

COMMENTS AND RESPONSE TO COMMENTS

INTRODUCTION

This section of the Final MND presents copies of comments on the Draft MND received in written form during the public review period, and provides the City of Lompoc's responses to those comments. Each comment letter is numbered, and the issues within each comment letter are also bracketed and numbered. Comment letters are followed by responses which are numbered in corresponding fashion for each comment letter.

The City's Responses to Comments on the Draft MND represent a good faith, reasoned effort to address the environmental issues identified by the comments. Under the *CEQA Guidelines*, the City is not required to respond to all comments, but only to respond to those comments that raise environmental issues. Case law under CEQA recognizes that the City need only provide responses to comments that are commensurate in detail with the comment itself. In the case of specific comments, the City has responded with specific analysis and detail; in the case of a general comment, the reader is referred to a related response or a specific comment, if possible. The absence of a specific response to every comment does not violate CEQA if the response would be cumulative to other responses.

AGENCIES AND INDIVIDUALS THAT COMMENTED ON THE DRAFT MND

Letters commenting on the information and analysis in the Draft MND were received from the following parties:

- Letter No. 1 State of California – Governor's Office of Planning and Research
- Letter No. 2 State of California – Department of Transportation
- Letter No. 3 City of Lompoc Utility Department
- Letter No. 4 Santa Ynez Band of Chumash Indians

Letter No. 1 State of California – Governor's Office of Planning and Research

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Arnold
Schwarzenegger
Governor

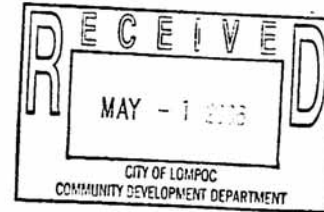
STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Scan Walsh
Director

April 26, 2006

Lucille Breese
City of Lompoc
100 Civic Center Plaza
P.O. Box 8001
Lompoc, CA 93436



Subject: Chestnut Crossing - Mixed Use Infill Development
SCH#: 2006031105

Dear Lucille Breese:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. The review period closed on April 24, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,


Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Letter No. 1 State of California – Governor’s Office of Planning and Research

Response 1

The Office of Planning and Research (OPR) is simply indicating that the City has complied with State Clearinghouse public review requirements. This comment is acknowledged. Because this comment does not address the content of the Draft MND, no further response is required.

Letter No. 2 State of California – Department of Transportation

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STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION, AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3077
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

April 19, 2006

SB-1-PM20.75

Lucille T. Breese
City of Lompoc
100 Civic Center
Lompoc CA 93436

**NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION –
CHESTNUT CROSSING-MIXED USE INFILL DEVELOPMENT**

Dear Ms. Breese:

The California Department of Transportation (Department), District 5, Development Review, has reviewed the above-referenced document and offers the following comments:

1. Caltrans is currently in the PID phase (EA 0E260_) for a rehabilitation project on Highway 1 from Postmile 19.3 to 20.6. It is recommended that the developer contact the Project Manager, Jose Ponce, at (805) 549-3425 to determine the coordination of projects.
2. Page 2 of the City of Lompoc Environmental Checklist Form should identify Transportation/Traffic as one of the Environmental Factors Potentially Affected.
3. It appears that the traffic distribution pattern shown on page 15 of the Traffic and Circulation Study avoids assigning trips to SR-1, the major arterial. The methodology used minimizes the overall impacts at intersections with the major arterial, as well as the impacts to level of service (LOS) thresholds. Because the Department is responsible for the safety, operations, and maintenance of the State transportation system, our Level of Service (LOS) standards should be used to determine the significance of the project's impact. We endeavor to maintain a target LOS at the transition between LOS C and LOS D on all State transportation facilities. In cases where a State facility is already operating at an unacceptable LOS, any additional trips added should be considered a significant cumulative traffic impact, and should be mitigated accordingly.
4. Under Project Trip Generation, the Traffic and Circulation Study should use 75 a.m. peak hour trips and 97 p.m. peak hour trips to capture the worst case scenario (Retail and Office).
5. Please address whether students were attending Allan Hancock College and Lompoc High School on December 7, 2005 when the traffic counts were taken.

