recommendations

The original traffic study, and moreover this addendum have indicated that traffic from the Project can be successfully mitigated to be less-than-significant.

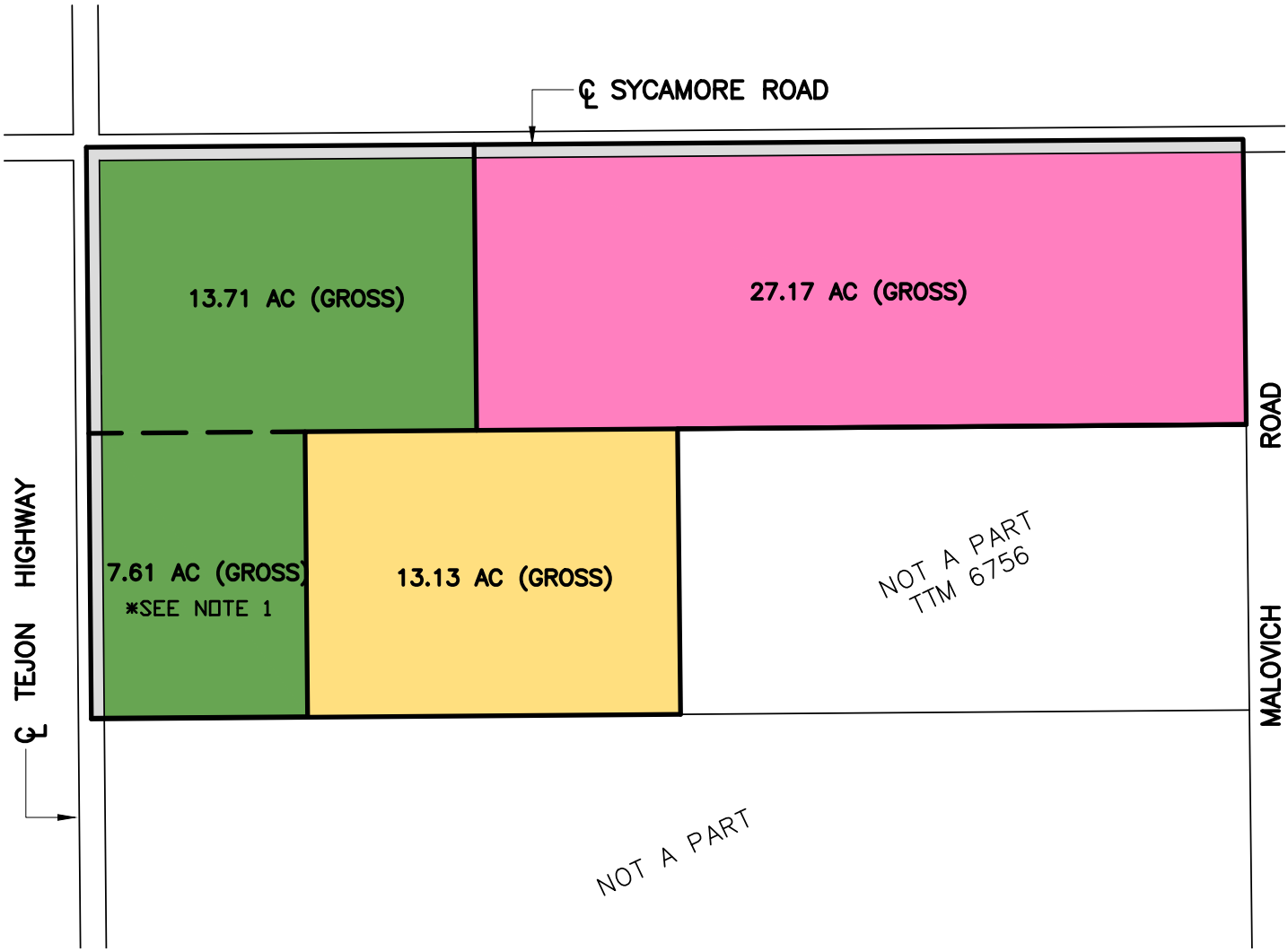
The Modified Plan, from which this addendum is based, produces roughly one-half of the peak hour trips than that of the Original Plan.

Although this addendum identified mitigation for the Franklin and Derby as an all-way stop, the City may not want this modification, in part because the east leg of the intersection is a private drive.

Finally it is noted that the Project will be obligated to pay the City's Traffic Impact Fee, which is already intended to mitigate normal growth in the City. Additionally, it is likely the Project will be required to improve the half-width of both Sycamore Avenue and Tejon Highway. Sycamore Road is badly degraded: pavement has "alligator cracking", potholing, differential settlement, and needs complete reconstruction.

