City of Watsonville

Meeting Agenda

City Council

Francisco Estrada, Mayor, District 4
Rebecca J. Garcia, Mayor Pro Tempore, District 5

Felipe Hernandez, Council Member, District 1
Aurelio Gonzalez, Council Member, District 2
Lowell Hurst, Council Member, District 3
Trina Coffman-Gomez, Council Member, District 6
Ari Parker, Council Member, District 7

Matt Huffaker, City Manager
Alan J. Smith, City Attorney
Beatriz Vázquez Flores, City Clerk

Tuesday, March 12, 2019 **5:30 PM** **City Council Chambers**
275 Main Street, Top Floor
Watsonville, CA 95076

AGENDA PACKET

5:30 p.m.

1. CLOSED SESSION
(City Council Conference Room, 275 Main Street, 4th Floor)

(a) Public Comments regarding the Closed Session agenda will only be accepted by the City Council at this time.

(b) Closed Session Announcement
The City Council will now recess to discuss those items listed on the Closed Session Statement attached to the Agenda.

A. CLOSED SESSION AGENDA

6:30 p.m.

Anyone Addressing the City Council is asked to fill out a blue card and leave it at the podium for recording purposes

(IF YOU CHALLENGE ANY ACTION APPEARING ON THIS AGENDA IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC MEETING DESCRIBED ON THIS AGENDA, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY CLERK PRIOR TO, OR AT, THE PUBLIC MEETING.)

2. ROLL CALL

3. INFORMATION ITEMS—Written Report(s) Only

A. REPORT OF DISBURSEMENTS

B. MISCELLANEOUS DOCUMENTS REPORT

4. PLEDGE OF ALLEGIANCE

5. PRESENTATIONS & ORAL COMMUNICATIONS

(This time is set aside for members of the general public to address the Council on any item not on the Council Agenda, which is within the subject matter jurisdiction of the City Council. No action or discussion shall be taken on any item presented except that any Council Member may respond to statements made or questions asked, or may ask questions for clarification. All matters of an administrative nature will be referred to staff. All matters relating to Council will be noted in the minutes and may be scheduled for discussion at a future meeting or referred to staff for clarification and report. Any Council Member may place matters brought up under Oral Communications on a future agenda. ALL SPEAKERS ARE ASKED TO FILL OUT A BLUE CARD & LEAVE IT AT THE TABLE DESIGNATED NEAR THE PODIUM, GO TO THE PODIUM AND ANNOUNCE THEIR NAME AND ADDRESS IN ORDER TO OBTAIN AN ACCURATE RECORD FOR THE MINUTES.

A. PRESENTATION OF MAYOR'S PROCLAMATION COMMENDING RONALD HEDGPETH FOR HIS DEDICATION AND COMMITMENT TO THE WATSONVILLE HIGH SCHOOL VARSITY BOYS SOCCER TEAM & CONGRATULATING HIM ON HIS OUTSTANDING ACHIEVEMENTS & HARD WORK & WISHING HIM MUCH SUCCESS IN ALL HIS FUTURE ENDEAVORS

B. PRESENTATION OF MAYOR'S CERTIFICATES OF RECOGNITION TO THE WATSONVILLE HIGH SCHOOL VARSITY BOYS SOCCER PLAYERS CONGRATULATING THEM FOR THEIR MANY ACHIEVEMENTS & COMMENDING THEM ON ALL THEIR HARD WORK & DEDICATION

C. ORAL COMMUNICATIONS FROM THE PUBLIC & CITY COUNCIL

D. REPORT OUT OF CLOSED SESSION

6. CONSENT AGENDA

All items appearing on the Consent Agenda are recommended actions which are considered to be routine and will be acted upon as one consensus motion. Any items removed will be considered immediately after the consensus motion. The Mayor will allow public input prior to the approval of the Consent Agenda.

Public Input on any Consent Agenda Item

A. MOTION APPROVING MINUTES OF FEBRUARY 26 & MARCH 1, 2019

B. MOTION APPROVING ATTENDANCE REQUEST BY COUNCIL MEMBERS GONZALEZ & HURST TO ATTEND 2019 ANNUAL YOSEMITE POLICYMAKERS CONFERENCE AT YOSEMITE VALLEY LODGE ON MARCH 14 - 17, 2019 (GONZALEZ: $1,366.66, HURST: $1,416.66)

C. RESOLUTION APPROVING PLANS & SPECIFICATIONS & CALLING FOR BIDS FOR THE WELL 19 GENERATOR REPLACEMENT PROJECT NO. WA-19-01 (ESTIMATED COST OF $210,000 WILL BE FUNDED FROM WATER ENTERPRISE FUND)

Requested by: Public Works & Utilities Director Palmisano

D. RESOLUTION SUPPORTING FAMILY EMERGENCY PREPAREDNESS & PROMULGATION OF CHILDCARE SAFETY PLAN FOR LOCAL FAMILIES WITH MINOR CHILDREN IN THE CITY OF WATSONVILLE

Requested by: Deputy City Manager Vides

E. RESOLUTION APPOINTING PAUL DE WORKEN TO THE CITY OF WATSONVILLE PARKS AND RECREATION COMMISSION [DISTRICT 2]

F. FINAL ADOPTION OF UNCODIFIED ORDINANCE ADDING THE ATKINSON LANE/PIPPIN REORGANIZATION TERRITORY DESCRIBED IN SANTA CRUZ COUNTY LOCAL AGENCY FORMATION COMMISSION CERTIFICATE OF COMPLETION NO. 963 (LAFCO NO. 963) TO CITY COUNCIL DISTRICT NO. 6

Requested by: City Attorney Smith

7. ITEMS REMOVED FROM CONSENT AGENDA

8. PUBLIC HEARINGS, ORDINANCES, & APPEALS

A. CONSIDERATION OF ADDENDUM TO THE CERTIFIED SUNSHINE VISTA (HILLCREST ESTATES) PHASED DEVELOPMENT PROJECT ENVIRONMENTAL IMPACT REPORT (EIR) REGARDING CONSTRUCTION OF 150 DWELLING UNITS ON INDIVIDUAL PARCELS, CONSISTING OF 23 SINGLE-FAMILY UNITS, 40 DUPLEX-STYLE TOWNHOUSE UNITS AND 87 ROW-STYLE TOWNHOUSE UNITS ON A 13± ACRE SITE LOCATED AT 511 OHLONE PARKWAY, FILED BY CALIFORNIA SUNSHINE DEVELOPMENT, LLC, APPLICANT AND PROPERTY OWNER

Requested by: Community Development Director Merriam

1) Staff Report

2) City Council Questions

3) Public Hearing

4) City Council Discussion

5) Resolution Approving an Addendum to the Previously Certified Final Environmental Impact Report (EIR) - State Clearinghouse (SCH) No. 2017032041 Prepared for the Sunshine Vista Phased Development Project, Consisting of the Construction of 150 Dwelling Units on Individual Parcels on a 13± Acre Site Located at 511 Ohlone Parkway, Watsonville, (APN's: 018-372-14 & 018-381-01), & Making Certain Findings in Accordance with the California Environmental Quality Act (CEQA)

9. OLD BUSINESS

A. CONSIDERATION OF AWARD OF $337,296 BID TO CRW INDUSTRIES, INC. FOR THE WATSONVILLE POLICE DEPARTMENT LOCKER ROOMS EXPANSION

1) Staff Report

2) City Council Questions

3) Public Input

4) City Council Discussion

5) Resolution Awarding $337,296 Bid to CRW Industries, Inc., for the Watsonville Police Department Locker Rooms Expansion Project No. CB-19-01 ($252,972 will be Funded from the Sales Tax Measure G Fund & $84,324 from the General Fund)

10. EMERGENCY ITEMS ADDED TO AGENDA

11. REQUESTS & SCHEDULING FUTURE AGENDA ITEMS

12. ADJOURNMENT

Pursuant to Section 54954.2(a)(1) of the Government Code of the State of California, this agenda was posted at least 72 hours in advance of the scheduled meeting at a public place freely accessible to the public 24 hours a day and on the City of Watsonville website at www.cityofwatsonville.org.

Materials related to an item on this Agenda submitted to the Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office (275 Main Street, 4th Floor) during normal business hours. Such documents are also available on the City of Watsonville website at www.cityofwatsonville.org subject to staff's ability to post the document before the meeting.

CITY COUNCIL
CITY OF WATSONVILLE
CLOSED SESSION AGENDA
AND STATEMENT FOR MAYOR PRIOR TO CLOSED SESSION
(Government Code §§ 54954.2 and 54957.7)

5:30 P.M.

City Council Chambers
275 Main Street, 4th Floor

__X__Regular ____ Adjourned ____Special Meeting of ____March 12, 2019____
[Date]

The City Council of the City of Watsonville will recess to Closed Session to discuss the matters that follow:

A. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
(Government Code Section 54956.9)

1. Anticipated litigation pursuant to subdivision (e)(3):

a) Claimant: Celestine Marie Glover (Represented by Dolan Law Firm, PC)

Agency claimed against: City of Watsonville

Dated: Thursday, February 28, 2019

Prepared by:_____
Alan J. Smith, City Attorney

CITY OF WATSONVILLE
FINANCE DEPARTMENT
SUMMARY OF DISBURSEMENTS
WARRANT REGISTER DATED 2/13/2019 to 2/26/2019

FUND NO.	FUND NAME	AMOUNT
120	TRUST FUND	1,025.00
130	EMPLOYEE CASH DEDUCTIONS FUND	609,414.37
150	GENERAL FUND	335,014.85
170	INVESTMENTS	708.93
202	REDEVELOPMENT OBLIG RETIREMENT	93.53
204	HOUSING FUND	5.42
205	COMMUNITY DEV BLOCK GRANT	67.73
246	CIVIC CENTER COMMON AREA	22,007.66
250	LIBRARY FUND	21,719.04
260	SPECIAL GRANTS	16,105.25
291	CANNABIS FUND	202.71
305	GAS TAX	205,853.61
309	PARKING GARAGE FUND	1,568.79
310	SALES TAX MEASURE G	52,152.38
312	MEASURE D-TRANSPORTATION FUND	2,952.50
344	EAST HIGHWAY 1 AREA	42,000.00
354	SPECIAL DISTRICT FUNDS	173.15
710	SEWER SERVICE FUND	105,964.24
720	WATER OPERATING FUND	79,874.53
730	AIRPORT ENTERPRISE FUND	88,697.38
740	WASTE DISPOSAL FUND	104,797.24
741	LANDFILL CLOSURE	6,027.25
765	COMPUTER REPLACEMENT FUND	14,352.58
780	WORKER'S COMP/LIABILITY FUND	9,981.84
787	HEALTH INSURANCE FUND POOL	620,842.05
	TOTAL	2,341,602.03

TOTAL ACCOUNTS PAYABLE 2/13/2019 to 2/26/2019	1,732,187.66
PAYROLL INVOICES	609,414.37
TOTAL OF ALL INVOICES	**2,341,602.03**

Check Register **For the Period 2/13/2019 through 2/26/2019**

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0120	ONE TIME VENDOR	28173	2/26/2019	12-2018-007139	REFUND RAMSAY PARK	$311.00
		28174	2/26/2019	08-2018-006650	REFUND VETS BLDG	$582.00
		28176	2/26/2019	02-2019-007430	REFUND	$132.00
	Fund Total					$1,025.00
0130	AFLAC	28018	2/15/2019	46022	Payroll Run 1 - Warrant 190215	$9,999.15
	BENEFIT COORDINATORS CORPORATION	28019	2/15/2019	46008	Payroll Run 1 - Warrant 190215	$987.06
	CA STATE DISBURSEMENT UNIT	400	2/15/2019	46024	Payroll Run 1 - Warrant 190215	$4,244.50
	CINCINNATI LIFE INSURANCE CO	28020	2/15/2019	46021	Payroll Run 1 - Warrant 190215	$45.58
	COLONIAL LIFE & ACCIDENT INS	28021	2/15/2019	46010	Payroll Run 1 - Warrant 190215	$267.97
	COUNTY OF SANTA CRUZ	28022	2/15/2019	46011	Payroll Run 1 - Warrant 190215	$587.17
	ICMA RETIREMENT TRUST 457	28024	2/15/2019	46029	Payroll Run 1 - Warrant 190215	$4,020.54
		28023	2/15/2019	46013	Payroll Run 1 - Warrant 190215	$2,883.15
	NATIONWIDE RETIREMENT SOLUTIONS	396	2/15/2019	46012	Payroll Run 1 - Warrant 190215	$30,106.28
	PROF FIRE FIGHTERS-WATSONVILLE	28025	2/15/2019	46014	Payroll Run 1 - Warrant 190215	$2,985.00
	PUBLIC EMP RETIREMENT SYSTEM	397	2/15/2019	46015	Payroll Run 1 - Warrant 190215	$235,485.10
	SALLY MCCOLLUM	28026	2/15/2019	46009	Payroll Run 1 - Warrant 190215	$500.00
	SEIU LOCAL 521	28027	2/15/2019	46030	Payroll Run 1 - Warrant 190215	$20.00
		28028	2/15/2019	46016	Payroll Run 1 - Warrant 190215	$1,050.31
	STATE OF CALIFORNIA TAX BOARD	28029	2/15/2019	46018	Payroll Run 1 - Warrant 190215	$331.63
	UNITED WAY OF SANTA CRUZ CO	28030	2/15/2019	46019	Payroll Run 1 - Warrant 190215	$65.00
	WAGEWORKS INC	28031	2/15/2019	46023	Payroll Run 1 - Warrant 190215	$4,072.64

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0130	WIRE TRANSFER-IRS	399	2/15/2019	46020	Payroll Run 1 - Warrant 190215	$263,366.12
	WIRE TRANSFER-STATE OF CALIFORNIA	398	2/15/2019	46017	Payroll Run 1 - Warrant 190215	$48,397.17
	Fund Total					$609,414.37
0150	3SI SECURITY SYSTEMS INC.	28032	2/26/2019	0000614183	RENEWAL	$648.00
	A L LEASE COMPANY, INC	28033	2/26/2019	1/31/19	SUPPLIES	$173.74
	A-1 JANITORIAL SERVICE	28035	2/26/2019	7226	JANITORIAL SERVICES	$320.00
		28035	2/26/2019	7226	JANITORIAL SERVICES	$700.00
	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$25.77
		28038	2/26/2019	1/31/19	SUPPLIES	$79.74
		28038	2/26/2019	1/31/19	SUPPLIES	$64.39
		28038	2/26/2019	1/31/19	SUPPLIES	$51.31
		28038	2/26/2019	1/31/19	SUPPLIES	$55.57
		28038	2/26/2019	1/31/19	SUPPLIES	$57.87
		28038	2/26/2019	1/31/19	SUPPLIES	$163.87
		28038	2/26/2019	1/31/19	SUPPLIES	$191.97
		28038	2/26/2019	1/31/19	SUPPLIES	$128.04
		28038	2/26/2019	1/31/19	SUPPLIES	$9.26
		28038	2/26/2019	1/31/19	SUPPLIES	$16.38
		28038	2/26/2019	1/31/19	SUPPLIES	$330.34
		28038	2/26/2019	1/31/19	SUPPLIES	$79.72
		28038	2/26/2019	1/31/19	SUPPLIES	$52.45
		28038	2/26/2019	1/31/19	SUPPLIES	$36.01
	AIRTEC SERVICE,INC	28041	2/26/2019	6708	PREVENTIVE MAINT	$343.00
	AMERICAN PLANNING ASSOCIATION	28046	2/26/2019	325219-1916	1 YEAR APA MEMBERSHIP FOR SUZI MERRIAM	$448.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	AMMONIA SAFETY & TRAINING INSTITUTE	28047	2/26/2019	8HR-89	Ammonia Refresher Course for Oldakowski, D	$125.00
	AMREP COMPANY,INC	28048	2/26/2019	2/1/2019	REPAIR PARTS	$2,698.15
	ANIMAS CONSTRUCTION	28049	2/26/2019	169152	REPAIRS	$800.00
		28049	2/26/2019	169153	REPAIRS	$589.71
	ARATA EQUIPMENT COMPANY	28050	2/26/2019	2/4/19	REPAIR PARTS	$2,950.19
	ARBITER PAY TRUST ACCOUNT	28051	2/26/2019	21519	REFEREE FEES #8659748723	$384.00
	ARRIAGA, JOHN	28052	2/26/2019	8242	CONSULTANT FOR LEGISLATIVE SER	$625.00
	ASBURY ENVIRONMENTAL SERVICES	28053	2/26/2019	I500-00400219	SERVICE	$65.00
	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$47.28
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$545.63
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$75.56
		28004	2/13/2019	000012445141	INTERNET LINE	$1,478.57
		28056	2/26/2019	000012589477	CALNET3_100MB INTERNET LINE FROM 01/10/19-02/09/19	$1,476.19
		28057	2/26/2019	000012521526	CALNET3_PRI ACCOUNT FROM 12/24/18-01/23/19	$1,908.90
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$733.67
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$20.72
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$14.96
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$2,620.79
		28055	2/26/2019	000012521351	CALNET3_PAL CHARGES FROM 12/24/18-01/23/19	$59.94
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$39.80

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$14.91
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$329.81
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$60.52
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$876.36
	BAKER & TAYLOR BOOKS	28060	2/26/2019	75025907-1/31	BOOKS	$420.72
		28060	2/26/2019	L4247564-1/31/19	BOOKS	$777.93
		28060	2/26/2019	L1073594-1/31	BOOKS	$3,135.58
		28060	2/26/2019	L5858864-1/31/19	BOOKS	$549.73
		28060	2/26/2019	C0116843-1/31/19	BOOKS	$33.52
	BAUER COMPRESSORS	28061	2/26/2019	0000249631	Service Repair and Parts	$604.27
	BEWLEY'S CLEANING, INC.	28065	2/26/2019	007237	suit 104 service	$258.00
		28065	2/26/2019	007235	SERVICE-PAL	$150.00
		28065	2/26/2019	007288	JANITORIAL SERVICES FOR 4 CITY	$150.00
		28065	2/26/2019	007289	JANITORIAL SERVICES FOR 4 CITY	$625.00
		28065	2/26/2019	007180	JANITORIAL SERVICES FOR 4 CITY	$1,350.00
	BMI IMAGING SYSTEMS	28066	2/26/2019	310033	DIGITALIZATION PROJECT	$2,000.00
		28066	2/26/2019	310033	DIGITALIZATION PROJECT	$6,249.60
	BRYCE CONSULTING INC.	28069	2/26/2019	3113	COMPENSATION STUDY/FIRE ARBITR	$1,700.00
	BUD'S ELECTRIC SERVICE, INC	28071	2/26/2019	4759	Electrical Job on the Storage Container at St.2	$1,959.00
	C & N TRACTOR	28072	2/26/2019	1/30/2019	PARTS AND SUPPLIES	$969.70
		28072	2/26/2019	1/30/2019	PARTS AND SUPPLIES	$236.27
	C&A PORTABLE POTTIES SERVICE, LLC	28073	2/26/2019	2677-1	February service for Academy 19-01 at St.2	$196.65
	CALLBACK STAFFING SOLUTIONS, LLC	28074	2/26/2019	0011472	Crewsense Quarterly Charges	$355.47

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	CASSIDY'S PIZZA	28076	2/26/2019	3473	PIZZA FOR YOUTH CENTER VALENTINE'S DANCE	$68.96
	CELEBRATIONS PARTY AND RENTAL STORE	28078	2/26/2019	22370	EQUIPMENT RENTAL FOR YOUTH CENTER DANCE	$100.00
		28078	2/26/2019	22395	YOUTH CENTER VALENTINE'S DANCE DECORATIONS	$52.41
	CENTER POINT LARGE PRINT	28079	2/26/2019	1660258	BOOKS	$131.22
	CENTRAL COAST LANDSCAPE & MAINTENANCE	28080	2/26/2019	19697	LANDSCAPE	$400.00
	CENTRAL ELECTRIC	28082	2/26/2019	1/31/19	WELL REPAIR AND PARTS	$265.62
	CHEVROLET OF WATSONVILLE	28086	2/26/2019	213814	VEHICLE SERVICE	$101.19
	CITY CLERKS ASSOCIATION OF CALIFORNIA	28087	2/26/2019	611	MEMBERSHIP RENEWAL	$70.00
	COAST COUNTIES TRUCK & EQUIP	28089	2/26/2019	2/1/2019	PARTS	$2,106.30
	COLE PRO MEDIA, LLC	28091	2/26/2019	1572	MEDIA CONSULTING - FEBRUARY 2019	$2,500.00
	COMMUNITY TELEVISION OF SANTA CRUZ COUNTY	28092	2/26/2019	2610	RETRIEVING, CONVERTING, COPYING ANALOG TAPES TO DV	$150.00
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$944.72
		28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$76.96
	COOKE & ASSOCIATES, INC.	28094	2/26/2019	191054	BACKGROUND INVESTIGATION	$1,900.00
		28094	2/26/2019	191053	BACKGROUND	$2,700.00
	COUNTY OF SANTA CRUZ	28095	2/26/2019	02-06-19	FILING FEE FOR NOTICE OF EXEMPTION FOR 1992 MAIN S	$50.00
		28095	2/26/2019	02-7-19	FILING FEE FOR NOTICE OF EXEMPTION FOR 918 EAST LA	$50.00
		28095	2/26/2019	02-11-19	FILING FEE FOR NOTICE OF EXEMPTION FOR 340 RODRIGU	$50.00
		28095	2/26/2019	2-11-19	FILING FEE FOR NOTICE OF EXEMPTION FOR 1415 MAIN S	$50.00
		28095	2/26/2019	2/6/19	FILING FEE FOR NOTICE OF EXEMPTION FOR 131 WALKER	$50.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	COUNTY OF SANTA CRUZ COLLECTIONS	30048	2/20/2019	122018	PARKING TICKET SURCHARGE DEC 2018	$7,325.00
		30048	2/20/2019	122018	PARKING TICKET SURCHARGE DEC 2018	$141.00
	CRUZIO/THE INTERNET STORE INC.	28006	2/13/2019	N29135-97	PUBLIC WIRELESS AP	$150.00
		28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$69.95
		28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$58.95
		28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$209.85
	D&G SANITATION	28099	2/26/2019	257561	SERVICE	$542.56
	DEFENSA PRIVATE SECURITY, INC.	28102	2/26/2019	001/2019WL	Unarmed Security Officer monti	$2,162.00
	DELTA GLASS	28104	2/26/2019	80549	INSULATED UNIT	$91.21
	DEPARTMENT OF JUSTICE	28105	2/26/2019	354814	DOJ FINGERPRINTS	$192.00
	DETROIT INDUSTRIAL TOOL	28108	2/26/2019	567568	Rescue Diamond Blades	$466.89
	EMERGENCY VEHICLE SPECIALISTS, INC.	28113	2/26/2019	9425	METRO VISOR MIC FOR KENWOOD	$552.28
	FASTENAL COMPANY	28116	2/26/2019	CAWAT95002	BRUSH	$17.38
		28116	2/26/2019	CAWAT95278	PARTS	$8.78
		28116	2/26/2019	CAWAT95525	PARTS	$2.01
		28116	2/26/2019	CAWAT95527	PARTS	$8.94
		28116	2/26/2019	CAWAT95541	JOBBER	$8.00
		28116	2/26/2019	CAWAT95543	PARTS	$4.24
		28116	2/26/2019	CAWAT95569	PARTS	$16.38
		28116	2/26/2019	CAWAT95337	PARTS	$19.28
	FEDEX	28117	2/26/2019	6-448-29927	FRT	$20.34
		28117	2/26/2019	6-440-96417	FRT	$15.48
		28117	2/26/2019	6-433-56284	FRT	$12.93