"Caltrans improves mobility across California"

Letter No. 2 State of California – Department of Transportation

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Notice Of Intent To Adopt A Mitigated Negative Declaration – Chestnut Crossing-Mixed Use
Infill Development – Breese
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6. State Traffic counts for 2004 list SR-1 Average Annual Daily Traffic (AADT) volumes (<http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/index.htm>) at postmile 19.25 as 16,200 vehicles (17,700 peak) and 17,300 vehicles (18,900) at postmile 20.57. The 2004 State Traffic Counts listed are generally higher than those presented in Figure 5, Existing Traffic Volumes in the Traffic and Circulation Study. It is suggested that the study be updated paying careful attention to the Department's "Guide for the Preparation of Traffic Impact Studies." A copy of the guidelines is available on the Caltrans website at: http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_guidelines_procedures.htm.
7. Please label Ocean Avenue as SR-1 and SR-246 in the appropriate locations, similar to the labeling of "H" Street.
8. Due to the preliminary nature of the information describing this project some items may not have been identified in this review. Significant mitigation measures such as left turn channelization, sight distance benches, and state highway geometric cross section standards while not identified at this point may be required as a condition of the encroachment permit for any work within the State Highway System. Detailed information such as complete engineering drawings, traffic studies, hydraulic calculations and environmental reports outlining impacts to environmental resources (biological, cultural, visual, etc.) within the state R/W may need to be identified, quantified and submitted for the Encroachment Permit review. These as well as other documents may need to be submitted and reviewed as part of the encroachment permit application before the Department can make a final determination as to the appropriateness of the mitigation measures within the State Highway System. The recommendations made in this review should be considered preliminary and subject to change based on more detailed review of the applicants final engineered construction level plans, final engineered traffic studies and actual field review of the proposed project site. In all cases, any deviation from the Departments Design standards should not be considered to be a viable option until the applicant has been issued an approved exception to Design Standards.

District 5 staff has been, and will continue to be, committed to working very closely with you to achieve a shared vision of how the transportation system should and can accommodate interregional and local travel. Please don't hesitate to call me at (805) 549-3615.

Sincerely,



TAMARA S. BABCOCK
Associate Transportation Planner
District 5 Development Review Coordinator

"Caltrans improves mobility across California"

Letter No. 2 State of California – Department of Transportation

Page 3

Notice Of Intent To Adopt A Mitigated Negative Declaration – Chestnut Crossing-Mixed Use
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Page 3

cc: Jim McKrell (D5)
Jose Ponce (D5)
Steve Wyatt (D5)
Gary Ruggerone (D5)
David M. Murray (D5)
Aileen Loe (D5)
Jim Mills (D5)
Pat Mickelson (D5)
Paul McClintic (D5)
Michael Powers (SBCAG)

cc: File

"Caltrans improves mobility across California"

Letter No. 2 State of California – Department of Transportation

Response 1

The Postmile references do not appear to be adjacent to the project site, however the applicant has been advised to consult with Caltrans regarding required improvements.

Response 2

The traffic study found no significant impacts according to City thresholds. Caltrans desires to maintain operations at LOS C-“D or better according to the Caltrans traffic study guidelines. All of the intersections within the study area are forecast to operate at LOS C or better, meeting both the City’s standards and the Caltrans target LOS.

Response 3

As shown on Figure 9 (page 16), 80% of the project traffic was assigned to H Street. 572 trips are assigned to H Street north of the site and 472 trips are assigned to H Street south of the site. This represents about 80% of the total project traffic (total project = 1,293). All of the intersections along H Street are forecast to operate at LOS C or better, meeting the Caltrans LOS C-D target level.

Response 4

It is unclear at this time whether the commercial portion of the mixed use project will be used as office or retail, so two trip generation scenarios were calculated and the scenario with the highest trip generation was analyzed. This is consistent with CEQA worst case requirements.

Response 5

Both schools were in session on December 7, 2005, the day that the traffic counts were conducted.

Response 6

Traffic volumes at Postmile 19.25 is the junction of SR 1 – SR 246 at the east end of town (adjacent to the Home Depot store) and not relevant to the study area analyzed for the Chestnut Crossing project. Postmile 20.57 is at the H and Ocean intersection. The Caltrans 2003 volume is 16,600 ADT on Ocean east of H Street and 14,300 ADT on H Street north of Ocean Avenue. The Caltrans 2004 volume is 17,300 ADT on Ocean east of H Street and 15,400 ADT on H Street north of Ocean Avenue. These volumes are slightly higher than those reported in the traffic study. The 14,300 to 17,300 ADT volumes reported by Caltrans for Route 1 are well within the capacity of Ocean Avenue and H Street, both are four-lane arterials which have the capacity to carry upward of 40,000 ADT. Peak hour traffic creates the heaviest demand upon the circulation system and the lane configuration at intersections is the limiting

factor in roadway capacity. Therefore, peak hour intersection capacity analyses address “worst-case” conditions., The traffic study found that all of the study area intersections are forecast to operate at LOS C or better at all scenarios. This meets the Caltrans LOS C-D target level.

Response 7

Labeling the figures would provide additional information but would not change the results of the traffic impact study.

Response 8

This comment notes that additional information may be required if an encroachment permit is required from Caltrans for project improvements along H Street. No response is required.