APPENDIX “A”

EXHIBITS AND FIGURES

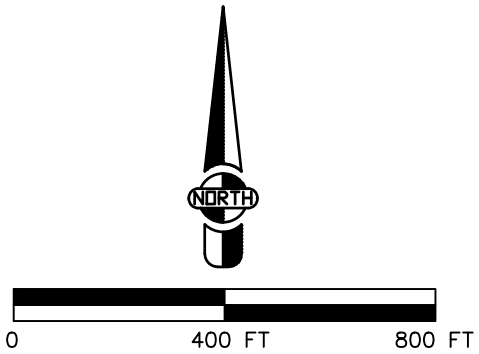


LEGEND

- C–1 (COMMERCIAL)
- R–2 (DETACHED HOMES)
- R–2 (MULTI–FAMILY APARTMENTS)

NOTES:

1. NOTED PARCEL MAY BE CHANGED TO R–2 DEPENDING ON MARKET.
2. INDICATED ACREAGES INCLUDE ROADWAY HALF–WIDTHS.



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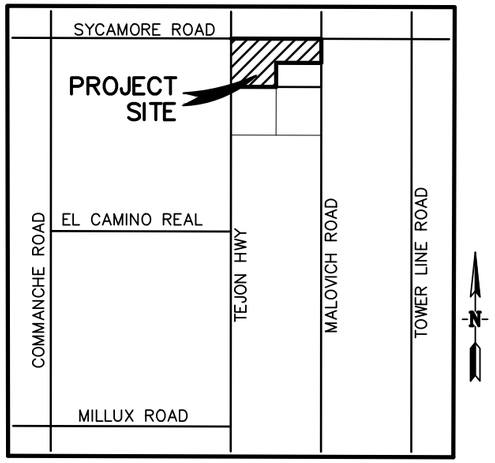
ADDENDUM: EXHIBIT "A" - PROPOSED LAND USE PLAN (ORIGINAL PROJECT)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019

EXHIBIT "B"

ZONE CHANGE - MODIFIED ZONING

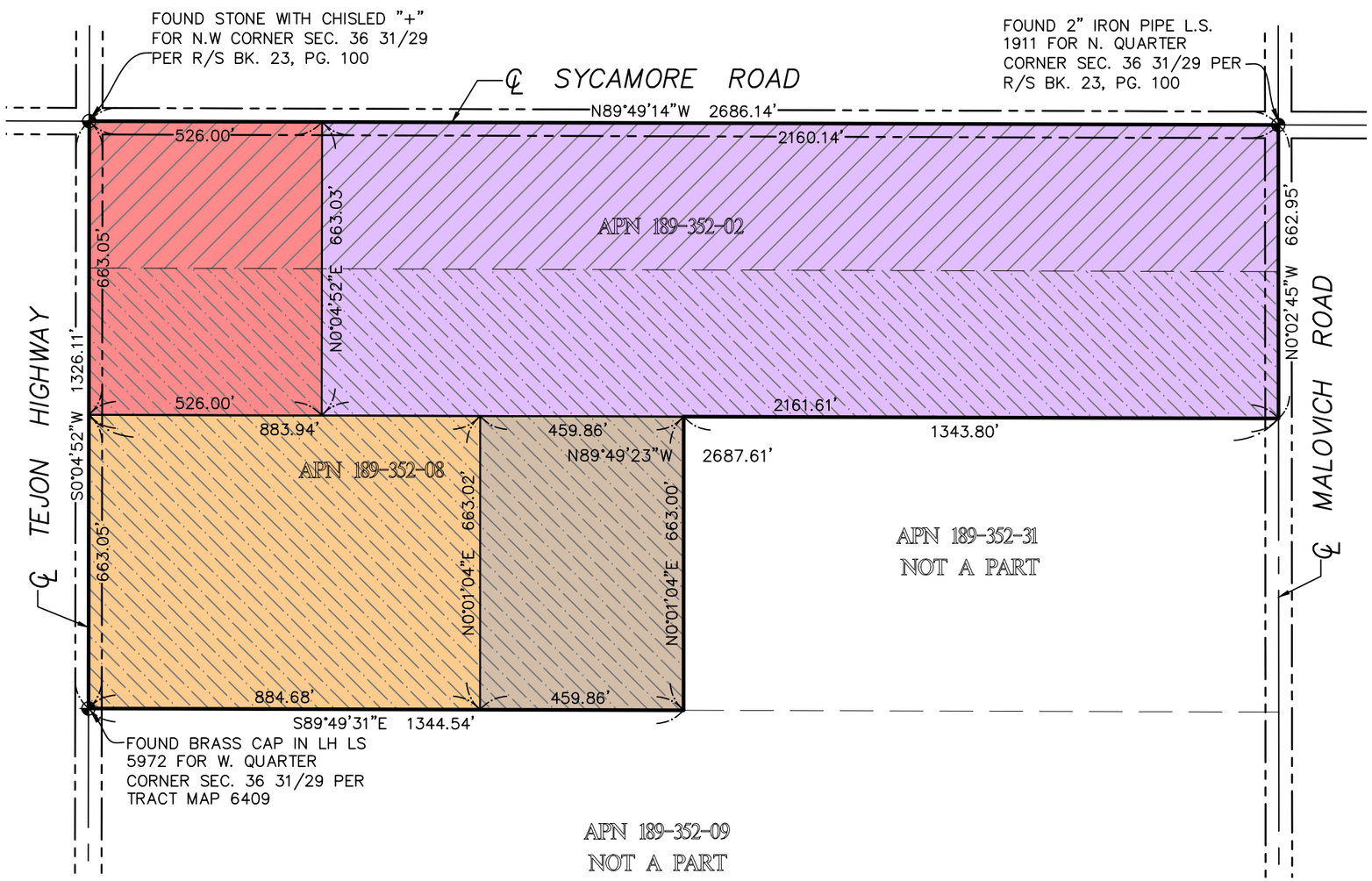
BEING A PORTION OF THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 36, T.31S., R.29E., M.D.M., IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA