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	FIRST ALARM, INC.	28120	2/26/2019	429864	SERVICE	$95.00
		28120	2/26/2019	450723	SERVICE	$168.60
	FUENTEZ, BRYAN	28121	2/26/2019	2/21/19	PD-LEADERSHIP TRAINING	$650.00
	GRANITE ROCK COMPANY	28124	2/26/2019	1153622	SUPPLIES	$53.53
	GREEN RUBBER-KENNEDY AG	28126	2/26/2019	1-31-2019	SUPPLIES	$81.02
	GROCERY OUTLET	28128	2/26/2019	2/12/19	TRANS#0045	$49.35
		28128	2/26/2019	2/20/19	TRANSACTION 0145	$39.41
		28128	2/26/2019	2/14/19	TRANS#0209	$10.38
	GUTIERREZ, AIMEE	28130	2/26/2019	90	GYMNASTICS INSTRUCTION, 1/14-1/31	$523.11
		28130	2/26/2019	91	GYMNASTICS INSTRUCTION, 2/1-2/14	$217.14
	HOME DEPOT CREDIT SERVICES	28009	2/13/2019	1/28/2019	SUPPLIES	$116.46
	INTERSTATE ALL BATTERY CENTER	28135	2/26/2019	1905501025464	BATTERY	$34.96
		28135	2/26/2019	1905501025494	BATTERY	$17.48
	INTERSTATE BATTERY CO	28136	2/26/2019	2/4/19	BATTERIES	$303.78
		28136	2/26/2019	STATEMENT 02/04/19	OPEN BLANKET PURCHASE ORDER FY	$303.78
	JACKSON LEWIS PC	28137	2/26/2019	7269900	FOR PROFESSIONAL SERVICES	$1,540.00
	JOHN B. LAROCCO	28142	2/26/2019	FEBRUARY 5, 2019	FOR PROFESSIONAL SERICES	$15,582.43
	JOHNSON, ROBERTS, & ASSOC, INC.	28143	2/26/2019	138432	PHQ REPORTS	$92.50
	LA SELVA	28147	2/26/2019	2745	#2745, PEAR TREE REMOVAL	$250.00
	MARTINEZ, JORGE L	28157	2/26/2019	2/4/19	PARKS SAFETY BOOTS	$150.00
	MATTHEW BENDER & COMPANY, INC	28158	2/26/2019	08599971	REFERENCE BOOKS	$50.74
	MID BAY FORD	28159	2/26/2019	117240	PARTS	$79.39
		28159	2/26/2019	119789	PARTS	$79.88

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	MID BAY FORD	28159	2/26/2019	117210	PARTS	$79.83
		28159	2/26/2019	119334	LABOR AND PARTS	$660.56
		28159	2/26/2019	119035	PARTS AND LABOR	$259.76
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$80.63
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$1,128.38
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$815.50
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$665.36
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$488.60
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$236.27
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$63.67
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$125.81
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$692.33
	MONTEREY BAY CHRYSLER DODGE JEEP	28163	2/26/2019	5047	PARTS	$183.54
	MONTEREY BAY SERVICE COMPANY	28165	2/26/2019	41849	REPAIRS	$506.04
	NPM, INC.	28171	2/26/2019	180203	SERVICE	$438.40
	OCLC, INC	28172	2/26/2019	645310	CATALOGING & METADATA	$546.46
	ONE TIME VENDOR	28175	2/26/2019	02-2019-020919	REFUND PINTO LAKE	$125.00
	OSUNA AUTO ELECTRIC & SMALL ENGINE REPAIR	28177	2/26/2019	31159	VEHICLE REPAIR	$150.00
		28177	2/26/2019	31166	SEAM LUG	$26.98
		28177	2/26/2019	31221	PARTS	$20.65
		28177	2/26/2019	31139	FUSEHOLDER	$38.18
		28177	2/26/2019	31135	FUEL FILTER	$95.27
	OUR CITY FOREST	28178	2/26/2019	2453b	#2453b, TREES FOR WPD FIRING RANGE @ AIRPORT	$330.00
		28178	2/26/2019	2453c	#2453c, MATCH TREES FOR RIVER PARK PLANTING	$425.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	PAJARO VALLEY FABRICATION INC.	28185	2/26/2019	26538	REPAIR TRUCK #626	$528.00
		28185	2/26/2019	26535	REPAIR TRUCK #618	$937.21
		28185	2/26/2019	26532	REPAIR TRUCK #626	$38.19
	PAJARO VALLEY LOCK SHOP	28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$997.01
		28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$325.75
		28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$255.66
	PAJARO VALLEY PRINTING	28187	2/26/2019	37902	PRINTING SERVICES	$202.11
		28187	2/26/2019	37904	BROCHURES	$223.96
	PALACE ART & OFFICE SUPPLY	28188	2/26/2019	513510-0	Name Badges	$48.73
	PANTHER PROTECTIVE SERVICE INC.	28189	2/26/2019	002/2019RRP	#002/2019RRP, SECURITY SERVICE CONTRACTED TO OPEN/	$375.00
	PARTEK SOLUTIONS, INC.	28191	2/26/2019	22950	SUPPLIES	$634.99
	PETTIGREW, RICHARD	28196	2/26/2019	2/11/19	FIRE-SAFETY BOOTS	$173.71
	PLOTTER PROS	28197	2/26/2019	53364	PLOTTER PAPER & INK	$456.34
	PRAXAIR DISTRIBUTION, INC	28198	2/26/2019	87389239	SERVICE	$128.00
	PURE WATER PLUS	28199	2/26/2019	15134	Water & Cooler Service for Feb/Mar/Apr for Academy	$537.50
	REGISTER PAJARONIAN	28200	2/26/2019	287723	Invoice 287723	$1,300.00
		28200	2/26/2019	10845-14232	PUBLIC HEARING AD	$173.76
		28200	2/26/2019	10845-14231	PUBLIC HEARING AD	$181.22
		28200	2/26/2019	288361	AD-HOUSING MANAGER	$61.05
		28200	2/26/2019	288432	AD-OPPORT TO READ	$596.00
		28200	2/26/2019	288360	AD	$61.05
	REMOTE SATELLITE SYSTEMS INT'L	28201	2/26/2019	00098806	Monthly Service Fees for Mar. 19' & Airtime for Ja	$146.00
	ROSS RECREATION EQUIPMENT CO., INC.	28206	2/26/2019	I14370	#I14370, FRANICH PARK PLAYGROUND REPAIR	$466.79
	SANCHEZ, LUIS	28210	2/26/2019	021519	DJ SERVICES FOR YOUTH CENTER VALENTINE'S DANCE	$200.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	SANTA CRUZ COUNTY CONFERENCE & VISITORS COUNCIL	30050	2/20/2019	12012018-02072019	2ND QRT 12/01/2018-02/07/2019 FEES	$52,301.30
	SANTA CRUZ COUNTY EMS INTEGRATION AUTHORITY	28213	2/26/2019	100118	EMSIA annual dues for 2018/2019	$250.00
	SANTA CRUZ COUNTY ENVIRONMENTAL HEALTH SERVICES	28212	2/26/2019	IN0091137	Health Permit for Station 1-2019	$845.00
		28212	2/26/2019	IN0091138	Health Permit for Station 2-2019	$845.00
	SAVE MART SUPERMARKET	28214	2/26/2019	1/27/19	SUPPLIES	$74.10
	SENTRY ALARM SYSTEM	28216	2/26/2019	2098743	Sprinkler Installation for Training Tower	$1,160.85
	SERVICE PRINTERS	28217	2/26/2019	1641	Bsns Cards - A. Gonzalez	$92.86
		28217	2/26/2019	1661	BUS CARDS ROB ALLEN	$92.86
	SILKE COMMUNICATIONS	28218	2/26/2019	78290	#78290, RELOCATE TRUCK RADIO	$197.17
		28218	2/26/2019	78288	#78288, REMOVE TRUCK RADIO TO RELOCATE	$125.00
	SOFTWAREONE, INC.	28220	2/26/2019	US-SCO-724245	MICROSOFT ENTERPRISE AGREEMENT LICENSING	$81,196.09
	SPECTOR CORBETT ARCHITECTS, INC	28222	2/26/2019	13/2018234	CONTRACT CONSULTANT SERVICES	$5,000.00
	SPRINT	28223	2/26/2019	550592226-189	FIRE DEPT PHONE CHARGES ENDING 01/25/19	$37.62
	STAPLES BUSINESS CREDIT	28012	2/13/2019	1/25/2019	SUPPLIES	$118.62
		28012	2/13/2019	1/25/2019	SUPPLIES	$110.55
		28012	2/13/2019	1/25/2019	SUPPLIES	$1,206.06
		28012	2/13/2019	1/25/2019	SUPPLIES	$164.69
		28012	2/13/2019	1/25/2019	SUPPLIES	$321.13
	STAPLES CREDIT PLAN	28013	2/13/2019	1/28/2019	SUPPLIES	$107.86
		28013	2/13/2019	1/28/2019	SUPPLIES	$1.43
	STURDY OIL COMPANY	28224	2/26/2019	1/31/2019	PETROLEUM PRODUCTS FOR CITY WI	$42,719.05

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	TARGET SPECIALTY PRODUCTS	28225	2/26/2019	PI0901707	#PI0901707, GOPHER BAIT FOR MISC PARK SITES	$135.26
	TELECOM LAW FIRM, P.C.	28227	2/26/2019	5598	PREPARE DRAFT TELECOMMUNICATIO	$468.00
	TERRA X PEST SERVICE, INC.	28228	2/26/2019	30789	Quarterly Service for St.1	$95.00
	THE GRUNSKY LAW FIRM LLC	28129	2/26/2019	90118	LEGAL SERVICES	$7,224.18
		28129	2/26/2019	90117	LEGAL SERVICES	$172.94
	THOMSON REUTERS-WEST	28229	2/26/2019	839794746	CALIFORNIA GOVERNMENT CODE 2019	$134.37
	TOWNSEND AUTO PARTS	28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$37.69
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$55.40
		28230	2/26/2019	12/31/2018-BAL DUE	PARTS AND SUPPLIES	$4.61
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$742.90
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$4,375.94
		28230	2/26/2019	12/31/2018-BAL DUE	PARTS AND SUPPLIES	$292.23
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$131.86
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$8.75
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$5.07
	TRAFFICWARE GROUP. INC.	28015	2/13/2019	80180	SOFTWARE UPGRADE	$2,952.05
	TRI-COUNTY FIRE PROTECTION INC	28233	2/26/2019	100550	SERVICE	$148.77
		28233	2/26/2019	100560	SERVICE	$135.00
	ULINE	28234	2/26/2019	105544819	EVIDENCE SUPPLIES	$104.71
		28234	2/26/2019	105184452	#105184452, FLOOR SAFE FOR PCS CUSTOMER SERVICE OF	$608.75
	UNIQUE MANAGEMENT SERVICES, INC.	28235	2/26/2019	494783	COLLECTION AGENCY FEES	$232.70
	UPS STORE	28236	2/26/2019	1/31/2019	SHIPPING AND FINGERPRINTING	$245.00
		28236	2/26/2019	1/31/2019	SHIPPING AND FINGERPRINTING	$27.48

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	USA SOFTBALL, INC.	28237	2/26/2019	5325	SOFTBALL BAT STICKERS	$53.35
	VERDE DESIGN, INC.	28239	2/26/2019	1-1821900	Consultant	$17,918.88
	VERIZON WIRELESS	28017	2/13/2019	9822766338	CELL SERVICE	$570.60
		28016	2/13/2019	9822772350	CELL SERVICE	$25.01
		28017	2/13/2019	9822766338	CELL SERVICE	$114.03
		28017	2/13/2019	9822766338	CELL SERVICE	$252.59
		28017	2/13/2019	9822766338	CELL SERVICE	$712.52
		28017	2/13/2019	9822766338	CELL SERVICE	$836.30
		28017	2/13/2019	9822766338	CELL SERVICE	$456.12
		28016	2/13/2019	9822772350	CELL SERVICE	$9.99
		28016	2/13/2019	9822772350	CELL SERVICE	$8.34
		28017	2/13/2019	9822766338	CELL SERVICE	$17.45
	VISION RECYCLING	28241	2/25/2019	AP100152	MULCH	$438.09
		28241	2/25/2019	AP-13302	MULCH	$110.89
	WATSONVILLE BLUEPRINT	28242	2/26/2019	83155	BOND COPY	$327.21
		28242	2/26/2019	83013	BOND COPY	$20.16
		28242	2/26/2019	83213	BOND COPY	$5.44
	WEST COAST HARLEY-DAVIDSON	28244	2/26/2019	WO#24345	REPAIR	$267.43
	ZOOBEAN INC.	28248	2/26/2019	1800	BEANSTACK PLUS LICENSE	$1,695.00
	Fund Total					$335,014.85
0170	BRINKS INCORPORATED	28068	2/26/2019	10670221	SERVICE	$708.93
	Fund Total					$708.93
0202	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$55.05
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$38.48
	Fund Total					$93.53

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0204	PACIFIC GAS & ELECTRIC	28181	2/26/2019	1166498605-3-1/30	ELEC	$5.42
	Fund Total					$5.42
0205	GMS	28123	2/26/2019	711012019	1098 TAX FORMS & SHIPPING	$67.73
	Fund Total					$67.73
0246	AIRTEC SERVICE,INC	28041	2/26/2019	6866	SERVICE	$280.00
		28041	2/26/2019	6908	SERVICE	$350.00
	CENTRAL COAST SYSTEMS	28081	2/26/2019	14785	TESTING AND SERVICE AGREEMENT	$2,612.50
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$35.08
	MORENO ROOFING CORPORATION	28168	2/26/2019	1050075	roof repair	$340.00
	PACIFIC GAS & ELECTRIC	28184	2/26/2019	0498528361-5-2/14	ELEC	$18,390.08
	Fund Total					$22,007.66
0250	TECHNOLOGY INTEGRATION GROUP	28226	2/26/2019	5283651	CRITICAL INFRASTRUCTURE SOFTWARE CHARGE	$21,719.04
	Fund Total					$21,719.04
0260	A TOOL SHED RENTALS, INC.	28034	2/26/2019	1327820-6	RENTAL	$360.80
	ANIMAS CONSTRUCTION	28049	2/26/2019	169153	REPAIRS	$1,260.29
	LEXIS NEXIS RISK SOLUTIONS FL INC.	28149	2/26/2019	1382615-20190131	LAW ENFORCEMENT DATABASE	$1,470.00
	MONTEREY COUNTY BUSINESS COUNCIL	28162	2/26/2019	MCBC 2018-239	CONSULTING GENERAL ADMIN SUPPO	$12,000.00
	STAPLES CREDIT PLAN	28013	2/13/2019	1/28/2019	SUPPLIES	$89.64
	VISION RECYCLING	28241	2/25/2019	AP-13302	MULCH	$332.68
	WESTERN TREE NURSERY, INC.-05132	28245	2/26/2019	0000481825	TREES	$591.84
	Fund Total					$16,105.25

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0291	MARTHA VEGA	28155	2/26/2019	1/27/19-CA CODE	CDD-CODE ENFORCEMENT	$202.71
	Fund Total					$202.71
0305	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$137.59
		28038	2/26/2019	1/31/19	SUPPLIES	$18.33
	BEAR ELECTRICAL SOLUTIONS INC.	28063	2/26/2019	7484	ANNUAL TRAFFIC SIGNAL MAINTENA	$6,577.00
	EARTHWORKS PAVING CONTRACTORS	28110	2/26/2019	18012	ROLLING HILLS CONNECTOR TRAIL	$11,151.39
	FASTENAL COMPANY	28116	2/26/2019	CAWAT95237	SUPPLIES	$15.42
		28116	2/26/2019	CAWAT95151	PARTS	$214.04
	HARRIS & ASSOCIATES INC.	28131	2/26/2019	40211	DESIGN PROPOSAL FOR RAIL TRAIL	$6,077.50
	TRAFFICWARE GROUP. INC.	28231	2/26/2019	N0000018721	ADAPTIVE TRAFFIC CONTROL SYSTE	$153,737.13
		28231	2/26/2019	N0000018686	ADAPTIVE TRAFFIC CONTROL SYSTE	$4,496.57
	WATSONVILLE WETLANDS WATCH	28243	2/26/2019	CTW HP 0119	ENV. ENHANCEMENT, EROSION CON	$23,428.64
	Fund Total					$205,853.61
0309	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$600.84
	CRUZIO/THE INTERNET STORE INC.	28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$99.95
	PANTHER PROTECTIVE SERVICE INC.	28189	2/26/2019	001-2019CG	SECURITY SERVICES - LIBRARY &	$868.00
	Fund Total					$1,568.79
0310	ALBERTSONS/SAFEWAY	28042	2/26/2019	2/2/19	SUPPLIES	$583.65
	ALHAMBRA	28043	2/26/2019	15191775020119	WATER	$51.53
	BROADCAST MICROWAVE SERVICES, INC.	28005	2/13/2019	SI-109478	DISPLAY & ACCESSORIES FOR PD	$4,067.46
	CHERAMY THUL	28085	2/26/2019	3/24/19	PD-CAPE TRAINING	$243.00
	FIGUEROA, ANTONIO	28008	2/13/2019	2/19/19	PD-TOBACCO ENFORCE TRN	$40.50

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0310	FIRE SERVICE SPECIFICATION & SUPPLY	28118	2/26/2019	9728	Holmatro Single Core 32' Hose	$1,057.54
	FIRESOLVED ENVIRONMENTAL TECHNOLOGIES	28119	2/26/2019	WFD002	AB FireSolved Foam Product	$3,521.03
	GRISELDA MEDINA	28127	2/26/2019	3/24/19	PD-CAPE TRAINING	$243.00
	L N CURTIS & SONS	28145	2/26/2019	INV248594	Wildland Hoses	$1,487.10
	LOPEZ, FERNANDO	28010	2/13/2019	2/19/19	PD-TOBACCO ENFORCE TRN	$40.50
	MORALES, VERONICA	28167	2/26/2019	3/24/19	PD-CAPE TRAINING	$243.00
	MOTOROLA SOLUTIONS, INC.	28169	2/26/2019	16031842	10 MOTOROLA HANDHELD RADIOS	$39,870.67
	PAJARO VALLEY LOCK SHOP	28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$110.82
		28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$8.74
	RUSSELL JONES	28207	2/26/2019	719	Multi Code Remotes for St.1 Gate	$122.50
	SALAS JR., JOSEPH	28209	2/26/2019	741	NEW STAFF UNIFORMS	$240.35
	STAPLES CREDIT PLAN	28013	2/13/2019	1/28/2019	SUPPLIES	$117.82
		28013	2/13/2019	1/28/2019	SUPPLIES	$8.67
	THE GRUNSKY LAW FIRM LLC	28129	2/26/2019	90118	LEGAL SERVICES	$9.75
		28129	2/26/2019	90118	LEGAL SERVICES	$9.75
	TRI COUNTY TROPHY & ENGRAVING	28232	2/26/2019	19-04504	DAVIS OFFICE SUPPLY	$75.00
	Fund Total					$52,152.38
0312	JEFFERY WALLER CONSULTING, LLC	28139	2/26/2019	1092	STAFF AUGMENTATION SERVICES	$1,377.50
	MNS ENGINEERS, INC.	28161	2/26/2019	71801	ON CALL CONSULTANT ENGINEERING	$1,575.00
	Fund Total					$2,952.50
0344	CALIFORNIA DEPARTMENT OF TRANSPORTATION	28107	2/26/2019	19002676	AGREEMENT W/CALTRANS PSR/PDS H	$21,000.00
		28107	2/26/2019	19005192	AGREEMENT W/CALTRANS PSR/PDS H	$21,000.00
	Fund Total					$42,000.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0354	OSUNA AUTO ELECTRIC & SMALL ENGINE REPAIR	28177	2/26/2019	30853	PULL CORD	$32.00
		28177	2/26/2019	31121	REPAIRS	$141.15
	Fund Total					$173.15
0710	A L LEASE COMPANY, INC	28033	2/26/2019	1/31/19	SUPPLIES	$279.14
	ACCO ENGINEERED SYSTEMS	28037	2/26/2019	725479	INVOICE #725479 MAINTENANCE SERVICE	$2,289.00
	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$667.64
		28038	2/26/2019	1/31/19	SUPPLIES	$108.55
		28038	2/26/2019	1/31/19	SUPPLIES	$63.33
		28038	2/26/2019	1/31/19	SUPPLIES	$28.34
		28038	2/26/2019	1/31/19	SUPPLIES	$17.46
		28038	2/26/2019	1/31/19	SUPPLIES	$84.06
	AMERICAN MESSAGING	28044	2/26/2019	M7023652TB	PAGER SERVICE WASTEWAT DEPT FROM 02/01/19-02/28/19	$36.32
	ARRIAGA, JOHN	28052	2/26/2019	8242	CONSULTANT FOR LEGISLATIVE SER	$625.00
	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$237.43
		28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$112.72
	BEECHER ENGINEERING, INC.	28064	2/26/2019	0119-69	PROF ELEC ENGIN SERVICES	$2,600.00
	BUCKLES-SMITH ELECTRIC	28070	2/26/2019	3113166-00	SUPPLIES	$226.15
	CAROLLO ENGINEERS, INC.	28075	2/26/2019	0174228	HEADWORKS MODIFICATION PROJECT	$2,524.85
	CENTRAL ELECTRIC	28082	2/26/2019	1/31/19	WELL REPAIR AND PARTS	$105.83
	CHEMTRADE CHEMICALS US LLC	28084	2/26/2019	92568894	ALUMINUM SULFATE COAGULANT FOR	$5,214.71
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$552.21

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	CRIPPEN, CRISTEL	28148	2/26/2019	11744	INVOICE #11744 PLANT MAINTENANCE FOR THE MONTH O	$175.00
	CRUZIO/THE INTERNET STORE INC.	28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$58.95
	CWEA	28098	2/26/2019	MARIO SANCHEZ 2019	MARIO SANCHEZ / MEMBERSHIP FEES AND CERTS MECHANIC	$372.00
	DC FROST ASSOCIATES INC	28101	2/26/2019	40188	INVOICE #40188 MATERIAL FOR RECYCLE WATER STATI	$15,541.51
	DELL MARKETING L.P.	28103	2/26/2019	10291630073	DELL MONITOR FOR WRC ENGINEER PC	$284.72
	DEPARTMENT OF RESOURCES RECYCLING & RECOVERY	28106	2/26/2019	0000001175534	0000001175534 FEES FOR GILBERTSON ILLEGAL DISPOSAL	$121.11
	DIRECT TV LLC	28109	2/26/2019	35850783581	INVOICE #35850783581 MONTHLY CHARGES FOR SERVIC	$124.98
	EL VALLE PRODUCE	28112	2/26/2019	39406	COFFEE, PASTRIES & ORANGE JUICE FOR RETREAT FOR OU	$92.59
	FEDEX	28117	2/26/2019	6-448-56023	FRT	$112.61
		28117	2/26/2019	6-461-63700	FRT	$43.46
	FLEMING, JOSEPHINE	28114	2/26/2019	1809	Coordination of City's Green B	$1,575.00
	FUGRO USA LAND, INC.	28122	2/26/2019	04.72180014-10	CONSULTANT SERVICES FOR HEADWO	$9,035.58
	GREEN RUBBER-KENNEDY AG	28126	2/26/2019	1-31-2019	SUPPLIES	$288.42
		28126	2/26/2019	1-31-2019	SUPPLIES	$234.76
	INTACT PROTECTIVE SERVICES	28134	2/26/2019	7651	INVOICE #7651 SECURITY PATROL FOR THE WATER RESOU	$5,719.50
	JERRY ALLISON LANDSCAPING INC.	28140	2/26/2019	013119-27	INVOICE #013119-27 MONTHLY MAINTENANCE FOR CLEA	$200.00
		28140	2/26/2019	013119-19	INV#013119-19 MAINTENANCE ON:HOLM RD, HARVEST DR,	$97.00
	MARLEN SANCHEZ	28154	2/26/2019	2/2/19	PW-SAFETY BOOTS	$120.25
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$156.37
	MONTEREY BAY ANALYTICAL SERVICES, INC.	28164	2/26/2019	1901WAT	INVOICE #1901WAT SAMPLES FOR CITY OF WATSONVILL	$490.50