Letter No. 3 City of Lompoc Utility Department

Page 1

April 18, 2006

To: Lucille Breese,

From: Susan Segovia, Administrative Analyst

Subject: Mitigated Negative Declaration-Chestnut Village and Coastal Meadows

The Utility Department has the following concerns with the Mitigated Negative Declarations for Chestnut Village and Coastal Meadows:

Chestnut Village-Mixed Use Infill Development

Section XVI, a, b, and e, Utilities and Service Systems, page 24

The paragraph should be changed as follows:

a,b.and e, The City of Lompoc owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWRP) which provides wastewater treatment to the site and surrounding area. The City is currently engineering mandated facility upgrades, which will continue to provide sufficient capacity for the project. The proposed project will not exceed wastewater treatment requirements of the Central Coast Region of the Regional Water Quality Control Board, as the project is an infill development.

COASTAL MEADOWS RESIDENTIAL PROJECT

1. Section XVI, Utilities and Service Systems, Comments: a,b,e page 36-The following should replace the three paragraphs:

The City of Lompoc owns and operates the Lompoc Regional Wastewater Reclamation Plant (LRWRP), which provides wastewater treatment to the site and surrounding area. The LRWRP has a current design capacity and average dry weather flow of 5.0 million gallons per day (MGD) and an instantaneous wet weather flow of 16 MGD. The daily average flow rate to the plant for 2005 was approximately 4.0 MGD. The future capacity of the LRWRP will be 5.5 MGD.

A City of Lompoc wastewater easement diagonally bisects the western portion of the site and continues generally along the southern boundary of the western half of the site. Two sewer mains run through the on-site easement. They are located at the southwestern side of the property. The project would connect directly to one of the sewer mains present on the site.

The proposed project consists of 42 town home units with an expected residential population of approximately 121 individuals. As the LRWRP is currently operating well below capacity, the facility is expected to accommodate new development through 2025. The impacts of the Coastal Meadows project would be less than significant.

Letter No. 3 City of Lompoc Utility Department

Page 2

Mitigated Negative Declaration-Chestnut Village/Coastal Meadows
April 18, 2006
Page 2

2. Section XVI. d, page 37 should read as follows:

The City of Lompoc provides water to City customers through the extraction of groundwater from the Lompoc Plain, which is located within the Lompoc Groundwater Basin. According to the City of Lompoc's 2005 Urban Water Management Plan, 2005 water pumpage is 5.231 AFY or .39 AFY per residential unit. Therefore, the proposed project, which includes 42 residential units, would be anticipated to demand approximately 16.38 AFY. and is considered to have no impact on water supply.

Letter No. 3 City of Lompoc Utility Department

Response 1

Requested edits to the MND have been made. These revisions do not change the less than significant conclusion of the MND. No further response is required.

Response 2

This comment pertains to the Coastal Meadows Infill Development and not the Chestnut Crossing Mixed Use Development. No response is required.

Response 3

This comment pertains to the Coastal Meadows Infill Development and not the Chestnut Crossing Mixed Use Development. No response is required.

Letter No. 4 Santa Ynez Band of Chumash Indians

Page 1

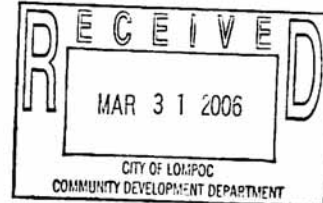


SANTA YNEZ BAND
OF CHUMASH INDIANS
Tribal Elders Council
P.O. Box 365
Santa Ynez, Ca 93460
(805) 688-8446 FAX (805) 693-1768
elders@santaynezchumash.org



March 27, 2006

Lucille Breese, AICP
City of Lompoc
100 Civic Center Plaza
Lompoc, CA 93436



RE: Notice of Intent to Adopt a Mitigated Negative Declaration
Chestnut Crossing-Mixed Use Infill Development

Dear Ms. Breese:

Thank you for contacting the Tribal Elders Council with the Santa Ynez Band of Chumash Indians in regards to the above mentioned project.

The Tribal Elders Council believes that there may be cause for concern due to the sensitivity of the land and is requesting to be notified in the event any cultural or archaeological items are unearthed.

If regulations regarding this development do not require the presence of a Native American monitor, we ask that you please consider having a monitor in place during ground disturbance. If you decide to honor our request, please contact our office.

We look forward to hearing from you at your earliest convenience.

Sincerely yours,

Adelina Alva-Padilla, Chair Woman
Tribal Elders Council

AAP: hg

Letter No. 4 Santa Ynez Band of Chumash Indians

Response 1

Standard conditions of approval for the project require that the work on the project will be stopped and the City and Tribe be notified of any cultural or archaeological items unearthed during the construction.

Response 2

The location of the proposed mixed use project has been significantly disturbed. There are buildings on the site and underground tanks were in place and have been removed. There are minimal landscape areas but the majority of the area has been disturbed. Conditions of approval require that the work will be stopped and the City and Tribe will be notified if any cultural or archaeological items are unearthed during the construction.

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5-31-06