VICINITY MAP
NO SCALE

BASIS OF BEARINGS

THE BEARING OF N 89°49'14" W SHOWN FOR THE CENTERLINE OF SYCAMORE ROAD PER THE RECORD OF SURVEY RECORDED IN BOOK 23 PAGE 100 IN THE KERN COUNTY RECORDER'S OFFICE WAS USED AS THE BASIS OF BEARING FOR THIS MAP.



LEGEND

- PROJECT BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING MONUMENT AS DESCRIBED
- EXISTING A-1 ZONE
- EXISTING A-2 ZONE
- C-2 (GENERAL COMMERCIAL) 8.01 ACRES
- M-2 (LIGHT MANUFACTURING) 32.89 ACRES
- R-2 (TWO FAMILY DWELLING) 13.46 ACRES
- R-4 (MULTIPLE FAMILY DWELLING) 7.00 ACRES

N

SCALE: 1" = 300'

0 150 300 600

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MATTHEW K. VOVILLA RCE 43130 EXP. 3/31/14

REVISIONS DATE

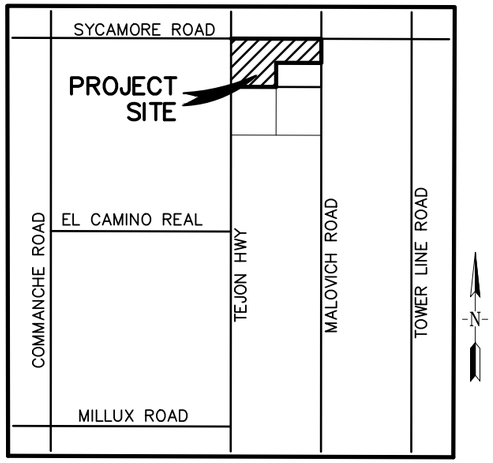
PROPOSED GPA & ZONE CHANGE
NW 1/4 SEC. 36 T. 31 S. R. 29 E.
TEJON HWY. & SYCAMORE RD.
ARVIN, CALIFORNIA

JOB No.:	15-457
DWG NO.:	GPA-ZC
DATE:	4/23/19
DRAWN BY:	DLS
CHECKED BY:	MKV
SHEET	1 OF 2 SHEETS

EXHIBIT "B"

GENERAL PLAN AMENDMENT - MODIFIED LAND USE

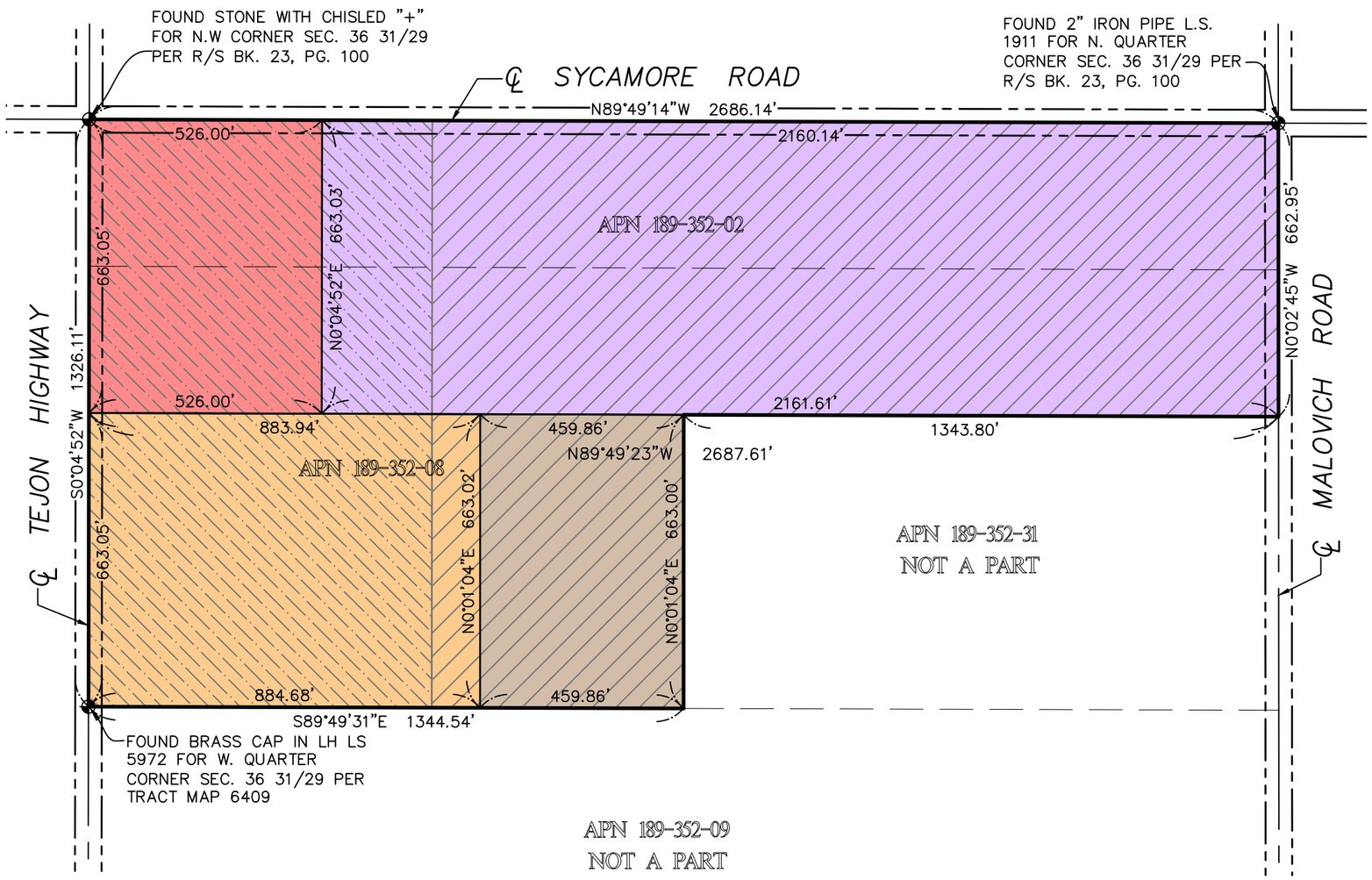
BEING A PORTION OF THE NORTH 1/2 OF THE NORTHWEST 1/4 OF SECTION 36, T.31S., R.29E., M.D.M., IN THE CITY OF ARVIN, COUNTY OF KERN, STATE OF CALIFORNIA