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	MONTEREY BAY ANALYTICAL SERVICES, INC.	28164	2/26/2019	1901WAT	INVOICE #1901WAT SAMPLES FOR CITY OF WATSONVILL	$2,781.00
		28164	2/26/2019	1901WAT	INVOICE #1901WAT SAMPLES FOR CITY OF WATSONVILL	$1,048.50
	PACIFIC 4	28179	2/26/2019	00160253	SUPPLIES	$537.47
	PACIFIC ECORISK, INC	28180	2/26/2019	15228	Invoice 15228 Acute and Chronic Toxicity testing o	$4,633.33
	PACIFIC GAS & ELECTRIC	28183	2/26/2019	9335083043-1-2/4	ELEC	$3,451.11
	PAJARO VALLEY PRINTING	28187	2/26/2019	37797	1 24X30 PLASTIC FREE WATSONVILLE POSTER AND 1 14X1	$120.18
		28187	2/26/2019	37929	ENGLISH AND SPANISH WETLANDS TRAILS BROCHURES - 50	$1,300.08
	PENINSULA PEST MANAGEMENT, INC.	28194	2/26/2019	13035	INVOICE #13035 INSECTICIDE APPLICATION TO ANTS	$200.00
		28194	2/26/2019	13036	INVOICE #13036 APPLICATION OF HERBICIDE TO UNDES	$230.00
		28194	2/26/2019	13037	INVOICE #13037 VERTEBRATE PEST MANAGEMENT	$125.00
	REGISTER PAJARONIAN	28200	2/26/2019	288359	AD-WATER QUAL LAB	$66.60
		28200	2/26/2019	288362	AD-INTEG WASTE WORKER	$61.05
	ROSEMARIE DOW	28205	2/26/2019	2/4/19	PW-SAFETY BOOTS	$141.38
	SAFETY CENTER INCORPORATED	28208	2/26/2019	78149	DEFENSIVE DRIVING TRAINING FOR ENVIRONMENTAL SCIEN	$850.00
	SANCHEZ, MARIO	28211	2/26/2019	2/7/19	PW-SAFETY BOOTS	$200.00
	SILKE COMMUNICATIONS	28218	2/26/2019	90078	RADIO PROGRAMMING	$42.00
	SJSUR FOUNDATION/MLML	28219	2/26/2019	AR019332	Invoice AR019332 Charter of R/V John H Martin for	$456.25
	SOIL CONTROL LAB, INC.	28221	2/26/2019	9020070	INVOICE #9020070 SAMPLES FOR CITY OF WATSONVILL	$316.00
		28221	2/26/2019	9020138	INVOICE #9020138 SAMPLES FOR CITY OF WATSONVILL	$609.00
	STAPLES CREDIT PLAN	28013	2/13/2019	1/28/2019	SUPPLIES	$67.48

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	STURDY OIL COMPANY	28224	2/26/2019	1/31/2019	PETROLEUM PRODUCTS FOR CITY WI	$4,976.34
	SUDRAN, DANIEL	30051	2/20/2019	019-001	WHALE SKELETON WESW	$500.00
	TECHNOLOGY INTEGRATION GROUP	28226	2/26/2019	5283651	CRITICAL INFRASTRUCTURE SOFTWARE CHARGE	$21,719.04
	THE GRUNSKY LAW FIRM LLC	28129	2/26/2019	90118	LEGAL SERVICES	$97.50
		28129	2/26/2019	90118	LEGAL SERVICES	$2,125.50
	TOWNSEND AUTO PARTS	28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$11.46
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$9.81
	UPS STORE	28236	2/26/2019	1/31/2019	SHIPPING AND FINGERPRINTING	$33.48
	VERIZON WIRELESS	28016	2/13/2019	9822772350	CELL SERVICE	$40.68
		28016	2/13/2019	9822772350	CELL SERVICE	$10.09
		28017	2/13/2019	9822766338	CELL SERVICE	$152.04
		28016	2/13/2019	9822772350	CELL SERVICE	$41.93
	VINCENT ELECTRIC MOTOR COMPANY	28240	2/26/2019	0907248	INVOICE #0907248 SOLE SOURCE TO MATCH EXISTING E	$3,299.64
	WATSONVILLE WETLANDS WATCH	28243	2/26/2019	2018.12 CTW PVR	TRAIL MAINTENANCE & RESTORATIO	$5,093.25
	Fund Total					$105,964.24
0720	A L LEASE COMPANY, INC	28033	2/26/2019	1/31/19	SUPPLIES	$309.67
		28033	2/26/2019	1/31/19	SUPPLIES	$17.96
	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$53.02
		28038	2/26/2019	1/31/19	SUPPLIES	$101.21
		28038	2/26/2019	1/31/19	SUPPLIES	$109.93
		28038	2/26/2019	1/31/19	SUPPLIES	$0.98
		28038	2/26/2019	1/31/19	SUPPLIES	$126.62
	AGILIS SYSTEMS, LLC	28039	2/26/2019	1723934	INV#1723934 LINXUP TRACKING SERVICE PERIOD FOR 3/1	$137.94
	AGM ELECTRONICS, INC	28040	2/26/2019	F6215	ISOLATOR	$372.59

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	AMERICAN MESSAGING	28045	2/26/2019	M7023541TB	PAGER SERVICE WATER DEPT FROM 02/01/19-02/28/19	$71.58
	ARRIAGA, JOHN	28052	2/26/2019	8242	CONSULTANT FOR LEGISLATIVE SER	$625.00
	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$299.97
	C & N TRACTOR	28072	2/26/2019	1/30/2019	PARTS AND SUPPLIES	$562.54
	CASSIDY'S PIZZA	28076	2/26/2019	3462	INV#3462 FOOD FOR STATE EXAM PREPARATION CLASS ON	$169.85
	CENTRAL ELECTRIC	28082	2/26/2019	1/31/19	WELL REPAIR AND PARTS	$15,075.00
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$667.65
	CRUZIO/THE INTERNET STORE INC.	28096	2/26/2019	B24704-304	DSL FOR VARIOUS SITES FROM 03/01/19-03/31/19	$99.95
	CSMFO	28097	2/26/2019	2019 MEMBERSHIP	2019 MEMBERSHIP RENEWAL FOR SILVIA DIAZ	$110.00
	DAVID THORPE CONSTRUCTION	28100	2/26/2019	25676	25676 -UTILITY ACCOUNT CLOSED	$87.11
	FIRST ALARM, INC.	28120	2/26/2019	450740	SERVICE	$270.36
	GRANITE ROCK COMPANY	28124	2/26/2019	1/31/19	BUILDING MATERIALS AND SERVICE	$18,572.25
	GREAT WEST EQUIPMENT, INC.	28125	2/26/2019	18415-REVISED	INV#18415 EMULSION SPRAYER	$11,789.44
	GREEN RUBBER-KENNEDY AG	28126	2/26/2019	1-31-2019	SUPPLIES	$54.95
		28126	2/26/2019	1-31-2019	SUPPLIES	$4.90
	HOME DEPOT CREDIT SERVICES	28009	2/13/2019	1/28/2019	SUPPLIES	$54.97
	JERRY ALLISON LANDSCAPING INC.	28140	2/26/2019	013119-19	INV#013119-19 MAINTENANCE ON:HOLM RD, HARVEST DR,	$97.00
		28140	2/26/2019	013119-19	INV#013119-19 MAINTENANCE ON:HOLM RD, HARVEST DR,	$581.00
	JESUS BERUMEN	28141	2/26/2019	00196	1 QUALIFYING CLOTHES WASHER REBATE @ 17 PERA DR AC	$100.00
	M&M BACKFLOW & METER MAINTENANCE	28151	2/26/2019	10068	INV#10068 SCANCODER METER LID ADAPTOR	$859.11
	MANUEL A. HERNANDEZ	28152	2/26/2019	38833	1 QUALIFYING CLOTHES WASHER REBATE @ 540 CALIFORNI	$100.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	MARIA ALCALA	28153	2/26/2019	27443	27443 -UTILITY ACCOUNT CLOSED	$112.23
	MARTIN CARRILLO	28156	2/26/2019	03968	1 QUALIFYING HIGH EFFICIENCY CLOTHES WASHER @ 56 W	$100.00
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$26.88
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$669.30
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$79.05
		28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$76.53
	PACIFIC GAS & ELECTRIC	28182	2/26/2019	4850440932-6-2/8	ELEC	$779.01
	PAJARO VALLEY LOCK SHOP	28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$14.06
	PAPE MACHINERY, INC	28190	2/26/2019	1832703	INV#1832703 REPAIR ON JD 444h SERIAL NO. DW444HX58	$580.06
	PEDRO GOMEZ/CINDY BALLESTEROS	28193	2/26/2019	15505	ACCT#15505 METER SWAPPED REFUND LOCATION 121 JEFFE	$1,316.89
	PETERSON	28195	2/26/2019	SW240155042	REPAIRS	$647.50
	RICHARD LANG	28202	2/26/2019	08773 2ND TOILET	2ND TOILET REBATE @ 26 BROOK CT ACCT#08773	$100.00
	SAVE MART SUPERMARKET	28214	2/26/2019	1/27/19	SUPPLIES	$19.46
	SBS	28215	2/26/2019	0003531-IN 2ND INV	6 SACK U-HAUL CONCRETE	$138.34
	STURDY OIL COMPANY	28224	2/26/2019	1/31/2019	PETROLEUM PRODUCTS FOR CITY WI	$748.10
	TECHNOLOGY INTEGRATION GROUP	28226	2/26/2019	5283651	CRITICAL INFRASTRUCTURE SOFTWARE CHARGE	$21,719.04
	TOWNSEND AUTO PARTS	28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$8.13
		28230	2/26/2019	1/31/2019	REPAIR PARTS AND SUPPLIES	$35.99
	TRACTOR SUPPLY CREDIT PLAN	28014	2/13/2019	100092007	STALL MATS	$209.72
	VALERIE THOMAS	28238	2/26/2019	33750	1 QUALIFYING CLOTHES WASHER REBATE @ 245 MESA VERD	$100.00
	VERIZON WIRELESS	28017	2/13/2019	9822766338	CELL SERVICE	$228.06
		28016	2/13/2019	9822772350	CELL SERVICE	$275.61

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	VERIZON WIRELESS	28017	2/13/2019	9822766338	CELL SERVICE	$114.03
		28016	2/13/2019	9822772350	CELL SERVICE	$119.20
	WILLIAM FARRINGTON	28246	2/26/2019	2/20/19	PW-SAFETY BOOTS	$174.79
	Fund Total					$79,874.53
0730	ABACHERLI FENCE COMPANY	28036	2/26/2019	7077	2/5/19 SERVICE -GATE WORK	$1,675.00
	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$49.13
		28038	2/26/2019	1/31/19	SUPPLIES	$32.67
		28038	2/26/2019	1/31/19	SUPPLIES	$35.68
	ARRIAGA, JOHN	28052	2/26/2019	1004	CONSULTANT & LEGISLATIVE SERVC	$1,000.00
	ASCENT AVIATION GROUP, INC.	28054	2/26/2019	586832	FUEL CONTRACT	$29,030.09
		28054	2/26/2019	588948	FUEL CONTRACT	$19,310.29
	AT&T-CAL NET 2	28058	2/26/2019	000012521376	CALNET3_C60 BILL FROM 12/24/18-01/23/19	$303.18
	AVIATION MANAGEMENT CONSULTING GROUP, INC.	28059	2/26/2019	4518	MANAGEMENT AND CONSULTING SERV	$1,125.00
	BAY QUALITY CONSTRUCTION, INC.	28062	2/26/2019	44088	12/1/18 ROOF REPAIR AT 160 AVIATION WAY	$405.00
	BRANDLEY, REINARD W.	28067	2/26/2019	9786	SUPPLEMENTAL SVS AGMT NO. 13 E	$4,000.00
	C & N TRACTOR	28072	2/26/2019	1/30/2019	PARTS AND SUPPLIES	$38.33
	COAST WIDE UTILITY LOCATORS, LLC	28090	2/26/2019	1205	1/30/19 RECEIVED ON 2/4/19 NEW VENDOR UTLITY LOCAT	$750.00
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$38.48
	JEFF ATAMIAN	28138	2/26/2019	02112019	2/11/19 THE BEAST JET DRAGSTER 2019 DEPOSIT	$1,000.00
	KELLY-MOORE PAINT COMPANY, INC.	28144	2/26/2019	1/31/2019	PAINT PROJ 123 AVIATION WAY	$2,033.45
	LOMBERA, PABLO	28150	2/26/2019	1230	2/2/19 REVEICED IN MAIL ON 2/7/19 TERMINAL CLEANIN	$1,200.00
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$651.68

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0730	NAPA AUTO PARTS	28170	2/26/2019	79348	2/20/19 VEHICLE MAINTENANCE	$11.14
	NPM, INC.	28171	2/26/2019	180201	1/31/19 RECEIVED IN MAIL 2/7/19 REPAIR AT THE FUEL	$321.97
	PAJARO VALLEY LOCK SHOP	28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$121.77
	PASILLAS TIRE SERVICE, INC.	28192	2/26/2019	020519	2/5/19 KUBOTA TIRE REPAIR	$20.00
	ROPER, JEFF	28203	2/26/2019	5548	2/1/19 PRECONSTRUCTION MEETING	$178.00
		28203	2/26/2019	5469	11/1/19 REVISIONS TO PLANS PER COW	$1,068.00
		28203	2/26/2019	5498	12/1/19 BIDDERS MEETING	$267.00
	ROSAS, SAM	28204	2/26/2019	2/22/19	AIRPORT SAFETY BOOTS	$166.61
	TECHNOLOGY INTEGRATION GROUP	28226	2/26/2019	5283651	CRITICAL INFRASTRUCTURE SOFTWARE CHARGE	$21,719.04
	THE GRUNSKY LAW FIRM LLC	28129	2/26/2019	90118	LEGAL SERVICES	$2,006.15
	VERIZON WIRELESS	28017	2/13/2019	9822766338	CELL SERVICE	$139.72
	Fund Total					$88,697.38
0740	A L LEASE COMPANY, INC	28033	2/26/2019	1/31/19	SUPPLIES	$22.59
	A TOOL SHED RENTALS, INC.	28034	2/26/2019	1326999-6	EQUIP RENTAL	$129.87
	ACE HARDWARE	28038	2/26/2019	1/31/19	SUPPLIES	$899.64
		28038	2/26/2019	1/31/19	SUPPLIES	$152.26
		28038	2/26/2019	1/31/19	SUPPLIES	$698.99
		28038	2/26/2019	1/31/19	SUPPLIES	$59.13
	AGILIS SYSTEMS, LLC	28039	2/26/2019	1723772	INV#1723772 LINXUP TRACKING SERVICE FOR 3/1/2019-3	$459.80
	ARRIAGA, JOHN	28052	2/26/2019	8242	CONSULTANT FOR LEGISLATIVE SER	$625.00
	C & N TRACTOR	28072	2/26/2019	1/30/2019	PARTS AND SUPPLIES	$304.65
	CHAVEZ, MICHAEL	28083	2/26/2019	1/29/2019	PW-WELDING CERTIFICATION	$200.00
	CLEARBLU ENVIRONMENTAL	28088	2/26/2019	20115	FEB SERVICE	$214.35
	CONTINUANT, INC.	28093	2/26/2019	SI-0000001510	MANAGED SERVICES AGREEMENT FOR PHONE	$552.21

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0740	DEPARTMENT OF RESOURCES RECYCLING & RECOVERY	28106	2/26/2019	0000001175530	0000001175530	$1,023.64
		28106	2/26/2019	0000001175528	0000001175528	$4,692.00
	EL PAJARO COMMUNITY DEV CORP	28111	2/26/2019	1718	INV#1718 PLAZA VIGIL GARBAGE TIPPING SERVICE FOR J	$473.00
	FASTENAL COMPANY	28116	2/26/2019	CAWAT92440	S/S BAND	$121.52
		28116	2/26/2019	CAWAT93868	PARTS	$50.97
		28116	2/26/2019	CAWAT93930	PARTS	$50.97
		28116	2/26/2019	CAWAT94992	EYEWEAR	$87.49
		28116	2/26/2019	CAWAT95322	SUPPLIES	$118.84
	GREEN RUBBER-KENNEDY AG	28126	2/26/2019	1-31-2019	SUPPLIES	$201.65
		28126	2/26/2019	1-31-2019	SUPPLIES	$115.64
		28126	2/26/2019	1-31-2019	SUPPLIES	$749.32
		28126	2/26/2019	1-31-2019	SUPPLIES	$226.70
	HOME DEPOT CREDIT SERVICES	28009	2/13/2019	1/28/2019	SUPPLIES	$80.43
	HOPE SERVICES, INC.	28132	2/26/2019	S168034	Litter Removal from City Roadw	$2,430.00
	INDUSTRIAL SAFETY &HAZMAT TRAINING GROUP	28133	2/26/2019	1558	1/30/19 HAZWOP REFRESHER	$780.00
	LA ESPECIAL GANGA	28146	2/26/2019	7407	HALF PAGE HORIZONTAL - FULL COLOR RECYCLE YOUR USE	$200.00
	MID VALLEY SUPPLY	28160	2/26/2019	1/31/19	JANITORIAL SUPPLIES	$123.91
	MONTEREY REGIONAL WASTE	28166	2/26/2019	SCALES_JAN19_010	SOLID WASTE DISPOSAL AGREEMENT	$59,062.60
	PAJARO VALLEY FABRICATION INC.	28185	2/26/2019	26458	REPAIR DOORS CONT#4026	$176.00
		28185	2/26/2019	26550	CONTAINER REPAIR	$264.00
		28185	2/26/2019	26557	CONTAINER REPAIR	$204.78
	PAJARO VALLEY LOCK SHOP	28186	2/26/2019	2/1/2019	SUPPLIES AND REPAIRS	$10.78
	PAPE MACHINERY, INC	28190	2/26/2019	1832668	1832668 PARTS AND SERVICES TO 700 H TRACTOR AT THE	$1,911.15
	PRAXAIR DISTRIBUTION, INC	28198	2/26/2019	87590997	SUPPLIES	$213.48

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0740	PRAXAIR DISTRIBUTION, INC	28198	2/26/2019	87590996	SUPPLIES	$40.86
	SAVE MART SUPERMARKET	28214	2/26/2019	1/27/19	SUPPLIES	$111.45
	STAPLES CREDIT PLAN	28013	2/13/2019	1/28/2019	SUPPLIES	$281.28
	STURDY OIL COMPANY	28224	2/26/2019	1/31/2019	PETROLEUM PRODUCTS FOR CITY WI	$340.21
		28224	2/26/2019	1/31/2019	PETROLEUM PRODUCTS FOR CITY WI	$4,017.77
	TECHNOLOGY INTEGRATION GROUP	28226	2/26/2019	5283651	CRITICAL INFRASTRUCTURE SOFTWARE CHARGE	$21,719.04
	TRI-COUNTY FIRE PROTECTION INC	28233	2/26/2019	48957	SERVICE	$396.00
	VERIZON WIRELESS	28016	2/13/2019	9822772350	CELL SERVICE	$195.97
		28016	2/13/2019	9822772350	CELL SERVICE	$7.30
	Fund Total					$104,797.24
0741	ES ENGINEERING SERVICES, LLC	28115	2/26/2019	INV1150463	DOCUMENT PREPARATION FOR LANDF	$6,027.25
	Fund Total					$6,027.25
0765	CDW GOVERNMENT, INC.	28077	2/26/2019	QXV1254	FIBER OPTIC CABLES FOR CITYHALL UPG	$110.29
		28077	2/26/2019	QVM7870	CABLES FOR CITY HALL NETWORK UPGRADE	$293.55
		28077	2/26/2019	QRC4592	PATCH CABLES FOR CITY HALL SWITCH	$522.22
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28007	2/13/2019	2013-685x	SWTICHES FOR CITY HALL	$13,426.52
	Fund Total					$14,352.58
0780	THE GRUNSKY LAW FIRM LLC	28129	2/26/2019	90118	LEGAL SERVICES	$58.50
		28129	2/26/2019	90117	LEGAL SERVICES	$117.50
	YORK RISK SERVICES GROUP, INC-CA	28247	2/26/2019	500018482	WORKERS' COMPENSATION CLAIMS ADMINISTRATION 02/01/	$9,805.84
	Fund Total					$9,981.84

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0787	PREFERRED BENEFIT	28011	2/13/2019	EIA27331	CLAIMS W/E 2/7/19	$11,168.31
		30049	2/20/2019	EIA27352	CLAIMS 02/14/2019	$11,233.06
	WORKTERRA	30052	2/20/2019	WAT0319	HEALTH BENEFITS MARCH 2019	$598,440.68
	Fund Total					$620,842.05
Total	Total					$2,341,602.03

CITY OF WATSONVILLE
FINANCE DEPARTMENT
SUMMARY OF DISBURSEMENTS
WARRANT REGISTER DATED 2/27/2019 TO 3/12/2019

FUND NO.	FUND NAME	AMOUNT
120	TRUST FUND	878.00
130	EMPLOYEE CASH DEDUCTIONS FUND	642,794.75
150	GENERAL FUND	316,064.04
170	INVESTMENTS	739.23
202	REDEVELOPMENT OBLIG RETIREMENT	69.01
204	HOUSING FUND	748.45
205	COMMUNITY DEV BLOCK GRANT	540.00
221	INCLUSIONARY HOUSING	742.24
246	CIVIC CENTER COMMON AREA	1,454.97
250	LIBRARY FUND	75,889.14
260	SPECIAL GRANTS	3,244.10
305	GAS TAX	374,257.46
309	PARKING GARAGE FUND	7,599.74
310	SALES TAX MEASURE G	94,713.61
312	MEASURE D-TRANSPORTATION FUND	3,824.25
349	PUBLIC FACILITIES	3,800.00
354	SPECIAL DISTRICT FUNDS	858.96
510	ENERGY BOND DEBT PAYMENT	146,814.16
710	SEWER SERVICE FUND	266,346.95
720	WATER OPERATING FUND	144,352.88
730	AIRPORT ENTERPRISE FUND	62,900.72
740	WASTE DISPOSAL FUND	92,609.74
765	COMPUTER REPLACEMENT FUND	72,578.05
780	WORKER'S COMP/LIABILITY FUND	3,242.39
787	HEALTH INSURANCE FUND POOL	22,144.25
	TOTAL	2,339,207.09

TOTAL ACCOUNTS PAYABLE 2/27/2019 TO 3/12/2019	1,696,412.34
PAYROLL INVOICES	642,794.75
TOTAL OF ALL INVOICES	**2,339,207.09**