VICINITY MAP
NO SCALE

BASIS OF BEARINGS

THE BEARING OF N 89°49'14" W SHOWN FOR THE CENTERLINE OF SYCAMORE ROAD PER THE RECORD OF SURVEY RECORDED IN BOOK 23 PAGE 100 IN THE KERN COUNTY RECORDER'S OFFICE WAS USED AS THE BASIS OF BEARING FOR THIS MAP.



LEGEND

- PROJECT BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING MONUMENT AS DESCRIBED
- EXISTING HEAVY INDUSTRIAL
- EXISTING LIGHT INDUSTRIAL
- GENERAL COMMERCIAL 8.01 ACRES
- LIGHT INDUSTRIAL 32.89 ACRES
- MEDIUM DENSITY RESIDENTIAL 13.46 ACRES
- HIGH DENSITY RESIDENTIAL 7.00 ACRES

N

SCALE: 1" = 300'

0 150 300 600

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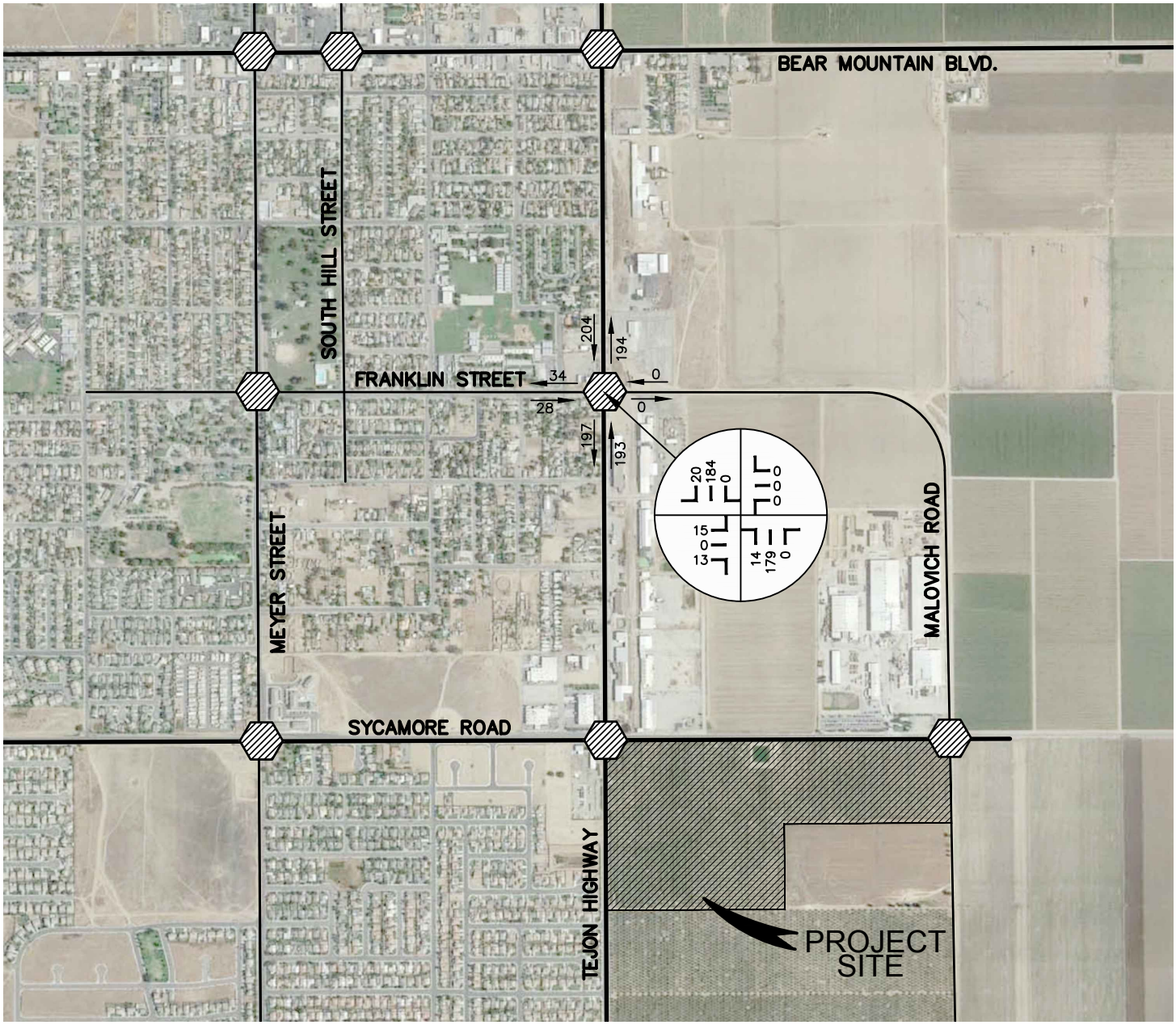
MATTHEW K. VOVILLA RCE 43130 EXP. 3/31/14