Check Register **For the Period 2/27/2019 through 3/12/2019**

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0120	ONE TIME VENDOR	28442	3/12/2019	02-2019-007421	RENTAL REFUND	$311.00
	SLAVIC AMERICAN CULTURAL ORGANIZATION	28526	3/12/2019	2/23/19-	DEPOSIT REFUND	$567.00
	Fund Total					$878.00
0130	AFLAC	28276	3/1/2019	46391	Payroll Run 1 - Warrant 190301	$10,059.11
	BENEFIT COORDINATORS CORPORATION	28277	3/1/2019	46374	Payroll Run 1 - Warrant 190301	$4,207.21
	CA STATE DISBURSEMENT UNIT	404	3/1/2019	46393	Payroll Run 1 - Warrant 190301	$4,244.50
	CINCINNATI LIFE INSURANCE CO	28278	3/1/2019	46390	Payroll Run 1 - Warrant 190301	$45.58
	CITY EMPLOYEES ASSOCIATION	28279	3/1/2019	46376	Payroll Run 1 - Warrant 190301	$495.00
	COLONIAL LIFE & ACCIDENT INS	28280	3/1/2019	46377	Payroll Run 1 - Warrant 190301	$267.97
	COUNTY OF SANTA CRUZ	28281	3/1/2019	46378	Payroll Run 1 - Warrant 190301	$587.17
	ICMA RETIREMENT TRUST 457	28283	3/1/2019	46403	Payroll Run 1 - Warrant 190301	$3,765.52
		28282	3/1/2019	46380	Payroll Run 1 - Warrant 190301	$3,063.15
	NATIONWIDE RETIREMENT SOLUTIONS	401	3/1/2019	46379	Payroll Run 1 - Warrant 190301	$30,806.28
	OPERATING ENGINEERS LOCAL #3	28284	3/1/2019	46381	Payroll Run 1 - Warrant 190301	$5,312.00
	PRE-PAID LEGAL SERVICES INC.	28285	3/1/2019	46394	Payroll Run 1 - Warrant 190301	$259.00
	PROF FIRE FIGHTERS-WATSONVILLE	28286	3/1/2019	46382	Payroll Run 1 - Warrant 190301	$2,900.00
	PUBLIC EMP RETIREMENT SYSTEM	405	3/1/2019	46383	Payroll Run 1 - Warrant 190301	$240,765.95
	SALLY MCCOLLUM	28287	3/1/2019	46375	Payroll Run 1 - Warrant 190301	$500.00
	SEIU LOCAL 521	28288	3/1/2019	46404	Payrroll Run 1 - Warrant 190301	$30.00
		28289	3/1/2019	46384	Payroll Run 1 - Warrant 190301	$1,470.35
	STATE OF CALIFORNIA TAX BOARD	28290	3/1/2019	46386	Payroll Run 1 - Warrant 190301	$325.05
	UNITED WAY OF SANTA CRUZ CO	28291	3/1/2019	46387	Payroll Run 1 - Warrant 190301	$65.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0130	WAGEWORKS INC	28292	3/1/2019	46392	Payroll Run 1 - Warrant 190301	$4,148.04
	WATSONVILLE POLICE ASSOCIATION	28293	3/1/2019	46388	Payroll Run 1 - Warrant 190301	$7,504.00
	WIRE TRANSFER-IRS	403	3/1/2019	46389	Payroll Run 1 - Warrant 190301	$271,991.49
	WIRE TRANSFER-STATE OF CALIFORNIA	402	3/1/2019	46385	Payroll Run 1 - Warrant 190301	$49,982.38
	Fund Total					$642,794.75
0150	A TOOL SHED RENTALS, INC.	28308	3/12/2019	1332114-6	RENTAL COMPACTOR	$128.70
		28308	3/12/2019	1332053-6	RENTAL	$268.49
		28308	3/12/2019	1332270-6	BUCKET RENTAL	$109.25
		28308	3/12/2019	1329690-6	TRACTOR RENTAL	$313.50
		28308	3/12/2019	1329635-6	DUMPING TRAILER	$176.00
	AFFILIATED PSYCHOLOGISTS INC.	28312	3/12/2019	2000809	PSYCHOLOGICAL PRE-SREENS FOR POLICE OFFICERS	$600.00
		28312	3/12/2019	2000810	PSYCHOLOGICAL PRE-SCREENS FOR FIRE FIGHTERS	$800.00
	AFSS SOUTHERN DIVISION	28313	3/12/2019	4/30/19-ROSA MEYER	AFSS EDUCATIONAL FORUM	$325.00
		28313	3/12/2019	4/30/19-ERICA DURAN	AFSS EDU FORUM REGISTRATION	$325.00
	AGRI-CULTURE	28249	2/27/2019	1029	FESTIVAL EVENT	$50.00
	AIRTEC SERVICE,INC	28315	3/12/2019	6902	SERVICE	$1,228.51
	ALFRED CHARLES KEY IV	28252	2/27/2019	REFUND	SOUND PERMIT	$200.00
	AMREP COMPANY,INC	28320	3/12/2019	2/28/2019	PARTS AND SUPPLIES	$2,678.27
	ANALGESIC SERVICES, INC.	28321	3/12/2019	224459,224452	SERVICE	$206.70
	ARATA EQUIPMENT COMPANY	28322	3/12/2019	1-96755	PIVOT	$561.61
	ASBURY ENVIRONMENTAL SERVICES	28323	3/12/2019	I500-00415974	USED MIXED OIL	$65.00
	AT&T	28325	3/12/2019	138890696 02/17/2019	TV/INTERNET SERVICES	$531.06

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$46.98
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$625.48
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$75.58
		28327	3/12/2019	000012656856	CALNET3_PRI ACCOUNT FROM 01/24/19-02/23/19	$1,865.11
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$733.67
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$20.72
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$14.99
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$2,618.50
		28326	3/12/2019	000012656681	CALNET3_PAL CHARGES FROM 01/24/19-02/23/19	$60.35
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$39.10
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$14.93
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$329.95
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$60.52
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$916.72
	AURELIO GONZALEZ	28294	3/6/2019	3/14/19	CC-YOSEMITE POL MAKERS CONF	$106.50
	AUTO CARE LIFESAVER TOWING	28329	3/12/2019	19-11314	VEHICLE TOW	$504.00
	BAKER & TAYLOR BOOKS	28332	3/12/2019	L3981244-7-20-18	BOOKS	$1,978.96
		28332	3/12/2019	L1734444-1/31/19	BOOKS	$272.01
	BARBARA & COMPANY CATERING, INC.	28295	3/6/2019	3/1/19	RETREAT	$575.63

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	BERMUDEZ, MARISA	28253	2/27/2019	4/7/19	TYLER CONNECT 2019	$393.58
	BEWLEY'S CLEANING, INC.	28336	3/12/2019	007340	SERVICE	$150.00
	BIG CREEK LUMBER COMPANY	28337	3/12/2019	2/26/19	SUPPLIES	$81.83
	BODY BY HANK	28339	3/12/2019	18762	VEHICLE REPAIR	$312.50
	BRYCE CONSULTING INC.	28343	3/12/2019	3038	COMPENSATION STUDY/FIRE ARBITR	$2,992.74
	C & N TRACTOR	28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$88.24
		28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$14.22
		28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$134.63
		28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$98.47
		28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$13.96
		28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$715.35
	C2 BUILDERS, INC.	28347	3/12/2019	2714	RAMSAY GYM FLOOR REPAIR	$7,800.00
	CALIFORNIA SURVEYING & DRAFTING SUPPLY	28349	3/12/2019	119876/1	TRAFFIC BUREAU	$739.00
	CENTRAL COAST LANDSCAPE & MAINTENANCE	28351	3/12/2019	19762	LANDSCAPE	$400.00
		28351	3/12/2019	19698	LANDSCAPE MAINTENANCE	$2,487.00
	CHARTER COMMUNICATIONS	28356	3/12/2019	0002463020519	SERVICE	$26.73
		28356	3/12/2019	0002463020519	SERVICE	$143.76
		28354	3/12/2019	0258099021719	PINTO LAKE CABLE SERVICE FROM 02/26/19-03/25/19	$134.98
	CHEVROLET OF WATSONVILLE	28358	3/12/2019	214028	SERVICE	$128.77
	CHEVRON & TEXACO CARD SERVICES	28296	3/6/2019	55584162	FUEL	$296.02
	CI TECHNOLOGIES, INC.	28359	3/12/2019	8824	YEARLY RENEWAL SUPPORT FROM 03/2019-02/2020	$1,273.45
	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$66.94
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$42.48
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$67.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$445.22
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$34.55
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$72.00
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$18.55
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$31.74
	CITY OF WATSONVILLE-EMPLOYEES' ASSOCIATION	28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$40.00
		28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$90.00
		28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$85.00
		28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$90.00
		28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$45.00
		28254	2/27/2019	3/2/2019	CITY COUNCIL AWARDS DINNER	$90.00
	COLEY HEATH, ANITA	28360	3/12/2019	722	CONSULTATION SERVICES	$1,450.00
	COUNTY OF SANTA CRUZ	28363	3/12/2019	02/22/2019	QUERY CHARGES	$1,287.01
	COUNTY OF SANTA CRUZ COLLECTIONS	28255	2/27/2019	JAN 2019	PARKING TICKET SURCHARGE	$6,064.50
	COURT ORDERED DEBT COLLECTIONS	28256	2/27/2019	ACCT#JK-172-9362-SAN	COLLECTION	$79.60
		28365	3/12/2019	SANCHEZ, JESSICA-	ACCT#JK-172-9362	$70.85
	CRITICAL REACH	28366	3/12/2019	19-584	RENEWAL FEE	$525.00
	CROMER EQUIPMENT	28367	3/12/2019	20078888	ASSEMBLY HAND BRAKE FOR UNIT# 598-008-21	$42.61
	CRUZIO/THE INTERNET STORE INC.	28368	3/12/2019	N29135-98	PUBLIC WIRELESS AP FROM 04/01/19-04/30/19	$150.00
	CSG CONSULTANTS, INC	28369	3/12/2019	23065	PROVIDE BUILDING OFFICIAL SERV	$270.00
		28369	3/12/2019	23066	PROVIDE BUILDING OFFICIAL SERV	$5,750.00
		28369	3/12/2019	B190125	BUILDING CONSTRUCTION PLAN REV	$7,967.18
		28369	3/12/2019	23190	BUILDING CONSTRUCTION PLAN REV	$2,887.50
		28369	3/12/2019	B181399	BUILDING CONSTRUCTION PLAN REV	$9,017.02

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	CSG CONSULTANTS, INC	28369	3/12/2019	B181267	BUILDING CONSTRUCTION PLAN REV	$9,053.46
		28369	3/12/2019	B181134	BUILDING CONSTRUCTION PLAN REV	$2,028.24
	CSI FORENSIC SUPPLY	28370	3/12/2019	60808A	PROPERTY SUPPLIES	$160.93
	DASH MEDICAL GLOVES	28373	3/12/2019	INV1142312	PROPERTY SUPPLIES	$79.64
	DEFIB THIS	28374	3/12/2019	101401	ACLS & PALS Heart Codes for Eric Baron	$264.00
	D'LA COLMENA	28372	3/12/2019	248	#248, FATHER DAUGHTER DANCE FOOD ITEMS	$143.38
	EATA INC./ELLA'S AT THE AIRPORT	28377	3/12/2019	0212COW	CATERING FOR CITY COUNCIL MEETING 2/12/19	$412.97
	FASTENAL COMPANY	28385	3/12/2019	CAWAT95668	PARTS	$11.05
		28385	3/12/2019	CAWAT95734	PARTS	$26.02
		28385	3/12/2019	CAWAT95706	PARTS	$76.15
		28385	3/12/2019	CAWAT95857	WIRE	$18.94
		28385	3/12/2019	CAWAT95723	PARTS	$23.85
		28385	3/12/2019	CAWAT95858	OIL	$54.72
		28385	3/12/2019	CAWAT95782	OIL PAD	$56.56
		28385	3/12/2019	CAWAT95467	LIME VEST	$17.47
	FEDEX	28386	3/12/2019	6-469-12186	FRT	$24.98
		28386	3/12/2019	6-462-82846	FRT	$13.34
	FIRST ALARM, INC.	28388	3/12/2019	452379	SERVICE	$30.00
	FREEDOM TUNE-UP	28391	3/12/2019	8647	VEHICLE SMOG	$46.00
	GOMEZ, TOMAS JR.	28541	3/12/2019	4/1/2019	PW-CA FIRE ACAD ADVANCE	$216.00
		28540	3/12/2019	3/14/19	PW-AUTO CLASS	$22.50
	GRAHAM POLYGRAPH	28393	3/12/2019	18-53	CONSULTATION SERVICES	$600.00
	GROCERY OUTLET	28399	3/12/2019	30027822562241-2/25	PLANNING MEETING	$49.90
	GUTIERREZ, AIMEE	28400	3/12/2019	92	GYMNASTICS INSTRUCTION, 2/19+2/20	$150.57

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	HOME DEPOT CREDIT SERVICES	28298	3/6/2019	2/13/19	SUPPLIES	$125.54
		28298	3/6/2019	2/13/19	SUPPLIES	$54.59
		28298	3/6/2019	2/13/19	SUPPLIES	$121.01
		28298	3/6/2019	2/13/19	SUPPLIES	$66.57
		28298	3/6/2019	2/13/19	SUPPLIES	$25.26
		28298	3/6/2019	2/13/19	SUPPLIES	$16.28
	HUFFAKER, MATT	28258	2/27/2019	2/13-2/15/19	CM CONFERENCE	$75.00
	JAUREGUI, ANGELICA	28407	3/12/2019	2/11/19	TRAINING SUPPLIES	$101.70
	K & D LANDSCAPING INC.	28414	3/12/2019	29009	MAIN FOR FEB 2019	$1,224.00
		28414	3/12/2019	18939	REPAIR DAMAGED TREES	$912.62
	K-MART CORP	28415	3/12/2019	2/26/19	SUPPLY	$131.09
	LAYER 1 NETWORKS INC.	28421	3/12/2019	20523	TROUBLESHOOT: RETERMINATE CAT6 CABLE	$120.00
	LMG, LLC	28423	3/12/2019	108-43892	REPLACEMENT PROJECTORS IN COMMUNITY ROOMS	$25,138.80
	M & M PARTY RENTALS, INC.	28425	3/12/2019	01-045987-01	CAMBRO	$11.00
		28425	3/12/2019	032410	Decorations and rental equipment for Father Daugth	$24.85
	MID BAY FORD	28429	3/12/2019	120612	REPAIRS	$329.67
		28429	3/12/2019	120597	VEHICLE SERVICE	$263.25
	MID VALLEY SUPPLY	28431	3/12/2019	3/1/19	LINEN SERVICE	$666.30
		28431	3/12/2019	3/1/19	LINEN SERVICE	$501.35
		28431	3/12/2019	3/1/19	LINEN SERVICE	$904.86
		28431	3/12/2019	3/1/19	LINEN SERVICE	$498.77
		28431	3/12/2019	3/1/19	LINEN SERVICE	$507.41
		28431	3/12/2019	3/1/19	LINEN SERVICE	$13.90
		28431	3/12/2019	3/1/19	LINEN SERVICE	$951.70

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	MID VALLEY SUPPLY	28431	3/12/2019	3/1/19	LINEN SERVICE	$114.54
	MIG COMMUNICATIONS	28432	3/12/2019	0057312	MANABE OW SPECIFIC PLAN AMENDM	$5,719.69
	MOSS LANDING MARINE LABORATORIES	28263	2/27/2019	02202019	ROOM RESERVATION	$175.00
	MUNICIPAL MAINTENANCE EQUIPMENT	28435	3/12/2019	0135188-IN	BOTLS, HUB ASSEMBLY, AXLE, BRAKE ROTOR, CLIP AND C	$952.89
		28435	3/12/2019	0135351-IN	WHEEL SPACER UNIT # 410-601-43	$127.19
	NAPA AUTO PARTS	28437	3/12/2019	079980	BELT SERPENTINE FOR UNIT # 560-505-03	$34.08
	NEOPOST, INC.	28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.38
		28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.39
	NOR CAL ASA	28440	3/12/2019	21519	UMPIRE CERTIFICATIONS	$176.66
		28440	3/12/2019	21519	UMPIRE CERTIFICATIONS	$88.34
	ONE TIME VENDOR	28443	3/12/2019	01-2019-007237	REFUND CREDIT	$84.00
	OPEN GOV, INC.	28444	3/12/2019	INV-002817	OPEN GOVE REPORTTING	$2,500.00
	OSUNA AUTO ELECTRIC & SMALL ENGINE REPAIR	28445	3/12/2019	31201	REPAIRS	$120.00
		28445	3/12/2019	31243	CABLE	$207.56
		28445	3/12/2019	31284	SHARPEN CHAIN	$96.00
		28445	3/12/2019	31285	SHARPEN HEDGE TRIMMERS	$80.00
		28445	3/12/2019	31218	CHAINS	$91.14
		28445	3/12/2019	31220	FUEL FILTER	$27.26
		28445	3/12/2019	31210	PARTS	$61.10
		28445	3/12/2019	31177	LABOR	$36.43
	PACIFIC GAS & ELECTRIC	28465	3/12/2019	5740377546-3-2/28	ELEC	$286.66
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$64.78
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$8,980.41

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	PACIFIC GAS & ELECTRIC	28461	3/12/2019	7624842502-7-2/28	ELEC	$93.29
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$3,504.79
		28470	3/12/2019	0458151262-3-2/27	ELEC	$613.71
		28456	3/12/2019	0951393634-5-2/21	ELEC	$38.24
		28471	3/12/2019	5060076049-5-2/28	ELEC	$1,006.02
		28459	3/12/2019	4829825447-4-2/27	ELEC	$65.15
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$1,211.43
		28452	3/12/2019	9656517006-3-2/21	ELEC	$12.98
		28469	3/12/2019	0418334151-2-2/22	ELEC	$442.38
		28453	3/12/2019	3653340008-5-2/25	ELEC	$25.06
		28473	3/12/2019	9491368495-0-2/27	ELEC	$1,486.14
		28477	3/12/2019	7523404092-3-2/20	ELEC	$2,860.25
		28450	3/12/2019	4287605895-1-2/26	ELEC	$11.83
		28466	3/12/2019	4211717662-0-2/28	ELEC	$317.74
	PAJARO VALLEY FABRICATION INC.	28487	3/12/2019	26574	SHEAR MATERIAL	$69.72
	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$32.82
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$164.04
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$49.05
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$7.19

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$268.50
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$94.21
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$25.85
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$17.32
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$41.92
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$34.92
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$34.93
	PAJARO VALLEY PRINTING	28489	3/12/2019	37978	PRINTING	$142.03
		28489	3/12/2019	37931	PRINTING	$107.07
	PASO ROBLES TRUCK CENTER	28490	3/12/2019	0003058	SEAT BELT	$255.77
	PESCE, RANDY	28264	2/27/2019	SERVICE AWARD	30 YEARS	$300.00
	PETTIGREW, RICHARD	28496	3/12/2019	2/22/19	FIRE COURSE	$165.00
	PLACEWORKS, INC.	28497	3/12/2019	67801	ON CALL PLANNING SERVICES	$675.00
	QUINTERO TIRES WHEEL SERVICE	28503	3/12/2019	6534	255/70R 22.5 TIRES - MOUNT & LABOR FOR UNIT # 570-	$320.00
	RICOH USA, INC	28508	3/12/2019	5055821090	COPIER CHARGES	$67.81
		28508	3/12/2019	5055821090	COPIER CHARGES	$45.20
		28508	3/12/2019	5055821090	COPIER CHARGES	$67.81
		28508	3/12/2019	5055821090	COPIER CHARGES	$45.20
		28508	3/12/2019	5055821090	COPIER CHARGES	$20.48
		28508	3/12/2019	5055821090	COPIER CHARGES	$117.24
		28509	3/12/2019	101782598	EQUIPMENT RENTAL	$1,201.12
		28508	3/12/2019	5055821090	COPIER CHARGES	$534.32
		28508	3/12/2019	5055821090	COPIER CHARGES	$47.40
	ROBERT RYAN	28266	2/27/2019	AWARD	35 YR SERVICE AWARD	$350.00
	ROBINSON,MITCHELL	28512	3/12/2019	2597	SIGNAGE	$163.88

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	RODRIGUEZ, PATRICIA	28268	2/27/2019	1/9/19	2019 CSMFO CONFERENCE	$354.60
	RODRIGUEZ, ROBERT S	28513	3/12/2019	WATS009	RADIO MAINTENANCE	$800.00
	ROMAN, JOSE ANTONIO	28269	2/27/2019	1/22/19	PINTO LAKE EXPENSES	$120.47
	SANCHEZ, JESSICA A.	28270	2/27/2019	88	GYM INSTRUCT	$238.80
		28515	3/12/2019	89	GYM INSTRUCTION	$212.55
	SANCHEZ, LUIS	28516	3/12/2019	020919	DJ services for Father Daughter Dance	$150.00
	SANCRA SOUTHERN DIVISION	28517	3/12/2019	INV#1160	MEMBERSHIP DUES	$20.00
		28517	3/12/2019	1165	VB AND BB WINTER 19 DUES	$35.00
		28517	3/12/2019	1165	VB AND BB WINTER 19 DUES	$30.00
		28517	3/12/2019	1137	MEMBERSHIP DUES	$20.00
		28517	3/12/2019	INV#1160	MEMBERSHIP DUES	$20.00
	SANTA CRUZ COUNTY ANIMAL SERVICES AUTHORITY	28304	3/6/2019	#18/19-3WA	3RD QTR PAYMENT	$129,298.00
	SANTA CRUZ COUNTY ENVIRONMENTAL HEALTH SERVICES	28518	3/12/2019	IN0091573	HEALTH PERMIT	$845.00
	SANTA CRUZ COUNTY FAIRGROUNDS FOUNDATION	28271	2/27/2019	2/2/19	CRABFEED	$140.00
	SANTA CRUZ COUNTY TAX COLLECTOR	28303	3/6/2019	1173112-	531 MAIN ST. A	$2,109.32
	SHRED-IT USA	28525	3/12/2019	8126519296	SERVICE	$63.91
		28525	3/12/2019	8126310515	SERVICE	$63.91
		28525	3/12/2019	8126519296	SERVICE	$30.07
		28525	3/12/2019	8126310515	SERVICE	$30.07
		28525	3/12/2019	8126519296	SERVICE	$68.58
		28525	3/12/2019	8126310515	SERVICE	$68.58
		28525	3/12/2019	8126519296	SERVICE	$72.92
		28525	3/12/2019	8126310515	SERVICE	$68.74

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	SLAVIC AMERICAN CULTURAL ORGANIZATION	28305	3/6/2019	2/23/19	FUND RAISING DINNER	$300.00
		28305	3/6/2019	2/23/19	FUND RAISING DINNER	$150.00
		28305	3/6/2019	2/23/19	FUND RAISING DINNER	$150.00
		28273	2/27/2019	2/23/2019	SACO FUNDRAISER	$150.00
		28305	3/6/2019	2/23/19	FUND RAISING DINNER	$150.00
		28305	3/6/2019	2/23/19	FUND RAISING DINNER	$150.00
		28305	3/6/2019	2/23/19	FUND RAISING DINNER	$150.00
	SOFTWAREONE, INC.	28527	3/12/2019	US-PSI-765807	MS TRUE-UP LICENSES	$9,997.95
	SPRINT	28530	3/12/2019	550592226-190	FIRE DEPT CELLULAR CHARGES FROM 01/26/19-02/25/19	$35.51
	SUPERIOR ALARM COMPANY	28274	2/27/2019	143061	SERVICE	$79.50
		28274	2/27/2019	144503	SERVICE	$79.50
	TAYLOR'S OFFICE CITY	28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$118.15
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$3,896.92
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$105.42
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$48.18
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$191.92
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$75.32
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$25.10
	TELECOM LAW FIRM, P.C.	28535	3/12/2019	5761	PREPARE DRAFT TELECOMMUNICATIO	$778.00
	TIREHUB, LLC	28539	3/12/2019	6696994	TIRES	$516.50
		28539	3/12/2019	6489803	TIRES	$415.76
		28539	3/12/2019	6517671	TIRE	$138.58
	UNITED ROTARY BRUSH CORPORATION	28545	3/12/2019	CI231272	PARTS	$856.08
		28545	3/12/2019	CI231113	PARTS	$313.89