REVISIONS DATE

PROPOSED GPA & ZONE CHANGE
NW 1/4 SEC. 36 T. 31 S. R. 29 E.
TEJON HWY. & SYCAMORE RD.
ARVIN, CALIFORNIA

JOB No.:	15-457
DWG NO.:	GPA-ZC
DATE:	4/23/19
DRAWN BY:	DLS
CHECKED BY:	MKV
SHEET	2 OF 2 SHEETS



LEGEND:

EXISTING ARTERIAL STREET

EXISTING COLLECTOR STREET

XX

SEGMENT VOLUME – P.M. PEAK HOUR

P.M. INTERSECTION TURNING MOVEMENTS

NORTH

0 1/4 MI 1/2 MI

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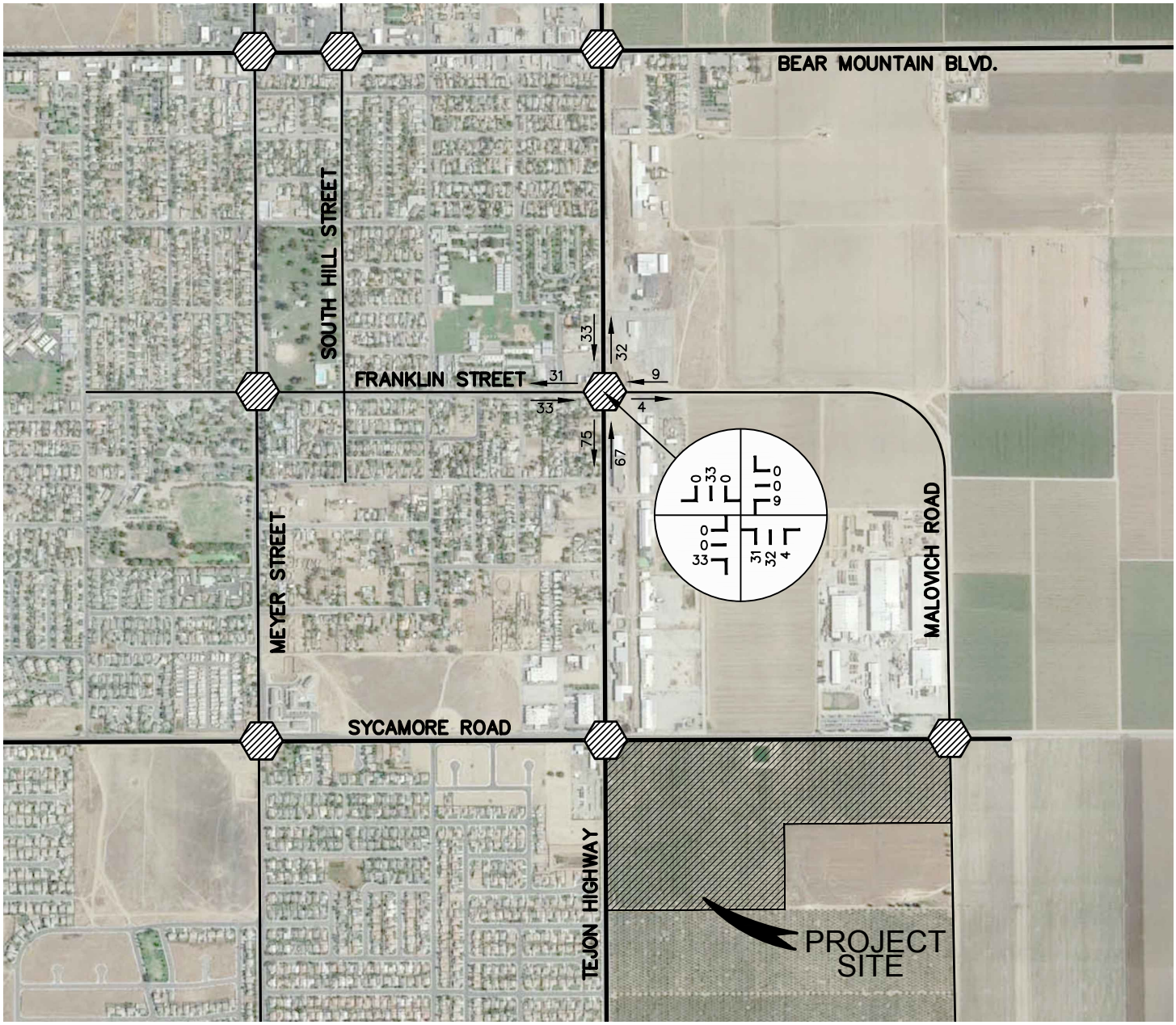
ADDENDUM: FIGURE 3
YEAR 2015 P.M. PEAK HOUR VOLUMES
& TURNING MOVEMENTS
(MODIFIED LAND USES)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019



LEGEND:

EXISTING ARTERIAL STREET

EXISTING COLLECTOR STREET

XX → SEGMENT VOLUME – P.M. PEAK HOUR

P.M. INTERSECTION TURNING MOVEMENTS

NORTH

0 1/4 MI 1/2 MI

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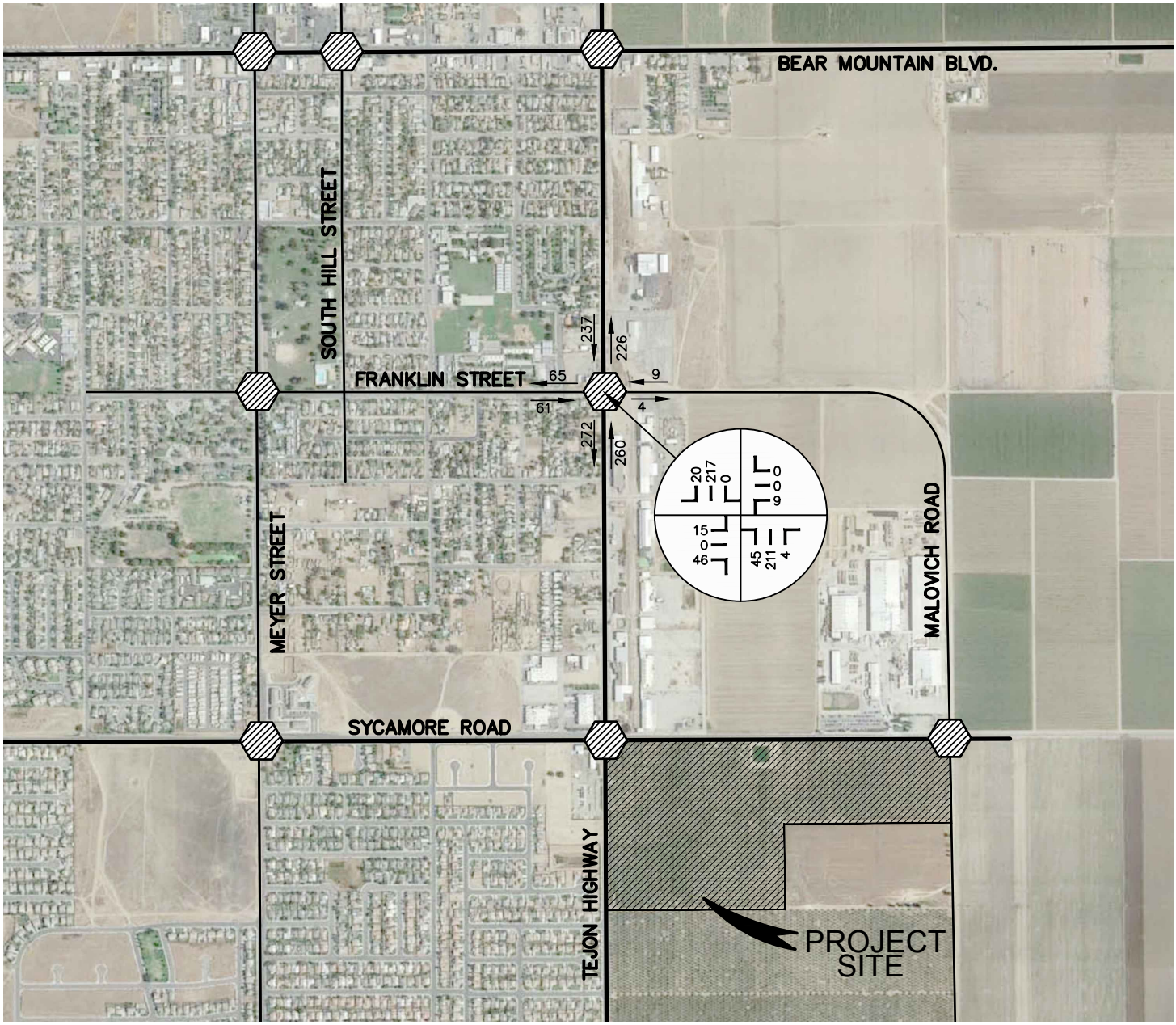
ADDENDUM: FIGURE 6
PROJECT GENERATED TRAFFIC - EVENING PEAK HOUR
(MODIFIED LAND USES)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019