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0150	VERIZON WIRELESS	28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$373.64
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$43.49
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$114.03
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$266.07
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$753.55
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$836.40
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$456.12
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$5.84
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$32.44
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$32.82
	WATSONVILLE BLUEPRINT	28553	3/12/2019	83019	BOND COPY	$10.36
	WESTERN TREE NURSERY, INC.-05132	28556	3/12/2019	0000482637	TREES	$191.21
	Fund Total					$316,064.04
0170	BRINKS INCORPORATED	28342	3/12/2019	2590457	SERVICE	$30.30
		28342	3/12/2019	10685806	SERVICE	$708.93
	Fund Total					$739.23
0202	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$55.12
	RICOH USA, INC	28508	3/12/2019	5055821090	COPIER CHARGES	$13.89
	Fund Total					$69.01
0204	PACIFIC GAS & ELECTRIC	28454	3/12/2019	1166498605-3-2/28	ELEC	$28.79

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0204	RIVERSIDE MHP LLC.	28511	3/12/2019	092018-3	RENT- HOA ASESSMENTS (FEBRUARY CHARGES ONLY)	$359.83
		28511	3/12/2019	092018-2	RENT- HOA ASSESSMENTS (JANUARY CHARGES ONLY)	$359.83
	Fund Total					$748.45
0205	ADAMS ASHBY GROUP, INC.	28310	3/12/2019	2620	Professional services related	$540.00
	Fund Total					$540.00
0221	MURILLO, KARINA	28436	3/12/2019	2/11/19	CDD-CDBG BASICS	$398.48
	PAZ, ANGELA	28491	3/12/2019	2/11/19	CDD-CDBG BASICS	$343.76
	Fund Total					$742.24
0246	BUD'S ELECTRIC SERVICE, INC	28345	3/12/2019	4761	ELECTRICAL SERVICES - CITY WID	$1,040.00
	K & D LANDSCAPING INC.	28414	3/12/2019	18936	OPEN BLANKET PURCHASE ORDER FY	$414.97
	Fund Total					$1,454.97
0250	COUNTY OF SANTA CRUZ LIBRARY OF JOINT POWERS	28364	3/12/2019	03/2019-WATS	LIBRARY JOINT POWERS	$45,140.34
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$26,667.00
	TECHNOLOGY INTEGRATION GROUP	28534	3/12/2019	5282950	CRITICAL INFRASTRUCTURE INSTALLATION & SUPPORT	$4,081.80
	Fund Total					$75,889.14
0260	EWING IRRIGATION PRODUCTS, INC.	28383	3/12/2019	6833412	TREE TIE	$187.70
	F.S.O.C. LLC	28384	3/12/2019	PD 19	VEST	$493.90
	KEITH DAY COMPANY, INC.	28417	3/12/2019	18693	WOOD CHIPS	$1,092.50
	LEXIS NEXIS RISK SOLUTIONS FL INC.	28422	3/12/2019	1382615-20190228	LAW ENFORCEMENT DATABASE	$1,470.00
	Fund Total					$3,244.10
0305	A L LEASE COMPANY, INC	28307	3/12/2019	2/28/19	SUPPLIES	$81.98

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0305	BEAR ELECTRICAL SOLUTIONS INC.	28334	3/12/2019	7411	AIPORT BLVD AND HANGAR WAY SERVICES	$420.00
		28334	3/12/2019	7542	AIRPORT BLVD SERVICES	$592.00
	CENTRAL COAST LANDSCAPE & MAINTENANCE	28351	3/12/2019	19581	AIPORT BLVD SERVICES	$2,316.00
	CSG CONSULTANTS, INC	28369	3/12/2019	22194	CONSTRUCTION INSPECTION SERVIC	$29,937.50
		28369	3/12/2019	22615	CONSTRUCTION INSPECTION SERVIC	$28,228.75
		28369	3/12/2019	23182	CONSTRUCTION INSPECTION SERVIC	$18,847.50
	GRANITE CONSTRUCTION COMPANY	28395	3/12/2019	PAYMENT 4	AIRPORT BLVD IMPROVE PROJ. ST-	$146,296.20
		28395	3/12/2019	PAYMENT 5	AIRPORT BLVD IMPROVE PROJ. ST-	$87,361.29
	HARRIS & ASSOCIATES INC.	28402	3/12/2019	40254	CONSTRUCTION MGMT SERVICES FOR	$700.00
	KIMLEY-HORN & ASSOCIATES, INC.	28419	3/12/2019	12857888	STAFF AUGMENTATION SERVICES	$18,031.09
	MID COAST ENGINEERS, INC.	28430	3/12/2019	2713	SERVICES FOR FREEDOM BLVD	$1,940.00
		28430	3/12/2019	2711	SERVICES FOR AIRPORT BLVD	$200.00
		28430	3/12/2019	2869	AIRPORT BLVD SERVICES	$4,240.00
	PACIFIC CREST ENGINEEERING, INC.	28446	3/12/2019	6840	AIRPORT BLVD IMPROVEMENTS SERVICES	$5,087.89
		28446	3/12/2019	6766	AIPORT BLVD IMPROVEMENTS SERVICES	$5,781.30
	PACIFIC GAS & ELECTRIC	28458	3/12/2019	1413903318-8-2/20	ELEC	$65.11
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$1,610.11
		28472	3/12/2019	1965495282-9-2/20	ELEC	$1,250.80
		28482	3/12/2019	0909726970-9-2/21	ELEC	$11,965.73
		28467	3/12/2019	7294900587-9-2/26	ELEC	$333.48

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0305	PACIFIC GAS & ELECTRIC	28463	3/12/2019	1039376060-7-2/26	ELEC	$121.16
		28457	3/12/2019	0581861689-7-2/28	ELEC	$47.97
		28468	3/12/2019	6771895322-6-2/28	ELEC	$416.18
	RIGEL PRODUCTS AND SERVICE	28510	3/12/2019	3717	INV#3717 12: DRILL ROD H THREAD & 2 STOKE OIL/CASE	$443.30
	SHERWIN WILLIAMS	28524	3/12/2019	0664-8	5 GAL PRO PARK WB YELLOW PAINT & 5 GAL PRO PARK WB	$297.05
		28524	3/12/2019	0706-7	5 GAL PRO PARK WB YELLOW PAINT	$297.05
	STATEWIDE TRAFFIC SAFETY AND SIGNS INC.	28531	3/12/2019	05021404	MISCELLANEOUS SIGN HARDWARE	$7,348.02
	Fund Total					$374,257.46
0309	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$600.96
	BUD'S ELECTRIC SERVICE, INC	28345	3/12/2019	4760	ELECTRICAL SERVICES - CITY WID	$921.00
		28345	3/12/2019	4762	ELECTRICAL SERVICES - CITY WID	$944.00
	ERNESTO'S CARPET CLEANING AND	28382	3/12/2019	022619	Beach St. Parking Garage-Clean	$1,300.00
	PACIFIC GAS & ELECTRIC	28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$568.78
		28476	3/12/2019	3370611625-9-2/28	ELEC	$1,862.60
	VENTEK INTERNATIONAL	28275	2/27/2019	114405	PARKING MACHINE FEE	$701.20
		28548	3/12/2019	115201	MONTHLY RENTAL	$701.20
	Fund Total					$7,599.74
0310	ALEX MAGANA	28251	2/27/2019	3/3/19	PD-FIELD TRAINING	$256.50
	AVILA ELECTRIC	28330	3/12/2019	2236	PAL ELEC REPAIR	$883.00
	CHARTER COMMUNICATIONS	28356	3/12/2019	0002463020519	SERVICE	$194.84
	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$90.06

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0310	DELFIN, RICHARD	28375	3/12/2019	4/8/19	ASP INSTRUCT SCHOOL	$148.50
		28376	3/12/2019	4/11/19	PD-CONS USE OF FORCE	$148.50
	F.S.O.C. LLC	28384	3/12/2019	PD 19	VEST	$493.89
	ILES, BURTON	28404	3/12/2019	4-8-19	PD-ASP INSTRUCT SCHOOL	$148.50
		28405	3/12/2019	4/11/19	PD-CONS USE OF FORCE	$148.50
	JIMMY D. VANHOVE	28410	3/12/2019	INV122	K9 TRAINING	$1,000.00
	MONTEREY BAY CHRYSLER DODGE JEEP	28262	2/27/2019	2/7/19	THREE (3) 2019 DODGE CHARGERS	$90,686.97
	PACIFIC GAS & ELECTRIC	28464	3/12/2019	9925942904-3-2/25	ELEC	$174.30
	PEREZ, JOSEPH	28493	3/12/2019	4/8/19	PD-ASP INSTRUCT SCHOOL	$148.50
		28494	3/12/2019	4/11/19	PD-CONS USE OF FORCE	$148.50
	RODRIGUEZ, EDMUNDO DAVID	28267	2/27/2019	3/12/19	PD-LEGISLATIVE SUMMIT	$40.50
	VERIZON WIRELESS	28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$2.55
	Fund Total					$94,713.61
0312	ECOLOGY ACTION OF SANTA CRUZ	28379	3/12/2019	1008	BIKE TO WORK 2019 SPONSORSHIP	$3,000.00
	KIMLEY-HORN & ASSOCIATES, INC.	28419	3/12/2019	12884931	STAFF AUGMENTATION SERVICES	$824.25
	Fund Total					$3,824.25
0349	TINO'S PLUMBING INC	28538	3/12/2019	117855	SEWER LINE CLEANOUT	$3,800.00
	Fund Total					$3,800.00
0354	K & D LANDSCAPING INC.	28414	3/12/2019	29007	LANDSCAPE MAINT	$824.00
	PACIFIC GAS & ELECTRIC	28451	3/12/2019	0541697410-2-2/22	ELEC	$12.81
		28448	3/12/2019	6312050406-1-2/22	ELEC	$10.45
		28449	3/12/2019	0519864328-9-2/24	ELEC	$11.70
	Fund Total					$858.96

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0510	SANTA CRUZ COUNTY BANK	28519	3/12/2019	ACCT#900382500	BOND PMT	$91,646.29
		28519	3/12/2019	ACCT#900382500	BOND PMT	$55,167.87
	Fund Total					$146,814.16
0710	A L LEASE COMPANY, INC	28307	3/12/2019	2/28/19	SUPPLIES	$155.71
	ACCURATE AIR ENGINEERING, INC.	28309	3/12/2019	L-074083	INVOICE #L-074083 CALL OUT FOR REPAIR AT THE WA	$6,791.80
	AIRGAS USA, LLC	28314	3/12/2019	9959684110	CYLINDER CHARGE	$29.29
	AMERICAN MESSAGING	28317	3/12/2019	M7023652TC	WASTEWATER PAGER SERVICE FROM 03/01/19-03/31/19	$36.32
	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$239.07
		28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$112.73
	AZTECA SYSTEMS, LLC	28331	3/12/2019	16118	SOFTWARE UPDATE & RENEWAL	$9,000.00
	BEAR ELECTRICAL SOLUTIONS INC.	28334	3/12/2019	7485	BANNER INSTALLS IN DECEMBER 2018	$701.25
		28334	3/12/2019	7412	BANNER INSTALLS IN NOVEMBER 2018	$280.00
	BEECHER ENGINEERING, INC.	28335	3/12/2019	0219-69	SERVICES FOR HEADWORKS PROJECT	$1,600.00
	BOWMAN & WILLIAMS, INC.	28340	3/12/2019	13324	CONSULTING ENG SERVICES FOR DE	$4,643.75
	BUCKLES-SMITH ELECTRIC	28344	3/12/2019	3134184-00	FILTER	$759.29
		28344	3/12/2019	3133914-02	SUPPLIES	$458.85
		28344	3/12/2019	3133901-00	LAMP	$214.61
		28344	3/12/2019	3133966-00	PARTS	$611.80
	C & N TRACTOR	28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$401.24
	CENTRAL ELECTRIC	28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$186.83
	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$60.00
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$43.69

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$69.43
	D & D COMPRESSOR, INC.	28257	2/27/2019	62890-11/30/18	BARE PUMP	$9,443.99
	D&G SANITATION	28371	3/12/2019	258317	SERVICE	$163.88
	ECAST ENGINEERING INC.	28378	3/12/2019	PAYMENT 1	NONA AVE SANITARY SEWER REROUT	$91,553.59
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$26,667.00
		28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$12,703.00
	ERNESTO'S CARPET CLEANING AND	28382	3/12/2019	030319	INVOICE #030319 CLEANING SERVICE FOR THE MONTH	$3,840.00
	FASTENAL COMPANY	28385	3/12/2019	CAWAT95611	PARTS	$64.83
	FEDEX	28386	3/12/2019	6-476-68386	FRT	$13.75
	FERGUSON ENTERPRISES, INC.	28387	3/12/2019	1429513	INVOICE #1429513 REPLACEMENT PARTS	$15,895.88
	FISHER SCIENTIFIC	28389	3/12/2019	6915421	SUPPLIES	$85.86
		28389	3/12/2019	8208976	SUPPLIES	$112.84
	GLOSAGE ENGINEERING, INC.	28392	3/12/2019	PAYMENT 1	NEW SANITARY SEWER MANHOLES PR	$23,759.50
		28392	3/12/2019	FINAL	UNION STREET SANITARY SEWER RE	$2,030.62
		28392	3/12/2019	ADD'L FINAL	SANT SEWER FINAL	$2,798.13
	GRAINGER	28394	3/12/2019	9092558221	EYE WASH STATION	$92.71
	GREEN TOUCH	28398	3/12/2019	20190257	INVOICE #20190257 MONTHLY LANDSCAPE MAINTENANCE	$420.00
	HOME DEPOT CREDIT SERVICES	28298	3/6/2019	2/13/19	SUPPLIES	$21.72
	JEFFERY WALLER CONSULTING, LLC	28409	3/12/2019	1093	STAFF AUGMENTATION SERVICES	$145.00
	JORGE LEONARDO CRUZ	28411	3/12/2019	2/1/19	PW-NAT CTR SUPPLIES	$109.74
	JOSE GUSTAVO HERNANDEZ	28412	3/12/2019	2/28/19	PW-WELDING CLASS	$210.00
	KAMAN AUTOMATION INC.	28416	3/12/2019	417030-00	INVOICE #417030-00 REPLACEMENT PARTS	$173.66
	KIMBALL MIDWEST	28418	3/12/2019	6942964	PARTS	$125.43

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	MCMASTER CARR	28427	3/12/2019	87853736	TEMP INDICATOR	$24.87
		28427	3/12/2019	85863269	CABINET	$1,297.22
	MERCURY METALS INC	28428	3/12/2019	12270	CHANNEL 304	$893.67
		28428	3/12/2019	12252	SS SHEET	$10.93
	NEOPOST, INC.	28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.38
	PACIFIC CREST ENGINEEERING, INC.	28446	3/12/2019	6749	FREEDOM-O'REILLY SEWER MAIN SERVICES	$5,605.00
	PACIFIC GAS & ELECTRIC	28484	3/12/2019	6994615709-1-2/28	ELEC	$16,519.39
		28474	3/12/2019	2914465320-0-2/27	ELEC	$1,677.80
		28460	3/12/2019	0998529372-0-2/27	ELEC	$71.26
		28481	3/12/2019	5314251010-5-2/26	ELEC	$6,010.75
		28480	3/12/2019	1283243089-1-3/1	ELEC	$4,599.23
	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$353.70
	PETERSON	28495	3/12/2019	SW240155671	REPAIR	$477.66
	PLOTTER PROS	28498	3/12/2019	53425	TONER	$818.81
	RICOH USA, INC	28508	3/12/2019	5055821090	COPIER CHARGES	$137.14
		28508	3/12/2019	5055821090	COPIER CHARGES	$6.58
		28508	3/12/2019	5055821090	COPIER CHARGES	$52.07
		28508	3/12/2019	5055821834	COPIER CHARGES	$25.34
	SERVICE PRINTERS	28523	3/12/2019	1663	BUSINESS CARDS FOR BRIAN POST	$92.86
	SOIL CONTROL LAB, INC.	28528	3/12/2019	9020418	INVOICE #9020418 SAMPLES FOR CITY OF WATSONVILL	$609.00
		28528	3/12/2019	9020038	INVOICE #9020038 SAMPLE TESTING FOR CITY OF WAT	$355.00
	TAYLOR'S OFFICE CITY	28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$421.97
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$83.25

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0710	TECHNOLOGY INTEGRATION GROUP	28534	3/12/2019	5282950	CRITICAL INFRASTRUCTURE INSTALLATION & SUPPORT	$4,081.81
	THATCHER COMPANY, INC.	28537	3/12/2019	260788	RESO#158-15 12.5% SODIUM HYPOC	$3,760.20
	TRITON CONSTRUCTION INC.	28544	3/12/2019	16089	INVOICE #16089 DESIGNATED OPERATOR FEES	$75.00
	VALIN CORP.	28547	3/12/2019	3368835	SUPPLIES	$264.90
	VERIZON WIRELESS	28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$38.24
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$58.32
		28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$10.11
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$9.07
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$152.04
		28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$43.58
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$40.80
	VWR INTERNATIONAL IN	28306	3/6/2019	8083162625-7/30/18	SUPPLIES	$323.21
	Fund Total					$266,346.95
0720	A L LEASE COMPANY, INC	28307	3/12/2019	2/28/19	SUPPLIES	$98.58
	ALLSTAR FIRE EQUIPMENT, INC	28316	3/12/2019	213159	CARBON CYLINDER	$999.64
	AMERICAN MESSAGING	28318	3/12/2019	M7023541TC	PAGER SERVICE WATER DEPT FROM 03/010/19-03/31/19	$71.58
	AMERIGAS	28319	3/12/2019	644449775	PROPANE	$206.21
	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$299.76
	AZTECA SYSTEMS, LLC	28331	3/12/2019	16118	SOFTWARE UPDATE & RENEWAL	$9,000.00
	BAY WEST NURSERY	28333	3/12/2019	W15993	PLANT	$644.49

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	BILL FANNIN FENCING	28338	3/12/2019	JANURY 15, 2019	CORRALITOS WATER PLANT SERVICE CALL:SHUT DOWN SYST	$160.00
	BRIAN STIPANOVICH	28341	3/12/2019	33160	33160- UTILITY ACCT CLOSED	$35.18
	C & N TRACTOR	28346	3/12/2019	2/26/2019	REPAIR PARTS AND SUPPLIES	$228.10
	CALIFORNIA RURAL WATER ASSOCIATION	28348	3/12/2019	JAN 2019-JAN 2020	MEMBERSHIP PERIOD JAN 2019-JAN 2020 FOR WASTEWATER	$1,302.00
	CENTRAL COAST LANDSCAPE & MAINTENANCE	28351	3/12/2019	19696	MAINT FEB 2019	$627.00
	CENTRAL ELECTRIC	28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$296.30
	CHARTER COMMUNICATIONS	28355	3/12/2019	0268791020119	INVOICE #0268791020119 SERVICES FOR 6 EUREKA C	$226.06
		28353	3/12/2019	0268791030119	INVOICE #0268791030119 ONLY CURRENT CHARGES	$77.22
		28356	3/12/2019	0002463020519	SERVICE	$110.78
		28356	3/12/2019	0002463020519	SERVICE	$128.23
		28356	3/12/2019	0002463020519	SERVICE	$26.72
	CHAZ CUSTOM EMBROIDERY & DIGITIZING	28357	3/12/2019	6885	INV#6885 UNIFORMS & SAFETY GER FOR WATER SERVICE S	$3,397.10
	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$18.00
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$80.00
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$55.00
		28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$50.00
	CORNELIUS DUNN	28361	3/12/2019	34144	34144 - UTILITY ACCT CLOSED	$102.01
	CORRALITOS COMMUNITY FREE METHODIST CHURCH	28362	3/12/2019	11174	11174- UTILITY ACCT CLOSED	$36.11
	D&G SANITATION	28371	3/12/2019	258318	SERVICE	$25.00
		28371	3/12/2019	258316	SERVICE	$120.18
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$26,667.00
		28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$12,739.00
	FASTENAL COMPANY	28385	3/12/2019	CAWAT95912	PARTS	$40.68

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	FRANCES E. NELMS	28390	3/12/2019	33331	1 LANDSCAPE WATER CONSEVATION REBATE @ 20 MONTE VI	$500.00
	GREAT WEST EQUIPMENT, INC.	28397	3/12/2019	18415	EMULSION SPRAYER	$11,789.44
	HADUCA, TED	28401	3/12/2019	10573	ONE QUALIFYING TOILET REBATE @ 350 AMESTI RD ACCT#	$100.00
	HOME DEPOT CREDIT SERVICES	28298	3/6/2019	2/13/19	SUPPLIES	$78.41
	JEFFERY TAVANGAR	28408	3/12/2019	37027	37027 - UTILITY ACCOUNT CLOSED	$127.85
	JOSE MANUEL PONCE	28413	3/12/2019	12/21/18	PW-DMV EXAMS	$112.00
	MANCO CONTROLS	28426	3/12/2019	544995	INVOICE #544995 PARTS FOR WELLS	$103.71
	MID COAST ENGINEERS, INC.	28430	3/12/2019	2903	GREEN VALLEY SERVICES	$2,000.00
	MID VALLEY SUPPLY	28431	3/12/2019	3/1/19	LINEN SERVICE	$105.14
		28431	3/12/2019	3/1/19	LINEN SERVICE	$201.58
	MONTEREY BAY WATER WORKS ASSOCIATION	28301	3/6/2019	3/7/19	PW-TRAINING	$320.00
	NEOPOST, INC.	28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.38
	OSUNA AUTO ELECTRIC & SMALL ENGINE REPAIR	28445	3/12/2019	31372	STROBE LIGHT	$436.96
		28445	3/12/2019	31387	SWITCH	$250.73
		28445	3/12/2019	31389	CHAINSAW	$327.74
	PACIFIC GAS & ELECTRIC	28478	3/12/2019	8257828808-4-2/21	ELEC	$4,162.86
		28485	3/12/2019	8693283387-3-2/20	GAS & ELEC	$40,839.77
		28447	3/12/2019	8999729770-3-2/28	ELEC	$9.86
		28483	3/12/2019	1553836670-7-2/8/19	GAS & ELEC SERVICE	$20.89
	PACIFIC SURFACING INC.	28486	3/12/2019	39490	39490 -UTILITY ACCOUNT CLOSED	$631.32
	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$87.40
		28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$193.60

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	PEGGY YOUMANS	28492	3/12/2019	14953	1 QUALIFYING TOILET REBATE @ 754 BRONTE AVE ACCT#1	$100.00
	PODLECH, MIKE	28499	3/12/2019	2086	PROF SERVICES	$300.00
	POWER ENGINEERS, INC.	28500	3/12/2019	292656	CONSULTANT SERVICES FOR CITYWO	$3,577.50
	PRAXAIR DISTRIBUTION, INC	28501	3/12/2019	87777172	CYLINDER CHARGES	$35.65
	QUILL CORPORATION	28502	3/12/2019	5011321	INVOICE# 5011321 OFFICE SUPPLIES	$109.24
	R G MATUSICH	28504	3/12/2019	38696	38696 - UTILITY ACCOUNT CLOSED	$119.66
	RAMA VERMA	28506	3/12/2019	39157	39157 -UTILITY ACCOUNT CLOSED	$137.02
	RICOH USA, INC	28508	3/12/2019	5055821090	COPIER CHARGES	$137.14
		28508	3/12/2019	5055821090	COPIER CHARGES	$18.28
		28508	3/12/2019	1079997822	COPIER CHARGES	$136.93
	SBS	28520	3/12/2019	0712282-IN	INV#0712282-IN MATERIALS: 2 SK SAND SLURRY	$371.03
		28520	3/12/2019	0712455-IN	INV#0712455-IN MATERIALS: 2 SK SNAD SLURRY	$768.70
		28520	3/12/2019	0003531-IN CREDIT	INCORRECT INVOICE	($139.30)
	SECURITY SHORING AND STEEL PLATES INC.	28522	3/12/2019	153573	INV#153573 RENTAL EQUIPMENT: GAUGE & BOTTLE OF SHO	$50.50
	SHRED-IT USA	28525	3/12/2019	8126519296	SERVICE	$30.07
		28525	3/12/2019	8126310515	SERVICE	$30.07
		28525	3/12/2019	8126519296	SERVICE	$30.06
		28525	3/12/2019	8126310515	SERVICE	$30.06
	SUNCREST NURSERIES INC	28532	3/12/2019	SI-191078	PLANTS	$2,405.73
	TAYLOR'S OFFICE CITY	28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$329.96
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$301.20
	TECHNOLOGY INTEGRATION GROUP	28534	3/12/2019	5282950	CRITICAL INFRASTRUCTURE INSTALLATION & SUPPORT	$4,081.81