LEGEND:

EXISTING ARTERIAL STREET

EXISTING COLLECTOR STREET

XX → SEGMENT VOLUME – P.M. PEAK HOUR

P.M. INTERSECTION TURNING MOVEMENTS

NORTH

0 1/4 MI 1/2 MI

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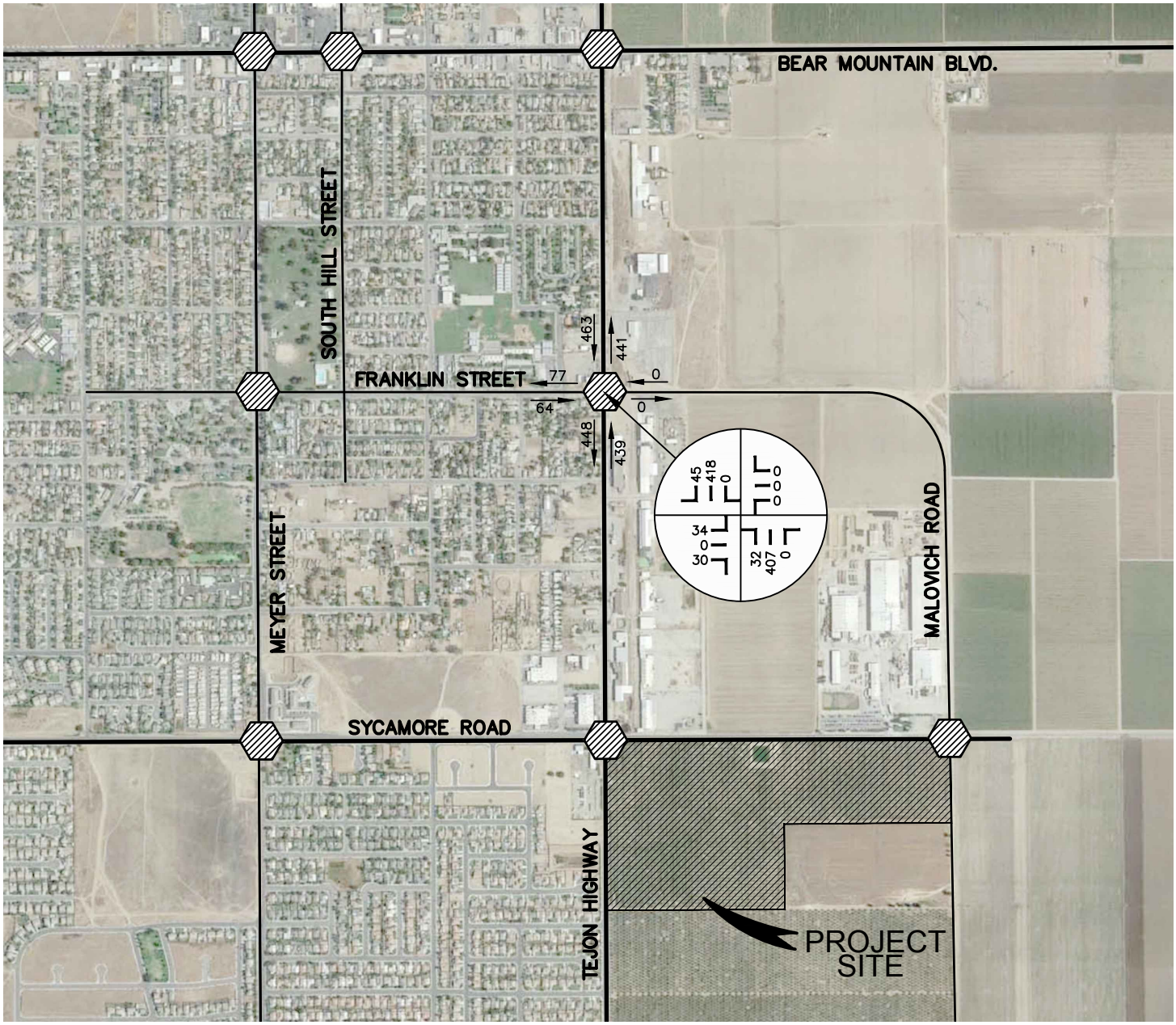
ADDENDUM: FIGURE 7
YEAR 2015 P.M. PEAK HOUR VOLUMES & TURNING MOVEMENTS PLUS PROJECT GENERATED TRAFFIC (MODIFIED LAND USES)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019