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0720	THATCHER COMPANY, INC.	28537	3/12/2019	260157	RESO#158-15 12.5% SODIUM HYPOC	($900.00)
		28537	3/12/2019	260156	RESO#158-15 12.5% SODIUM HYPOC	$1,736.01
		28537	3/12/2019	261733	RESO#158-15 12.5% SODIUM HYPOC	($900.00)
		28537	3/12/2019	261690	RESO#158-15 12.5% SODIUM HYPOC	$2,664.51
	VERIZON WIRELESS	28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$228.06
		28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$268.48
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$348.22
		28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$114.03
		28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$129.08
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$130.60
	VISION RECYCLING	28552	3/12/2019	AP100226	MULCH	$679.55
		28552	3/12/2019	AP-13956	MULCH	$1,359.07
		28552	3/12/2019	AP-13994	MULCH	$1,359.07
		28552	3/12/2019	AP-13963	MULCH	$1,359.07
		28552	3/12/2019	AP-13955	MULCH	$1,359.07
	WATSONVILLE UPHOLSTERY	28554	3/12/2019	002595	TAG NO. 002595 FOR 1 SEAT COVE	$191.18
		28554	3/12/2019	002583	TAG NO.002583 FOR 1 SET COVER-WATER SERVICES DEPT	$344.00
	WILLIAM JANES	28557	3/12/2019	17258	1 QUALIFYING LANDSCAPE WATER CONSERVATION @ 68 MON	$135.00
	Fund Total					$144,352.88
0730	A L LEASE COMPANY, INC	28307	3/12/2019	2/28/19	SUPPLIES	$1,463.03
	ADRIAN JUAREZ	28311	3/12/2019	2/18/2019	AIRPORT SAFETY BOOTS	$175.00

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0730	ASCENT AVIATION GROUP, INC.	28324	3/12/2019	M21577	MYFBO FEES	$165.00
		28324	3/12/2019	S009187	3/1/19 MONTHLY TAS FEES	$475.00
	AT&T-CAL NET 2	28328	3/12/2019	000012656706	CALNET3_C60 BILL FROM 01/24/19-02/23/19	$303.22
	CENTRAL ELECTRIC	28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$102.48
		28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$47.31
		28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$312.54
	CHARTER COMMUNICATIONS	28356	3/12/2019	0002463020519	SERVICE	$166.80
	CITY OF WATSONVILLE-CASH	28297	3/6/2019	3/5/19	REIMBURSE PETTY CASH	$6.52
	EATA INC./ELLA'S AT THE AIRPORT	28377	3/12/2019	00213COW	TRAINING -MEETING	$288.36
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$26,667.00
		28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$2,259.00
	HOME DEPOT CREDIT SERVICES	28298	3/6/2019	2/13/19	SUPPLIES	$78.68
		28298	3/6/2019	2/13/19	SUPPLIES	$50.06
		28298	3/6/2019	2/13/19	SUPPLIES	$27.21
	JOHNSON CONTROLS SECURITY SOLUTIONS LLC	28259	2/27/2019	31672265-12/18/18	INSTALLATION CHARGE	$1,852.10
		28259	2/27/2019	31672895-12/18	SERVICE CHARGE	$813.73
	LARGE'S METAL FABRICATION, INC	28420	3/12/2019	120108	MFG RAIL	$230.52
		28420	3/12/2019	120096	FLAT BAR	$20.55
	LOMBERA, PABLO	28424	3/12/2019	1235	2/27/19 TERMINAL CLEANING	$1,200.00
	MID VALLEY SUPPLY	28431	3/12/2019	3/1/19	LINEN SERVICE	$299.63
	MONUMENT LUMBER COMPANY	28434	3/12/2019	2/25/19	LUMBER AND SUPPLIES	$937.21
		28434	3/12/2019	2/25/19	LUMBER AND SUPPLIES	$70.27
		28434	3/12/2019	2/25/19	LUMBER AND SUPPLIES	$4,221.52
		28434	3/12/2019	2/25/19	LUMBER AND SUPPLIES	$1,257.71

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0730	MONUMENT LUMBER COMPANY	28434	3/12/2019	2/25/19	LUMBER AND SUPPLIES	$149.54
	NEOPOST, INC.	28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.39
	NPM, INC.	28441	3/12/2019	180273	2/27/19 MONTHLY VISUAL	$80.00
	PACIFIC GAS & ELECTRIC	28479	3/12/2019	2209323609-3-2/25	ELEC	$4,259.32
		28455	3/12/2019	6558284005-7-2/19	ELEC	$31.44
		28462	3/12/2019	9830958081-3-2/27	ELEC	$96.52
	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$65.50
	PRAXAIR DISTRIBUTION, INC	28501	3/12/2019	87758401-2/21	CYLINDER RENT	$46.25
		28501	3/12/2019	88016697	SUPPLIES	$50.55
	R POWER INDUSTRIES	28505	3/12/2019	75086	SPONSORING PV HIGH CHEERLEADERS	$499.00
	SPECIALIZED HELICOPTERS	28529	3/12/2019	2886	PGE SERVICES AT 150 AVIATION	$583.40
	TAYLOR'S OFFICE CITY	28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$8,554.28
		28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$94.04
	TECHNOLOGY INTEGRATION GROUP	28534	3/12/2019	5282950	CRITICAL INFRASTRUCTURE INSTALLATION & SUPPORT	$4,081.81
	UNITED SITE SERVICES INC.	28546	3/12/2019	114-8119489	2/28/19 TOILET RENTAL	$80.43
	VERIZON WIRELESS	28551	3/12/2019	9824717738	CITY CELL & DATA CHARGES FROM 01/23/19-02/22/19	$218.80
	Fund Total					$62,900.72
0740	A L LEASE COMPANY, INC	28307	3/12/2019	2/28/19	SUPPLIES	$188.43
	AMERIGAS	28319	3/12/2019	645828767	PARTS	$115.55
	AZTECA SYSTEMS, LLC	28331	3/12/2019	16118	SOFTWARE UPDATE & RENEWAL	$9,000.00
	CAMPOS BROS. RECOVERY, INC.	28350	3/12/2019	10734	INV#10734 APPLIANCE PROCESSING	$438.00
		28350	3/12/2019	10741	INV#10741 APPLIANCE PROCESSING	$466.00
	CENTRAL ELECTRIC	28352	3/12/2019	2/28/2019	SUPPLIES AND REPAIRS	$48.82

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0740	CHARTER COMMUNICATIONS	28356	3/12/2019	0002463020519	SERVICE	$26.72
	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$26,667.00
		28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$9,163.00
	ELECTRONIC RECYCLERS INTERNATIONAL, INC.	28381	3/12/2019	S185490	ELECTRONIC PICK-UP 1/3/19	$1,060.03
		28381	3/12/2019	S186951	INV#S186951 ELECTONIC PICK UP UP.RECEIVED/SERVICE	$192.00
		28381	3/12/2019	S189004	INV#S189004 ELECTRONICS PICK UP. RECEIVED/SERVICE	$68.25
	GRANITE ROCK COMPANY	28396	3/12/2019	1158647	INV#1158647 BUILDING MATERIALS: CLASS 2 AGG BASE	$25.60
	HOME DEPOT CREDIT SERVICES	28298	3/6/2019	2/13/19	SUPPLIES	$38.85
		28298	3/6/2019	2/13/19	SUPPLIES	$347.42
	HOPE SERVICES, INC.	28403	3/12/2019	S168173	Litter Removal from City Roadw	$2,160.00
		28403	3/12/2019	S168208	Litter Removal from City Roadw	$1,890.00
	INTERSTATE TRAFFIC CONTROL PRODUCTS	28406	3/12/2019	230093	INV#230093 CUTOME WHITE/GREEN SIGNS	$45.18
	MAGGIORA BROS DRILLING CO. INC	28299	3/6/2019	104030	PUMP	$737.87
	MID VALLEY SUPPLY	28431	3/12/2019	3/1/19	LINEN SERVICE	$93.11
		28431	3/12/2019	3/1/19	LINEN SERVICE	$63.02
	MIGUEL AGUIRRE	28433	3/12/2019	2/28/19	PW-SAFETY BOOTS	$89.99
	NEOPOST, INC.	28438	3/12/2019	56446244	POSTAGE MTR CHARGES	$519.39
	NEW PIG	28439	3/12/2019	4842214-00	OIL CONTAINER	$1,753.71
		28439	3/12/2019	22688019-00	SPILL KIT, DRUM LID FOR DRAINING	$927.33
	PACIFIC GAS & ELECTRIC	28475	3/12/2019	1437608399-5-2/20	ELEC	$1,854.35
	PAJARO VALLEY FABRICATION INC.	28487	3/12/2019	26585	REPAIR COMPACTOR	$237.13
	PAJARO VALLEY LOCK SHOP	28488	3/12/2019	2/28/19	REPAIRS AND SUPPLIES	$95.62
	REGISTER PAJARONIAN	28507	3/12/2019	288205	AD	$297.60

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0740	REGISTER PAJARONIAN	28507	3/12/2019	288196	AD	$99.00
	ROUTESMART TECHNOLOGIES, INC.	28514	3/12/2019	M-2151913	SOFTWARE ANNUAL MAINTENANCE FRM 04/2019-03/2020	$6,641.00
		28514	3/12/2019	247504	STREET CENTERLINE DATA & USER	$14,735.00
	SANTA CRUZ COUNTY ENVIRONMENTAL HEALTH SERVICES	28272	2/27/2019	IN0091151	MSC HEALTH PERMIT	$4,614.00
	SCHWAN INC	28521	3/12/2019	46510	CATER MEETING	$76.48
	TAYLOR'S OFFICE CITY	28533	3/12/2019	3/1/2019	OFFICE SUPPLIES	$109.04
	TECHNOLOGY INTEGRATION GROUP	28534	3/12/2019	5282950	CRITICAL INFRASTRUCTURE INSTALLATION & SUPPORT	$4,081.81
	TERRA X PEST SERVICE, INC.	28536	3/12/2019	31106	MONTHLY SERVICE FEBRUARY 2019	$120.00
	TOTAL EQUIPMENT & RENTAL OF FREMONT	28542	3/12/2019	P20929	P20929 KIT CAB APLLICA #7311904 REPLACEMENT FOR #7	$1,513.75
	TRI-COUNTY FIRE PROTECTION INC	28543	3/12/2019	48956	SERVICE	$184.30
	VERIZON WIRELESS	28549	3/12/2019	9809573822	MSC CELL DATA FROM 05/23/18-06/22/18	$175.48
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$212.82
		28550	3/12/2019	9824723468	MSC CELL & DATA CHARGES FORM 01/23/19-02/22/19	$5.93
	WEST COAST RUBBER RECYCLING	28555	3/12/2019	19-296	19-296 TIRE PICK-UP	$309.23
		28555	3/12/2019	19-62	19-62 TIRE PICK-UP	$1,121.93
	Fund Total					$92,609.74
0765	EFFICIENT TECHNOLOGY SOLUTIONS, INC.	28380	3/12/2019	2013-696x	ETS INFRASTRUCTURE	$72,578.05
	Fund Total					$72,578.05
0780	ALEJANDRO PALMERIN	28250	2/27/2019	CLAIM #1718-37	SETTLEMENT	$444.72
	LUPE BANUELOS	28260	2/27/2019	CLAIM 1819-15	CLAIM SETTLEMENT	$2,797.67
	Fund Total					$3,242.39

Fund #	Vendor Name	Check #	Invoice Date	Invoice	Invoice Description	Amount
0787	MES VISION	28261	2/27/2019	2/15/19	CLAIMS	$1,501.08
		28300	3/6/2019	2/28/2019	CLAIMS	$1,381.68
	PREFERRED BENEFIT	28265	2/27/2019	EIA27376	CLAIMS	$7,914.04
		28302	3/6/2019	EIA27616	CLAIMS	$11,347.45
	Fund Total					$22,144.25
Total	Total					$2,339,207.09

MISCELLANEOUS DOCUMENTS REPORT
MARCH 12, 2019

1.0 APPLICATIONS FOR ALCOHOLIC BEVERAGE LICENSES

--Santa Cruz Cider
February 14, 2019

--Zameen, Inc.
February 20, 2019

2.0 PROCLAMATIONS

--Debra Kennedy
Hunger Fighter of the Year
March 6, 2019

--Dick Peixoto
Hunger Fighter of the Year
March 6, 2019

Department of Alcoholic Beverage Control — State of California

APPLICATION FOR ALCOHOLIC BEVERAGE LICENSE(S)

ABC 211 (6/99)

TO: Department of Alcoholic Beverage Control
1137 WESTRIDGE PARKWAY
SALINAS, CA 93907
(831) 755-1990

File Number: **603549**
Receipt Number: **2554330**
Geographical Code: **4403**
Copies Mailed Date: **February 14, 2019**
Issued Date:

Received
Watsonville
City Clerk
FEB 21 '19 PM 4:08

DISTRICT SERVING LOCATION: **SALINAS**

First Owner: **SANTA CRUZ CIDER COMPANY LLC**

Name of Business: **SANTA CRUZ CIDER COMPANY**

Location of Business: **65 HANGER WY**
C
WATSONVILLE, CA 95076-2476

County: **SANTA CRUZ**

Is Premise inside city limits? **Yes** Census Tract **1106.00**

Mailing Address: (If different from premises address) **37 LAKEN DR**
WATSONVILLE, CA 95076-1353

Type of license(s): **02, 81**

Transferor's license/name: **557954 / SANTA CRUZ CIDER COMPANY LLC** Dropping Partner: Yes___ No X

License Type	Transaction Type	Fee Type	Master	Dup	Date	Fee
02 - Winegrower	PREMISE TO PREMISE TRANSFER	GL5K	Y	0	02/14/19	$100.00
81 - Wine Sales Event Perm	PREMISE TO PREMISE TRANSFER	NA	N	1	02/14/19	$100.00
					Total	$200.00

Have you ever been convicted of a felony? **No**
Have you ever violated any provisions of the Alcoholic Beverage Control Act, or regulations of the Department pertaining to the Act? **No**
Explain any "Yes" answer to the above questions on an attachment which shall be deemed part of this application.

Applicant agrees (a) that any manager employed in an on-sale licensed premises will have all the qualifications of a licensee, and (b) that he will not violate or cause or permit to be violated any of the provisions of the Alcoholic Beverage Control Act.

STATE OF CALIFORNIA County of SANTA CRUZ Date: February 14, 2019

Under penalty of perjury, each person whose signature appears below, certifies and says: (1) He is an applicant, or one of the applicants, or an executive officer of the applicant corporation, named in the foregoing application, duly authorized to make this application on its behalf; (2) that he has read the foregoing and knows the contents thereof and that each of the above statements therein made are true; (3) that no person other than the applicant or applicants has any direct or indirect interest in the applicant or applicant's business to be conducted under the license(s) for which this application is made; (4) that the transfer application or proposed transfer is not made to satisfy the payment of a loan or to fulfill an agreement entered into more than ninety (90) days preceding the day on which the transfer application is filed with the Department or to gain or establish a preference to or for any creditor or transferor or to defraud or injure any creditor of transferor; (5) that the transfer application may be withdrawn by either the applicant or the licensee with no resulting liability to the Department.

Effective July 1, 2012, Revenue and Taxation Code Section 7057, authorizes the State Board of Equalization and the Franchise Tax Board to share taxpayer information with Department of Alcoholic Beverage Control. The Department may suspend, revoke, and refuse to issue a license if the licensee¿s name appears in the 500 largest tax delinquencies list. (Business and Professions Code Section 494.5.)

Applicant Name(s) — Applicant Signature(s)

See 211 Signature Page

SANTA CRUZ CIDER COMPANY LLC

Department of Alcoholic Beverage Control — State of California

APPLICATION FOR ALCOHOLIC BEVERAGE LICENSE(S)

ABC 211 (6/99)

TO: Department of Alcoholic Beverage Control
1137 WESTRIDGE PARKWAY
SALINAS, CA 93907
(831) 755-1990

File Number: **603658**
Receipt Number: **2555125**
Geographical Code: **4403**
Copies Mailed Date: **February 20, 2019**
Issued Date:

FEB 25 '19 PM 1:51

DISTRICT SERVING LOCATION: **SALINAS**

First Owner: **ZAMEEN, INC.**
Name of Business: **ZAMEEN AT THE HANGAR**
Location of Business: **45 AVIATION WY**
STE 3
WATSONVILLE, CA 95076-2004

Received
Watsonville
City Clerk

County: **SANTA CRUZ**
Is Premise inside city limits? **Yes** Census Tract **1107.00**
Mailing Address: (If different from premises address) **851 41ST AVE**
SANTA CRUZ, CA 95062

Type of license(s): **41**

Transferor's license/name: Dropping Partner: Yes___ No X

License Type	Transaction Type	Fee Type	Master	Dup	Date	Fee
41 - On-Sale Beer And Wine	ANNUAL FEE	NA	Y	0	02/20/19	$406.00
41 - On-Sale Beer And Wine	ORIGINAL FEES	NA	Y	0	02/20/19	$300.00
NA	FEDERAL FINGERPRINTS	NA	N	1	02/20/19	$24.00
NA	STATE FINGERPRINTS	NA	N	1	02/20/19	$39.00
					Total	$769.00

Have you ever been convicted of a felony? **No**
Have you ever violated any provisions of the Alcoholic Beverage Control Act, or regulations of the Department pertaining to the Act? **No**
Explain any "Yes" answer to the above questions on an attachment which shall be deemed part of this application.

Applicant agrees (a) that any manager employed in an on-sale licensed premises will have all the qualifications of a licensee, and (b) that he will not violate or cause or permit to be violated any of the provisions of the Alcoholic Beverage Control Act.

STATE OF CALIFORNIA County of SANTA CRUZ Date: February 20, 2019

Under penalty of perjury, each person whose signature appears below, certifies and says: (1) He is an applicant, or one of the applicants, or an executive officer of the applicant corporation, named in the foregoing application, duly authorized to make this application on its behalf; (2) that he has read the foregoing and knows the contents thereof and that each of the above statements therein made are true; (3) that no person other than the applicant or applicants has any direct or indirect interest in the applicant or applicant's business to be conducted under the license(s) for which this application is made; (4) that the transfer application or proposed transfer is not made to satisfy the payment of a loan or to fulfill an agreement entered into more than ninety (90) days preceding the day on which the transfer application is filed with the Department or to gain or establish a preference to or for any creditor or transferor or to defraud or injure any creditor of transferor; (5) that the transfer application may be withdrawn by either the applicant or the licensee with no resulting liability to the Department.

Effective July 1, 2012, Revenue and Taxation Code Section 7057, authorizes the State Board of Equalization and the Franchise Tax Board to share taxpayer information with Department of Alcoholic Beverage Control. The Department may suspend, revoke, and refuse to issue a license if the licensee¿s name appears in the 500 largest tax delinquencies list. (Business and Professions Code Section 494.5.)

Applicant Name(s) — Applicant Signature(s)

See 211 Signature Page

ZAMEEN, INC.

Proclamation

Debra Kennedy

Hunger Fighter of the Year

March 6, 2019

WHEREAS, on March 6, 2019, Second Harvest Food Bank Santa Cruz County will hold its Annual Awards Dinner, during which time Debra Kennedy will be honored as Hunger Fighter of the Year, and in recognition thereof, she is deserving of special public commendations; and

WHEREAS, Mrs. Kennedy is a valued member of All Saints Episcopal Church and a former member of the Vestry, who spent many years alongside her husband, William, feeding the homeless through the church; and

WHEREAS, for over 35 years, Mrs. Kennedy has been an essential volunteer for the Salvation Army, a non-profit organization that exists to meet human need wherever, whenever and however it can; and

WHEREAS, Mrs. Kennedy has been the captain of her team which is responsible for serving 75-100 meals every Tuesday night; and

WHEREAS, Mrs. Kennedy is known in her community for her dedication and faithful service, which is always accompanied by a smile;

NOW, THEREFORE, I, Francisco Estrada, Mayor of the City of Watsonville, in the State of California, on behalf of the City Council hereby congratulate **Debra Kennedy** on receiving "Second Harvest Food Bank's 2019 Hunger Fighter of the Year" award. We commend her for her outstanding achievements and dedication to the community of Watsonville and wish her much success in all her future endeavors.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Watsonville to be affixed this 6th day of March, two thousand and nineteen.

Francisco Estrada, Mayor

WATSONVILLE, CALIFORNIA

Proclamation

Dick Peixoto

Hunger Fighter of the Year

March 6, 2019

WHEREAS, On March 6, 2019, Second Harvest Food Bank Santa Cruz County will hold its annual Awards Dinner, during which time Dick Peixoto, the founder-owner of Lakeside Organic Gardens, will be honored as Hunger Fighter of the Year, and in recognition thereof, he is deserving of special public commendations; and

WHEREAS, Mr. Peixoto, a long-time leader in organic farming, practices earth-friendly farm management resulting in healthy, nutritious produce for the community while protecting Mother Nature's honeybees and fragile wildlife refuges, state and national parks, and wetlands that are on or near Lakeside's growing areas; and

WHEREAS, Mr. Peixoto has been generously giving back to the local community for many years by supporting numerous charities, non-profit organizations, shelters, cancer support networks, scholarships, memorial funds and resources for youth and their families, improving the quality of life in his community; and

WHEREAS, Lakeside Organic Gardens' ongoing contributions, fresh fruits and vegetables, financial support and turkeys through Second Harvest have provided over four million healthy meals for families, veterans, children and seniors who otherwise would have gone hungry;

NOW, THEREFORE, I, Francisco Estrada, Mayor of the City of Watsonville, in the State of California, on behalf of the City Council hereby congratulate **Dick Peixoto** on receiving "Second Harvest Food Bank's 2019 Hunger Fighter of the Year" award. We commend him for his outstanding achievements and dedication to the community of Watsonville and wish him much success in all his future endeavors.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the City of Watsonville to be affixed this 6th day of March, two thousand and nineteen.

Francisco Estrada, Mayor

WATSONVILLE, CALIFORNIA

MINUTES REGULAR CITY COUNCIL MEETING

February 26, 2019

City of Watsonville
Council Chambers
275 Main Street, Top Floor

4:32 P.M.

1. ROLL CALL

Mayor Estrada, Mayor Pro Tempore Garcia, and Council Members González, Hernandez (arrived at 4:35 p.m.), Hurst, and Parker were present. Member Coffman-Gomez was absent.

2. REPORTS TO COUNCIL – No Action Required

2.A. PRESENTATION BY THE WATSONVILLE POLICE DEPARTMENT REGARDING THE PINK PATCH PROJECT RESULTS

3. CONSENT AGENDA

At Member Parker's request, Mayor Estrada removed Item 3.B. from the Consent Agenda, to be considered under Item 4.

Public Input on any Consent Agenda Item (None)

MOTION: It was moved by Member Hernandez, seconded by Member Gonzalez and carried by the following vote to approve Consent Agenda Item 3.A.:

AYES:	MEMBERS:	García, González, Hurst, Hernandez Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

3.A. MOTION APPROVING MINUTES OF FEBRUARY 12, 2019, MEETING

3.B. ITEM REMOVED, SEE ITEM 4.

4. ITEMS REMOVED FROM CONSENT AGENDA

Principal Engineer Fontes gave a report regarding Item 3.B.

In answering Mayor Pro Tempore Garcia, Principal Engineer Fontes spoke about efforts to inform the public about the proposed trail.

Principal Engineer Fontes, in answering Member Hernandez, spoke about efforts from staff to protect the Ohlone burial grounds near the proposed trail.

Principal Engineer Fontes answered questions from Member Gonzalez regarding location of the proposed trail and involvement from the County on the project. Member Gonzalez asked that the bridge portion of the project incorporate artwork as much as possible.

Principal Engineer Fontes and City Attorney Smith answered questions from Member Parker regarding ownership of Mesiti-Miller Engineering. Member Parker asked that the Ohlone Burial Grounds be protected.

Mayor Estrada asked that lighting be incorporated into the project to ensure students can use it all year and during the evening.

Member Hernandez asked staff to partner with the birding community to place signage on the trail. Principal Engineer Fontes stated staff was working with Wetlands Watch to place signage on the trail.

Amy Cebada, Regeneration-Pájaro Valley Climate Action, stated her concerns regarding litter on the proposed trail.

Barry Scott, Friends of the Rail and Trail, spoke in support of the proposed project and volunteered to work with youth to remedy issues they encounter on the trail.

3.B. RESOLUTION NO. 20-19 (CM):
RESOLUTION AWARDING CONTRACT TO MESITI-MILLER ENGINEERING, INC., FOR PRELIMINARY DESIGN OF THE LEE ROAD TRAIL PROJECT NO. CT-19-01, IN AN AMOUNT NOT TO EXCEED $156,704

MOTION: It was moved by Member Hurst, seconded by Member Hernandez and carried by the following vote to approve Consent Agenda Item 3.B.:

AYES:	MEMBERS:	García, González, Hurst, Hernandez Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

5. NEW BUSINESS

5.A. CLIMATE ACTION PLAN PROGRESS REPORT

1) Staff Report
The report was given by Assistant Public Works & Utilities Director Templeton.

2) City Council Questions
Assistant Public Works & Utilities Director Templeton and Public Works & Utilities Director Palmisano answered questions from Mayor Pro Tempore Garcia regarding plans for planting new trees citywide, potential for use of biodiesel on City vehicles, the Laundry to Landscape Program, Pájaro Valley Unified School District's solar panel implementation, and progress of communitywide assessment and creation of a program to address health, social economic, and equity vulnerabilities.

Assistant Public Works & Utilities Director Templeton, Public Works & Utilities Director Palmisano, Amaury Berteaud, Special Projects Associate at AMBAG, and City Manager Huffaker answered questions from Member Gonzalez regarding private cooling companies operating within the City, electricity being used citywide, effects Monterey Bay Community Power had on carbon reduction, data used to determine traffic counts, recycling challenges the City has due to increased restrictions from China, recommendations from staff on how to meet 2030 goals, plans for planting new trees citywide, and potential for curbside food waste collection.

Public Works & Utilities Director Palmisano and Assistant Public Works & Utilities Director Templeton answered questions from Member Hernandez regarding potential for energy generation from organic waste. Member Hernandez spoke about the importance of providing safety for the public and encouraging walkability of city streets.

3) Public Input

Sergio Guzman, Regeneration-Pájaro Valley Climate Action, asked Council to include farmworkers when discussing the Climate Action Plan and to keep them informed.

Anna Kammer, District 5 resident, spoke about the importance of providing safe streets and trails in order to promote walking and bicycling.

Eileen Clark-Nagaoka, Regeneration-Pájaro Valley Climate Action, asked Council to be bold with their efforts to protect the environment and provide for safe alternatives to driving.

Pablo, gardener, asked Council to explore composting options and partner with schools to educate youth about organic farming.

Kathleen Kilpatrick, representing Safe Ag Safe Schools, gave several recommendations on how the City could improve the Climate Action Plan.

Woody Rehanek, retired teacher, stated healthy wetlands sequester carbon and asked that the City protect them.

Amy Cebada recommended staff pursue zero waste options for food outlets and encouraged the Council to expand the farmers' market.

Nancy Faulstich, Regeneration-Pájaro Valley Climate Action, spoke about the importance of making larger efforts to protect the environment and asked Council to be bold in their pursuit of environmental protection. She stated her concerns with the data provided and asked that Regeneration-Pájaro Valley Climate Action be included in the Climate Action Task Force.

4) City Council Discussion

In answering Member Hernandez, Assistant Public Works & Utilities Director Templeton stated there had been a committee formed to work on the Climate Action Plan but had dissolved.

5) **MOTION**: It was moved by Mayor Pro Tempore Garcia, seconded by Member Gonzalez and carried by the following vote to accept the Climate Action Plan 2018 Progress Report and direct staff to continue coordinating with Climate Action Partners and Assess 2030 Climate Action Goals:

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

Mayor Estrada announced that Items 5.B. and 5.C would be considered at the 6:30 p.m. Session. He recessed the meeting to Closed Session at 6:09 p.m.

5.B. CONSIDERATION OF ON-BILL FINANCING LOAN DOCUMENTS, CONTRACTOR WORK ORDER AGREEMENTS & AUTHORIZATION OF PARTICIPATION IN THE DIRECT INSTALL PROGRAM THROUGH THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG) ENERGY WATCH DIRECT INSTALL PROGRAM TO IMPLEMENT THE CITY-WIDE ENERGY EFFICIENT LED LIGHTING RETROFIT – Item moved after Item 9.C.

5.C. CONSIDERATION OF ENDORSEMENT OF CLIMATE COMMITMENT REQUESTING REGIONAL COLLABORATION ON A MOBILIZATION EFFORT TO RESTORE A SAFE CLIMATE – Item moved after Item 9.C.

6:09 p.m.

6. CLOSED SESSION
(City Council Conference Room, 275 Main Street, 4th Floor)

(a) Public Comments regarding the Closed Session agenda were accepted by the City Council at that time.

(b) Closed Session Announcement
The City Council recessed the regular Council Meeting to discuss those items listed on the Closed Session Statement attached to the Agenda.

6.A. CONFERENCE WITH LEGAL COUNSEL—ANTICIPATED LITIGATION
(Government Code Section 54956.9)

1. Anticipated litigation pursuant to subdivision (e)(3):

a)	Claimant:	Celestine Marie Glover (Represented by Dolan Law Firm, PC)
	Agency claimed against:	City of Watsonville

6:36 p.m.

7. ROLL CALL
Mayor Estrada, Mayor Pro Tempore Garcia, and Council Members González, Hernandez, Hurst, and Parker were present. Member Coffman-Gomez was absent.

Staff members present were City Manager Huffaker, City Attorney Smith, City Clerk Vázquez Flores, Public Works & Utilities Director Palmisano, Police Chief Honda, Fire Chief Barreto, Administrative Services Director Czerwin, Airport Director Williams, Community Development Director Merriam, Information Technology Director Boyes, Parks & Community Services Director Calubaquib, Deputy City Managers Manning & Vides, Assistant Public Works & Utilities Directors Rodriguez and Templeton, Administrative Services Manager Hays, Assistant Police Chief Sims, Fire Division Chiefs Lopez and Avila, Public Works Administrative Services Manager Gordo, Principal

Engineer Fontes, Police Captains Rodriguez and Zamora, Fire Captain Schaefer, Police Fiscal Manager Maldonado, Assistant City Clerk Ortiz, Police Media and Communications Specialist Pulido, Environmental Projects Manager Cassel-Shimabukuro, and Interpreter Landaverry.

8. PLEDGE OF ALLEGIANCE

9. PRESENTATIONS & ORAL COMMUNICATIONS

9.D. ORAL COMMUNICATIONS FROM THE PUBLIC

Steve Trujillo spoke about the successful programs of the YMCA and invited the public to tour the facility as well as participate in their programs. He also asked the public to donate to the YMCA.

?Woman thanked Council and staff for their work to make the community safe and for providing basic necessities for all.

9.A. INTRODUCTION OF GOVERNMENT DIGNITARIES FROM ÇAVTAT, KONAVLE, REPUBLIC OF CROATIA (WATSONVILLE'S SISTER CITY) & EXECUTION OF AGREEMENT OF COOPERATION

9.B. MAYOR'S PROCLAMATION DECLARING MARCH 2019 AS RED CROSS MONTH & ENCOURAGING ALL AMERICANS TO SUPPORT THIS ORGANIZATION & ITS NOBLE HUMANITARIAN MISSION

9.C. PRESENTATION BY AIRPORT DIRECTOR WILLIAMS & CLOWNBANK STUDIOS' PETER BARTCZAK REGARDING AIRPORT HANGAR MURAL

9.D. ORAL COMMUNICATIONS FROM THE CITY COUNCIL – Item moved after Item 5.C.

9.E. REPORT OUT OF CLOSED SESSION – Item moved after Item 5.C.

5. NEW BUSINESS (Continued)

5.B. CONSIDERATION OF ON-BILL FINANCING LOAN DOCUMENTS, CONTRACTOR WORK ORDER AGREEMENTS & AUTHORIZATION OF PARTICIPATION IN THE DIRECT INSTALL PROGRAM THROUGH THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG) ENERGY WATCH DIRECT INSTALL PROGRAM TO IMPLEMENT THE CITY-WIDE ENERGY EFFICIENT LED LIGHTING RETROFIT

1) Staff Report

The report was given by Elisabeth Bertrand, Director of Special Projects, and Amaury Berteaud, Special Projects Associate at AMBAG.

2) City Council Questions

Ms. Bertrand answered questions from Mayor Pro Tempore Garcia regarding the term of the proposed loan.

3) Public Input

Steve Trujillo stated street lights on Bronte Avenue were not bright and visibility was low at night. He asked staff to improve the streetlights.

4) City Council Discussion (None)

5) RESOLUTION NO. 21-19 (CM):
RESOLUTION APPROVING THE FORM OF LOCAL AGENCY & DISTRICT CUSTOMERS ON-BILL FINANCING LOAN AGREEMENT, CONTRACTOR WORK ORDER AGREEMENT; AUTHORIZING PARTICIPATION IN THE DIRECT INSTALL PROGRAM THROUGH THE ASSOCIATION OF MONTEREY BAY AREA GOVERNMENTS (AMBAG) ENERGY WATCH DIRECT INSTALL PROGRAM TO IMPLEMENT THE CITY-WIDE ENERGY EFFICIENT LED LIGHTING RETROFIT AT TWENTY-SEVEN CITY FACILITIES; & AUTHORIZING & DIRECTING THE CITY MANAGER TO EXECUTE ANY AND ALL REQUIRED DOCUMENTS

MOTION: It was moved by Member Hernandez, seconded by Member Parker and carried by the following vote to approve the above resolution 5.B.5):

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

5.C. CONSIDERATION OF ENDORSEMENT OF CLIMATE COMMITMENT REQUESTING REGIONAL COLLABORATION ON A MOBILIZATION EFFORT TO RESTORE A SAFE CLIMATE

1) Staff Report
The report was given by Assistant Public Works & Utilities Director Templeton.

2) City Council Questions
Assistant Public Works & Utilities Director Templeton answered questions from Mayor Pro Tempore Garcia regarding City efforts to reduce emissions and comply with State requirements.

Member Gonzalez spoke about the need to restore a safe climate for future generations.

3) Public Input
Steve Trujillo stated the City used Roundup, a carcinogen, for weed control and asked that the City cease using such a product.

Nancy Faulstich asked Council to approve the proposed resolution.

4) City Council Discussion

5) RESOLUTION NO. 22-19 (CM):
RESOLUTION ENDORSING CLIMATE COMMITMENT BY THE CITY OF WATSONVILLE & REQUESTING REGIONAL COLLABORATION ON A MOBILIZATION EFFORT TO RESTORE A SAFE CLIMATE

MOTION: It was moved by Mayor Pro Tempore Garcia, seconded by Member Hernandez and carried by the following vote to approve the above resolution 5.C.5):

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

9. PRESENTATIONS & ORAL COMMUNICATIONS (Continued)

9.D. ORAL COMMUNICATIONS FROM THE PUBLIC & CITY COUNCIL (Continued)

Member Parker thanked those involved with installation of the new Bridge Street medians. Member Parker stated the Slavic American Cultural Organization celebrated their 40th Anniversary and acknowledged the late Patricia Gospodnetich Solano for being one of the founders.

Member Hurst spoke about the importance of protecting the environment and preventing global warming as harmful rays from the sun cause skin cancer. He stated his wife and he had suffered from cancer in the past and thanked the medical professionals who helped them overcome the disease.

Member Hernandez announced that sand bags were available at the Fire Stations and Home Depot to help during the heavy rain. He invited the public to the Wine, Beer, and Art Walk.

Member Gonzalez spoke about his attendance at the Community Action Board Meeting and spoke about his commitment to developing a great transportation policy as part of Santa Cruz Metropolitan Transit District and the Regional Transportation Commission. He encouraged the public to stay healthy and participate in sports.

Mayor Pro Tempore Garcia stated she had participated in a panel for Santa Cruz County Realtors Association to speak on her efforts to create more affordable housing. She also spoke about her participation in a gathering by Regeneration-Pájaro Valley Climate Action where they discussed ways to protect life through prevention of climate change.

Mayor Estrada invited the public to participate in upcoming Parks Master Plan Workshops. He spoke about his attendance at the Pájaro Valley Unified School District Parent-Teacher Conference and at the Municipal Airport Blood Drive event.

9.E. REPORT OUT OF CLOSED SESSION

City Attorney Smith reported that Council took no action during Closed Session.

10. PUBLIC HEARINGS, ORDINANCES, & APPEALS

10.A. CONSIDERATION OF COMPREHENSIVE ANNUAL FINANCIAL REPORT & MEASURE G REPORT FOR THE FISCAL YEAR ENDED 2017/18, IMPACT FEES REPORT FOR THE FISCAL YEAR 2017/18, & 2018-19 MID YEAR FINANCIAL REPORT

1) Staff Report

The report was given by Administrative Services Director Czerwin.

2) City Council Questions

Administrative Services Director Czerwin and City Manager Huffaker answered questions from Mayor Pro Tempore Garcia regarding the Library's financial stability, the City's overall debt, potential for new solar panel installation, and CalPERS contribution deficiencies.

Administrative Services Director Czerwin and Airport Director Williams answered questions from Member Parker regarding decline in property tax collections made in 2018 and questions regarding pricing for Airport hangars.

Administrative Services Director Czerwin and City Manager Huffaker answered questions from Mayor Estrada regarding online shopping sales tax distribution and potential for new sources for revenue.

3) Public Hearing

Mayor Estrada opened the Public Hearing.

Steve Trujillo stated the Library received $402,000 in funding and spoke about its allocation. He stated using Roundup to control weeds led to health problems for employees and in turn increased medical costs for the City. He recommended placing a measure on the ballot for 2020 to increase the Transient Occupancy Tax.

Seeing no one else approach the podium, Mayor Estrada closed the Public Hearing.

4) City Council Discussion

Member Hernandez thanked staff and Council for their work to place the City in a positive financial situation. He spoke about potential to increase revenues through cannabis cultivation sites.

Member Gonzalez spoke about the need for proposed staffing changes in order to add personnel to the traffic crew. City Manager Huffaker spoke about funding for those positions.

Mayor Estrada spoke about the importance of an accurate Census count to ensure fair funding for the City.

Member Hurst thanked Administrative Services Manager Hays for his work over the years. He spoke about financial challenges the City had faced in the past.

5) MOTION ACCEPTING COMPREHENSIVE FINANCIAL REPORT FOR FY 2017-18

6) MOTION ACCEPTING ANNUAL MEASURE G AUDIT REPORT FOR FY 2017-18

7) MOTION ACCEPTING IMPACT FEE REPORT FOR FY 2017-18

8) MOTION ACCEPTING MID-YEAR FINANCIAL REPORT FY 2018-19:

9) MOTION ACCEPTING MID-YEAR STAFFING CHANGES FOR FY 2018-19

10) RESOLUTION NO. 23-19 (CM):
RESOLUTION COMMITTING $1,500,000 OF AVAILABLE FUND BALANCE TO THE EMERGENCY RESERVE

11) RESOLUTION NO. 24-19 (CM):
RESOLUTION AMENDING 2018-2019 BUDGET FOR FISCAL YEAR 2018-2019 TO AUTHORIZE CERTAIN BUDGET APPROPRIATIONS

12) RESOLUTION NO. 25-19 (CM):
RESOLUTION APPROVING ADVANCE PAYABLES (LONG TERM INTERFUND LOANS) IDENTIFIED IN THE AUDITED FINANCIAL STATEMENTS IN ACCORDANCE WITH CITY'S INTERFUND LOAN & TRANSFER POLICY

MOTION: It was moved by Member Hernandez, seconded by Member Gonzalez and carried by the following vote to approve the above motions and resolutions 10.A.5) through 10.A.12):

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

10.B. INTRODUCTION OF UNCODIFIED ORDINANCE ADDING THE ATKINSON LANE/PIPPIN REORGANIZATION TERRITORY DESCRIBED IN SANTA CRUZ COUNTY LOCAL AGENCY FORMATION COMMISSION CERTIFICATE OF COMPLETION NO. 963 (LAFCO NO. 963) TO CITY COUNCIL DISTRICT NO. 6

1) Staff Report
The report was given by City Attorney Smith.

2) City Council Questions
City Attorney Smith, in answering Mayor Pro Tempore Garcia, stated Council should not lock properties to a specific district since redistricting would occur and Council should have discretion to where to draw lines despite addresses.

3) Public Hearing
Mayor Estrada opened the Public Hearing.

Seeing no one else approach the podium, Mayor Estrada closed the Public Hearing.

4) City Council Discussion

5) INTRODUCTION OF UNCODIFIED ORDINANCE ADDING THE ATKINSON LANE/PIPPIN REORGANIZATION TERRITORY DESCRIBED IN THE SANTA CRUZ LOCAL AGENCY FORMATION COMMISSION CERTIFICATE OF COMPLETION NO. 963 (LAFCO RESOLUTION NO. 963) TO CITY COUNCIL DISTRICT NO. 6

MOTION: It was moved by Member Gonzalez, seconded by Member Hernandez and carried by the following vote to introduce the above ordinance 10.B.5):

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

11. NEW BUSINESS

11.A. CONSIDERATION OF SOCIAL & COMMUNITY SERVICE GRANT PROGRAM APPLICATION PROCESS

1) Staff Report
The report was given by Deputy City Manager Vides.

2) City Council Questions
Deputy City Manager Vides answered questions from Mayor Pro Tempore Garcia regarding dissemination of funds between qualifying social and community service grant programs.

In answering Member Parker, Deputy City Manager Vides explained the purpose of the questions on the application for grant funding.

Deputy City Manager Vides, in answering Mayor Estrada, spoke about funding distributions between awardees, eligibility requirements, and potential for changes in funding distribution.

3) Public Input

4) City Council Discussion
Mayor Pro Tempore Garcia spoke about challenges the grant ad hoc committee faced as part of selection of grant recipients.

5) **MOTION**: It was moved by Member Hernandez, seconded by Member Parker and carried by the following vote to accept the proposed form application for consideration of funding social service programs during the period of FY 2019/2020 & FY 2020/2021:

AYES:	MEMBERS:	Garcia, Gonzalez, Hernandez, Hurst, Parker, Estrada
NOES:	MEMBERS:	None
ABSENT:	MEMBERS:	Coffman-Gomez

12. EMERGENCY ITEMS ADDED TO AGENDA (None)

13. REQUESTS & SCHEDULING FUTURE AGENDA ITEMS (None)

14. ADJOURNMENT
The meeting adjourned at 8:58 p.m.

_____
Francisco Estrada, Mayor

ATTEST:

_____

Beatriz Vázquez Flores, City Clerk

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MINUTES SPECIAL CITY COUNCIL MEETING

March 1, 2019

Corralitos Padres Community Room
35 Browns, Valley Road

9:07 A.M.

1. ROLL CALL

Mayor Estrada, Mayor Pro Tempore Garcia, and Council Members González, Hernandez (arrived at 9:11 a.m.), Hurst, and Parker were present. Member Coffman-Gomez was absent.

Staff members present were City Manager Huffaker, City Attorney Smith, City Clerk Vázquez Flores, Public Works & Utilities Director Palmisano, Police Chief Honda, Fire Chief Barreto, Administrative Services Director Czerwin, Airport Director Williams, Community Development Director Merriam, Information Technology Director Boyes, Parks & Community Services Director Calubaquib, Deputy City Managers Manning & Vides, Division Fire Chief Lopez, Facilitator Young.

2. CITY COUNCIL WORKSHOP

Public Comment (None)

Setting the Stage for a Success
Facilitator Young explained the outline for the day.

City Manager Huffaker and Mayor Estrada gave welcome.

Refresher: Components of a Strategic Plan
Deputy City Manager Vides reviewed the Strategic Plan and introduced the Strategic Plan Quick Look and the Action Plan Progress Update.

The City's Fiscal Landscape
Administrative Services Director Czerwin gave update of the City's Fiscal Landscape.

Break

Department Highlights
Community Development Director Merriam, Police Chief Honda, Division Fire Chief Lopez, City Clerk Flores, Public Works & Utilities Director Palmisano, Parks & Community Services Director Calubaquib, Deputy City Manager Manning, and Information Technology Director Boyes highlighted their Departments' accomplishments and upcoming projects.

Lunch

Conversation Cafés, Part 1

Break

Conversation Cafés, Part 2

Next Steps & Closing

2.A. CITY COUNCIL WORKSHOP

3. ADJOURNMENT
The meeting adjourned at 3:54 p.m.

_____
Francisco Estrada, Mayor

ATTEST:

_____
City Clerk

Attendance Request

Council Date: Mar 12, 2019

To: Mayor and City Council

From: Aurelio Gonzalez

Permission is hereby requested/approved for Aurelio Gonzalez to attend the

☐ Weekly ☐ Monthly ☐ Semi-Annual ☒ Annual ☐ Other

Conference name: Yosemite Policy Makers Conference

Location: Yosemite, CA

Justification: The estimated cost of attending this conference is $1,366.66 .

Transportation will be Via:

☒ Personal Auto ☐ Mileage Requested ☐ Mileage Not Requested
☐ Air ☐ Other

Estimated Costs:		
	Lodging	$ 860.16
	Tuition	$ 400.00
	Flight	$ -
	Long-Term Parking	$ -
	Mileage	$
	Airport Shuttle	$ -

Comments:

Councilmember Gonzalez has the necessary funds in his Council account to cover the costs of attending this conference.

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*Form Established by Resolution No. 104-89 (CM)

Attendance Request

Council Date: Mar 12, 2019

To: Mayor and City Council

From: Lowell Hurst

Permission is hereby requested/approved for Aurelio Gonzalez to attend the

☐ Weekly ☐ Monthly ☐ Semi-Annual ☒ Annual ☐ Other

Conference name: Yosemite Policy Makers Conference

Location: Yosemite, CA

Justification: The estimated cost of attending this conference is $1,416.66 .