LEGEND:

EXISTING ARTERIAL STREET

EXISTING COLLECTOR STREET

XX

SEGMENT VOLUME – P.M. PEAK HOUR

P.M. INTERSECTION TURNING MOVEMENTS

NORTH

0 1/4 MI 1/2 MI

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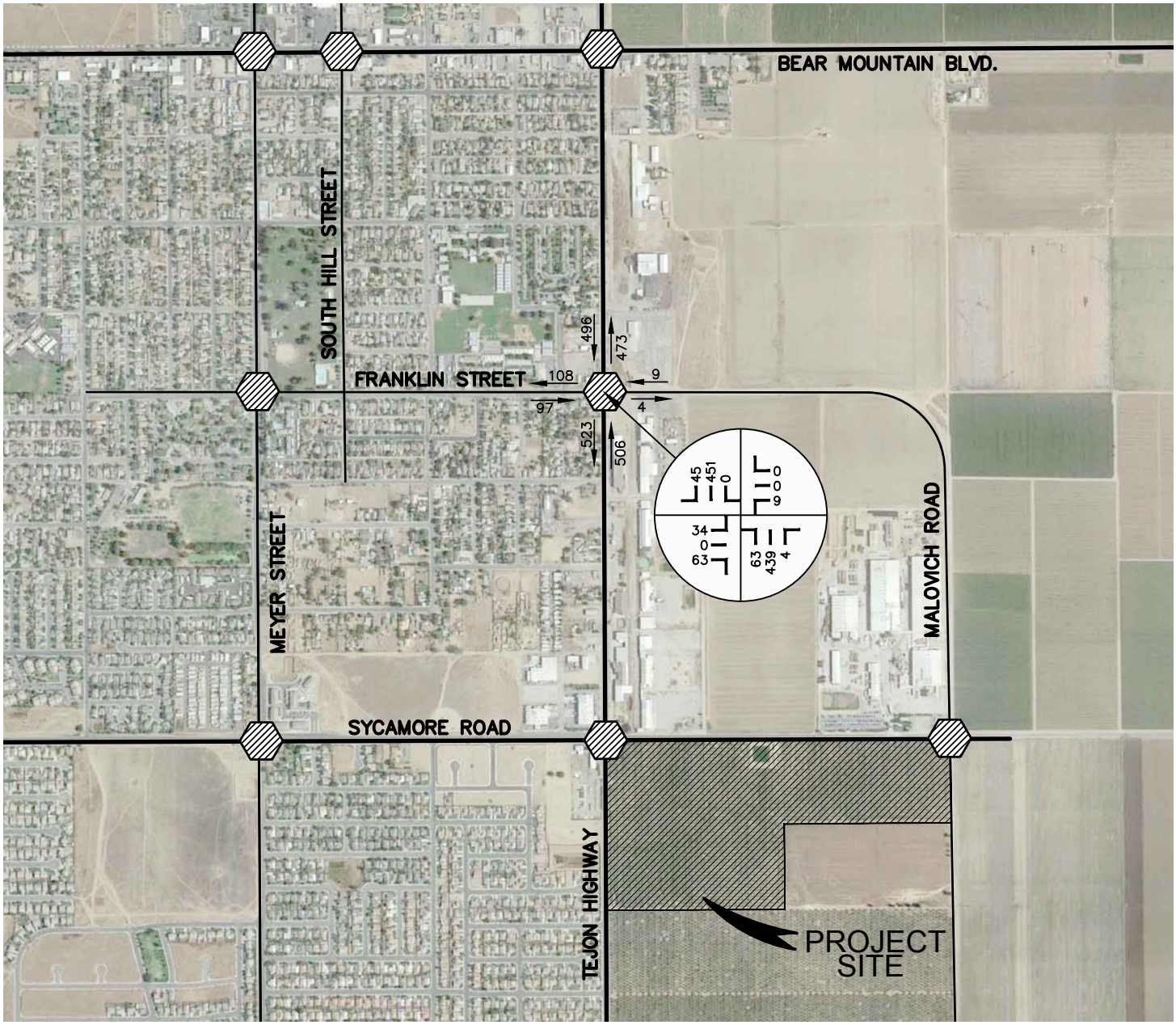
ADDENDUM: FIGURE 8
YEAR 2035 P.M. PEAK HOUR VOLUMES
& TURNING MOVEMENTS
(MODIFIED LAND USES)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019



LEGEND:

EXISTING ARTERIAL STREET

EXISTING COLLECTOR STREET

XX

SEGMENT VOLUME – P.M. PEAK HOUR

P.M. INTERSECTION TURNING MOVEMENTS

NORTH

0 1/4 MI 1/2 MI

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ADDENDUM: FIGURE 9
YEAR 2035 P.M. PEAK HOUR VOLUMES & TURNING MOVEMENTS PLUS PROJECT GENERATED TRAFFIC (MODIFIED LAND USES)

JOB No.: 10-457	DWG No.: TIS EXHIBIT	DATE: 5/1/2019