Transportation will be Via:

☐ Personal Auto ☐ Mileage Requested ☐ Mileage Not Requested
☐ Air ☒ Other They will be using the Council Car

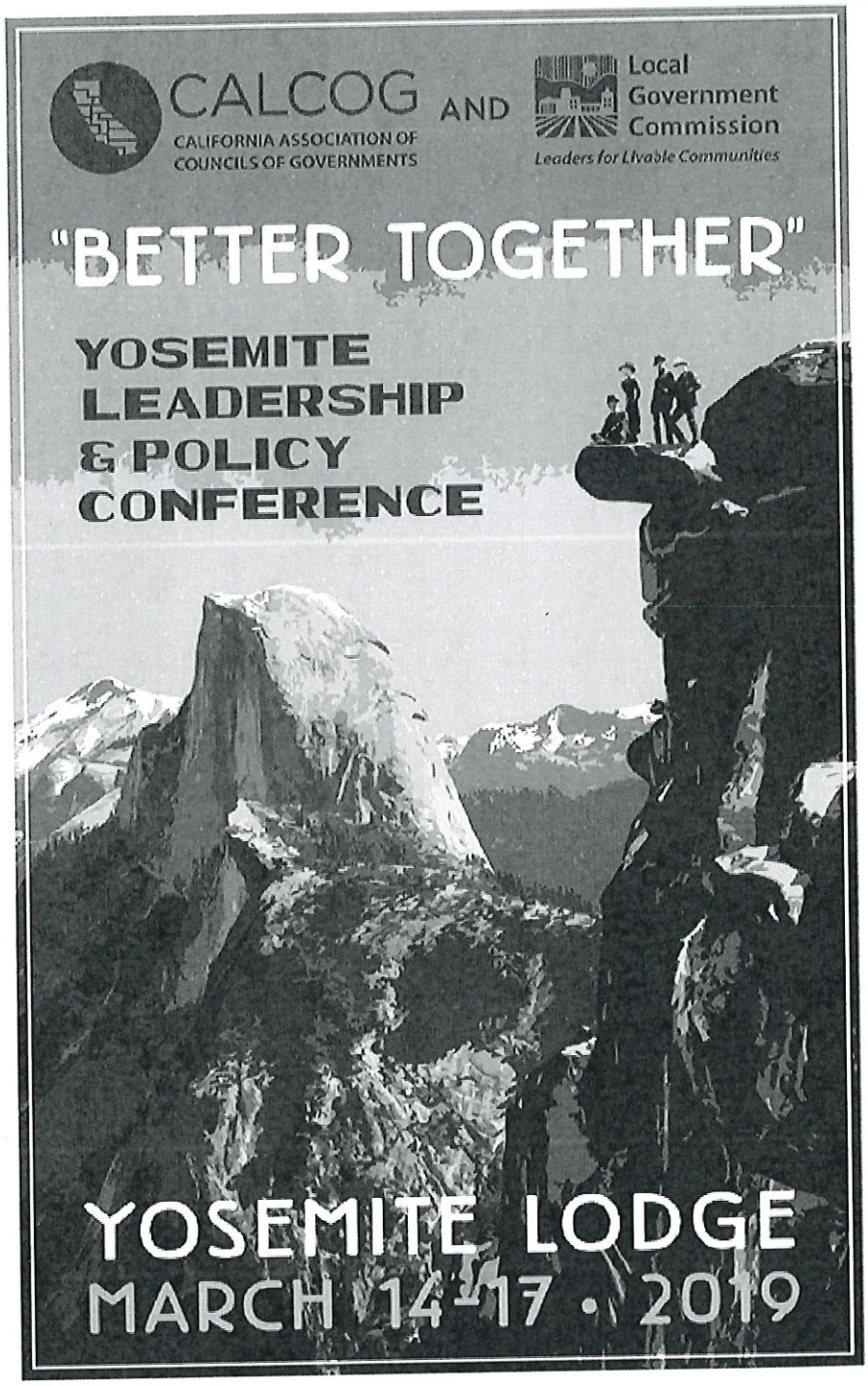
Estimated Costs:		
	Lodging	$ 860.16
	Tuition	$ 450
	Flight	$ -
	Long-Term Parking	$ -
	Mileage	$
	Airport Shuttle	$ -

Comments:

Councilmember Hurst has the necessary funds in his Council account to cover the costs of attending this conference.

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*Form Established by Resolution No. 104-89 (CM)



This year the **California Association of Councils of Governments** and the **Local Government Commission** are working Better Together by joining their winter policy and leadership events, the Yosemite Policymakers Conference and the Regional Leadership Forum.

Join this cross-section of California city and county elected officials, regional leaders and executives, and senior policymakers to take a comprehensive deep dive into best practices and current policy issues that impact the future of our communities and our state at the Yosemite Leadership and Policy Conference, set in breathtaking Yosemite National Park, March 14-17, 2019.

City of Watsonville
Public Works and Utilities Department

M E M O R A N D U M

DATE: **March 5, 2019**

TO: **Matthew D. Huffaker, City Manager**

FROM: **Steve Palmisano, Director of Public Works and Utilities**
Beau Kayser, Water Operations Supervisor
Harry Durbin, Senior Civil Engineer

SUBJECT: **Approval of Plans and Specifications and Calling for Bids for the Well 19 Generator Replacement Project, No. WA-19-01**

AGENDA ITEM: **March 12, 2019** **City Council**

RECOMMENDATION:
Staff recommends that the City Council adopt a resolution approving plans and specifications and a call for bids for the Well 19 Generator Replacement Project, No. WA-19-01. Bids will be received no later than Thursday, March 28, 2019 at 11:00 A.M.

DISCUSSION:
Well 19 and the Corralitos Filter Plant are located on Eureka Canyon Road and are key water sources for the City. During power failures, which are frequent in the winter months, emergency power is required to keep the Corralitos water treatment plant and the groundwater well operational. With no emergency power backup, the water sources for the Corralitos area are limited to just one well.

The existing generator at this site is approaching 30 years in age and is in need of major repairs. It is recommended that the existing generator be replaced rather than repaired; a new generator will be more reliable, more cost-effective, and will meet current noise and emissions standards.

Staff has prepared plans and specifications to install a new emergency power generator at the site of Well 19/Corralitos Filter Plant. The estimated cost of the project is $210,000.

STRATEGIC PLAN:
This project is consistent with the Strategic Plan Goal 3.A, “Infrastructure and Environment, Deferred Asset Management”.

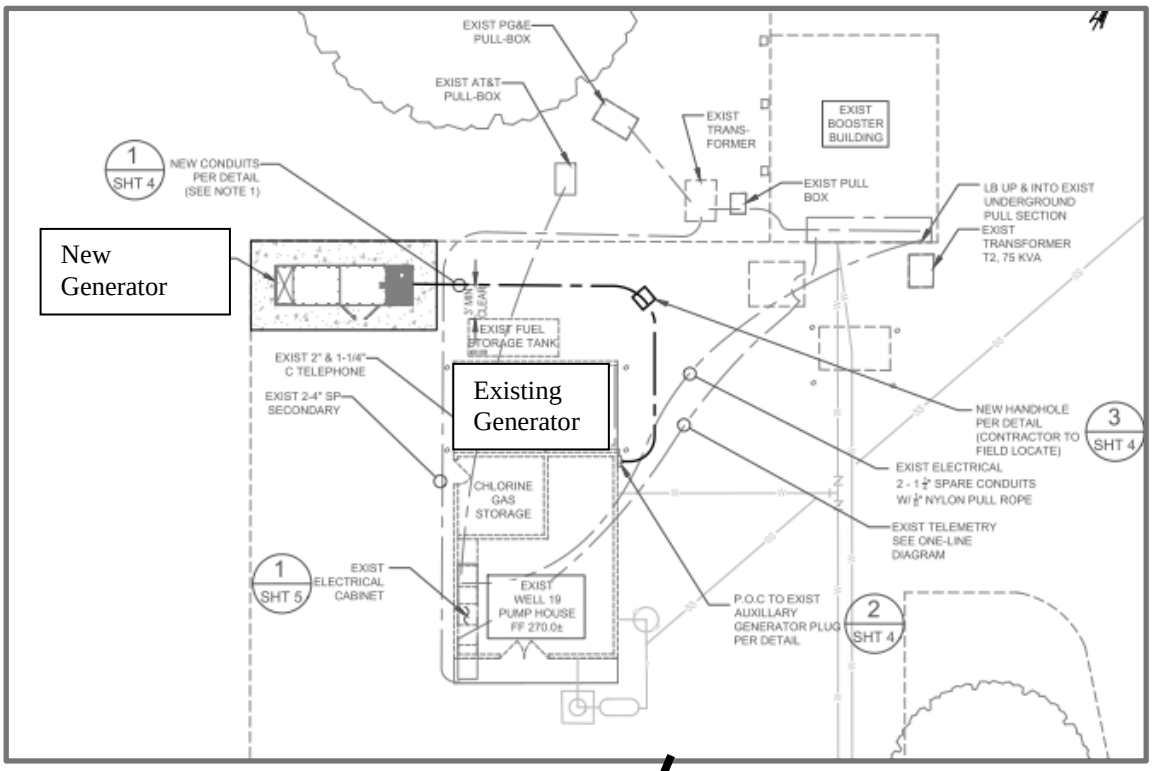
FINANCIAL IMPACT:
The engineer's estimate for the Well 19 Generator Replacement Project is $210,000. There is sufficient funding in the approved FY 18/19 Water Enterprise Fund budget for this project, under Fund 720-598-7537.

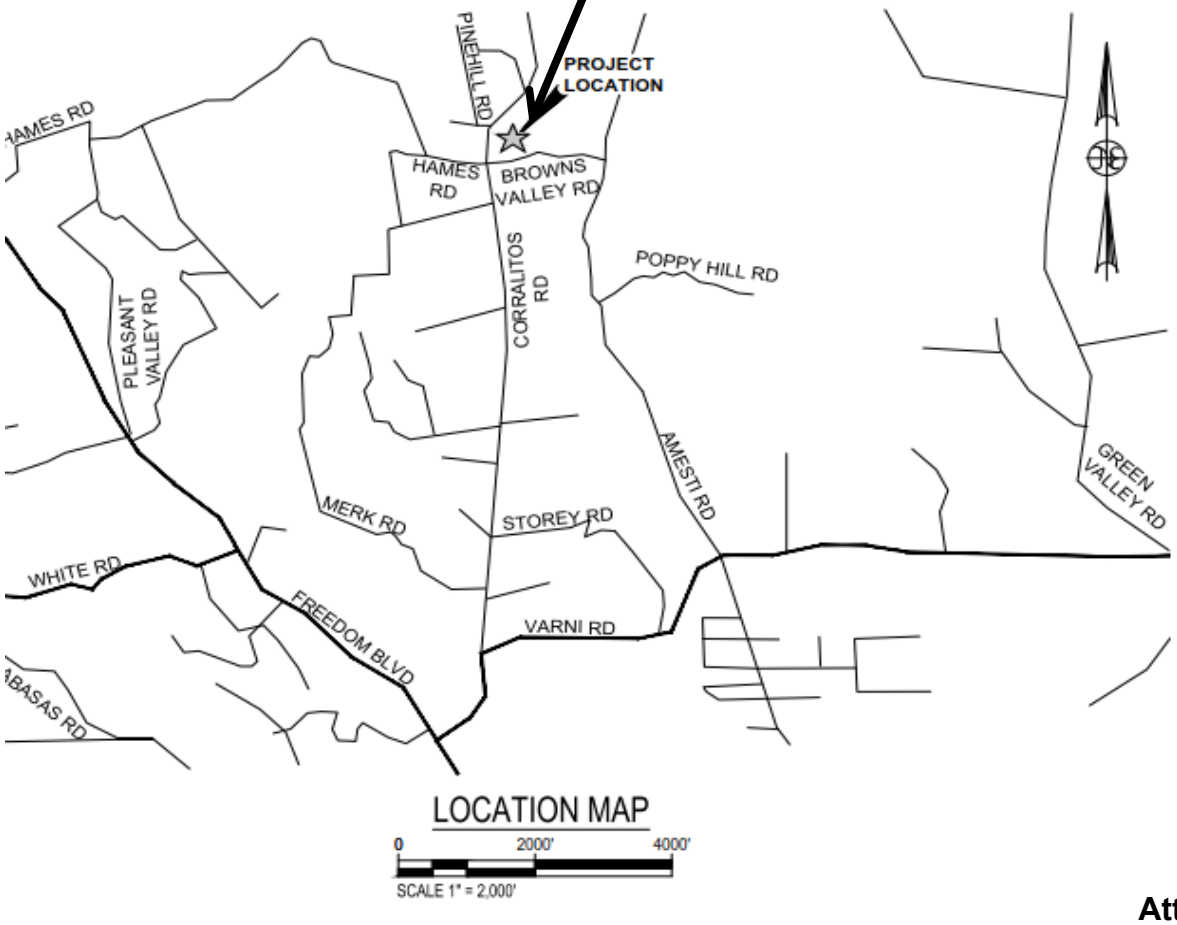
ALTERNATIVES:
City Council may decide not to approve the plans and specifications and not issue a call for bids for the project.

ATTACHMENTS:
1) Location Map & Site Plan

cc: City Attorney

Location Map & Site Plan





RESOLUTION NO._____ (CM)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE APPROVING PLANS AND SPECIFICATIONS AND CALLING FOR BIDS FOR THE WELL 19 GENERATOR REPLACEMENT PROJECT, NO. WA-19-01 (ESTIMATED COST OF $210,000 WILL BE FUNDED FROM THE WATER ENTERPRISE FUND [0720])

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

1. That the plans and specifications for the Well 19 Generator Replacement Project, No. WA-19-01, copies of which are on file in the Office of the City Clerk, are hereby ratified and approved.

2. That the Purchasing Officer is hereby authorized and directed to call for public competitive sealed bids for the above named project, and that the bids are to be opened in the "Old City Council Chambers," 250 Main Street, Watsonville, California, on Thursday, March 28, 2019, at 11:00 A.M., and the City Clerk is hereby directed to give notice inviting such sealed bids in the time, form, and manner provided by law.

3. That hand-carried bids should be delivered to the City of Watsonville, 250 Main Street, Watsonville, California, c/o Purchasing Officer. Bidders may mail bids at their own risk to the City of Watsonville, c/o Purchasing Officer, 250 Main Street, Watsonville, California 95076.

4. That after the bids are opened, they shall be tabulated and analyzed and a report submitted to the City Manager, who shall recommend the awarding, or other action to the Council at its next regular meeting, or as soon thereafter as possible.

****

RESOLUTION NO._____ (CM)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE SUPPORTING FAMILY EMERGENCY PREPAREDNESS AND PROMULGATION OF THE CHILDCARE SAFETY PLAN FOR LOCAL FAMILIES WITH MINOR CHILDREN IN THE CITY OF WATSONVILLE

WHEREAS, the City of Watsonville is home to many families with minor children; and

WHEREAS, current national immigration enforcement policies not infrequent result in incarceration, detention, and deportation of parents of minor children and the separation of those minor children from their parents; and

WHEREAS, natural disasters and personal tragedy can also result in minor children becoming unexpectedly separated from their parents; and

WHEREAS, the operation of California state child welfare law governing the treatment of minor children found by child welfare authorities to be without the physical custody of their parents can result in those children being placed in foster care unless the authorities can determine that the parents have put in place a viable child care safety plan for the care of their minor children in case of the parent's absence or inability to care for their minor children; and

WHEREAS, placement in the foster care system while intended to safeguard vulnerable children, can nonetheless be a traumatic experience for children, especially in cases where the associated court process involves temporary or permanent loss of parental rights by the children's parents; and

WHEREAS, it is the sense of the City Council that all families would prefer for their children to stay out of the foster care system and with trusted care custodians chosen by the families themselves if possible; and

WHEREAS, a group of local not-for-profit community support organizations and private concerned professionals, in consultation with local child welfare agencies, have created the "Childcare Safety Plan," a form document for use by parents of minor children so that they can create a written safety plan in which the parents nominate people trusted by the parents to informally provide supervision and care for their minor children in the event of the parents' unexpected absence and thereby help child welfare authorities determine that foster care for the children is unnecessary, without having to risk the potential temporary or permanent loss of parental rights that can sometimes be associated with more formal guardianship nominations; and

WHEREAS, the aforementioned group of not-for-profit community support organizations and private concerned professionals have trained an ever-growing group of volunteers to assist local resident families with minor children in completing and using the "Childcare Safety Plan" and have carried out a series of workshops that have helped many local resident families to successfully complete and safely store the form; and

WHEREAS, the City Council wishes to support the widespread promulgation of the "Childcare Safety Plan" for its resident families of minor children to reduce the anxiety and stress that can result from the separation of minor children from their parents, whether due to adverse immigration enforcement, natural disaster, or personal tragedy, and thereby improve and strengthen the health of the community.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

That the Watsonville City Council hereby declares its support for the promulgation of the "Childcare Safety Plan" to its resident families with minor children.

****

CITY OF WATSONVILLE

Received
Watsonville
City Clerk

APPLICATION FOR APPOINTMENT TO A CITY BOARD OR COMMISSION

You must be a registered voter in the City of Watsonville to qualify for an appointment

FEB 26 '19 AM 9:51

INSTRUCTIONS:

If you are interested in serving on a City board or commission, complete the following application and return it to the City Clerk's Office, 275 Main Street, Suite 400, (Fourth Floor), Watsonville, CA 95076 or email to cityclerk@cityofwatsonville.org.

Upon receipt, your application for appointment will be routed to the Council Members where a vacancy exists. If a Council Member is interested in nominating you for appointment, the City Clerk's Office or the Council Member will contact you.

Please specify below the commission or board to which you are seeking appointment and provide the requested information.

Thank you for your interest in City government.

COMMISSION OR BOARD
PARK & REC COMMISSION

NAME PAUL DE WORKEN

ADDRESS

TELEPHONE (HOME) _____ (WORK) _____

montereybaymurals@yahoo.com
E-MAIL ADDRESS

LENGTH OF RESIDENCE IN AREA
37 YEARS

PREVIOUS COMMISSION OR BOARD SERVED (PLEASE SPECIFY):

ADVISORY BOARD		TERM
PUBLIC ART COMMITTEE	CITY OF WATSONVILLE	2000 – 2007
SANTA CRUZ COUNTY ARTS COMMISSION		CURRENT

CITY OF WATSONVILLE

EDUCATION:

INSTITUTION	MAJOR	DEGREE	YEAR
CAL STATE MONTEREY BAY	VISUAL AND PUBLIC ART MURAL PAINTING ART EDUCATION	BACHELOR	2008

WORK/VOLUNTEER EXPERIENCE:

ORGANIZATION	ADDRESS	POSITION	YEAR
ENRICHMENT SPECIALIST	PAJARO VALLEY SCHOOL DISTRICT		CURRENT

STATEMENT OF QUALIFICATION:
Please attach a brief statement indicating why you are interested in serving on the advisory body in question.

ACKNOWLEDGEMENT:
I understand that this application is a public document and its contents will be disclosed upon request, and any misrepresentation or deliberate omission of a material fact in this application may be justification for refusal or termination of appointment.

The Political Reform Act of 1974 requires all government agencies to adopt a Conflict of Interest Code that designates the positions within an agency which make or participate in making governmental decisions and may foreseeably have a material effect on any financial interest. Members of City boards and commissions, by virtue of their positions, make or participate in making decisions which may affect their financial interests and who therefore must disclose these interests on the Fair Political Practices Commission Form 700 – Statement of Economic Interests of Designated Employees. The Form 700 is a public document and its contents will be disclosed upon request. This form is to be filed upon appointment and every year thereafter with the Office of the City Clerk on April 1.

CERTIFICATION:
I acknowledge I have read the above information and certify that the information provided by me is true and correct, and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Paul D. Wood
(Signature)

2-26-19
(Date)

RESOLUTION NO. _____ (CM)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE APPOINTING MEMBER TO THE CITY OF WATSONVILLE PARKS AND RECREATION COMMISSION

(DISTRICT 2)

WHEREAS, Section 911 of the City Charter established a seven member Parks and Recreation Commission with specific powers and duties; and

WHEREAS, Section 902 of the Charter of the City of Watsonville authorizes each member of the Council to appoint one member to each City board or commission subject to approval by resolution of the Council adopted by at least four (4) affirmative votes.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

1. That Council Member Gonzalez hereby nominates Paul De Worken for appointment to the Parks and Recreation Commission (expires December 2020), representing District 2.

2. That the Council hereby approves such appointment.

3. That the City Clerk is hereby directed to transmit a copy of this resolution to the newly appointed member and to the Secretary of the Parks and Recreation Commission.

****

ORDINANCE NO. _____(CM)

AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE ADDING THE ATKINSON LANE/PIPPIN REORGANIZATION TERRITORY DESCRIBED IN THE SANTA CRUZ LOCAL AGENCY FORMATION COMMISSION CERTIFICATE OF COMPLETION NO. 963 (LAFCO RESOLUTION NO. 963) TO CITY COUNCIL DISTRICT NO. 6

WHEREAS, on or about August 1, 2018, the Local Agency Formation Commission of Santa Cruz County (LAFCO) adopted Resolution No. 963 ordering the Atkinson Lane/Pippin Reorganization to Watsonville; and

WHEREAS, a Certificate of Completion was recorded November 7, 2018, as Document No. 2018-0033508, thereby adding such territory to the City limits of the City of Watsonville; and

WHEREAS, Section 413 (District Boundaries) of the Charter of the City of Watsonville provides, in pertinent part that any territory annexed to the City but not included within a District shall, before or concurrently with completion of the proceedings therefore, be added to an adjacent District or Districts by the Council by Ordinance, which shall become effective at the expiration of thirty (30) days after adoption and shall apply to all elections held on or after its effective date; and

WHEREAS, said territory is described as the Atkinson Lane/Pippin Reorganization to the City of Watsonville approved by LAFCO Resolution No. 963.

NOW, THEREFORE, BE IT RESOLVED, **THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:**

SECTION 1: REZONING.

1. That all that territory designated as the "Atkinson Lane/Pippin Reorganization to Watsonville, LAFCO Resolution No. 963," which territory is situated in

the City of Watsonville, Santa Cruz County, State of California, and identified by metes and bounds description, attached hereto and marked as Exhibit “A”, is hereby added to Council District No. 6.

2. That the City Clerk of the City of Watsonville is hereby authorized and directed to make the change shown upon that portion of the official “District Map of the City of Watsonville” and to designate the ordinance number and effective date of the ordinance authorizing the change.

SECTION 2. PUBLICATION.

This ordinance shall be published in the Watsonville Register-Pajaronian and/or Santa Cruz Sentinel in compliance with the provisions of the Charter of the City of Watsonville.

SECTION 3. EFFECTIVE DATE.

This ordinance shall take effect thirty (30) days after its final adoption.

****

Recorded at the request of:
LAFCO
When recorded, mail to:
Local Agency Formation Commission
701 Ocean Street
Room 318 D
Santa Cruz CA 95060

FREE RECORDING

2018-0033508 11/07/2018 08:07:35 AM
OFFICIAL RECORDS OF Santa Cruz County
Sean Saldavia Recorder
RECORDING FEE: $0.00
COUNTY TAX: $0.00
CITY TAX: $0.00
NCOM
5 PGS
RCD152

(Space above for Recorder's use only)

In accordance with Government Code Sections 6103 and 27383

CERTIFICATE OF COMPLETION

Pursuant To Government Code Section 57200, this Certificate is issued by the Executive Officer of the Local Agency Formation Commission of Santa Cruz County, California.

1. Short-form designation, as designated by LAFCO is:

Atkinson Lane / Pippin Reorganization
LAFCO No. 963

2. The name of the districts involved in this reorganization and the kind or type of reorganization ordered for this district is as follows:

City or District	Type of Change of Organization
City of Watsonville	Annexation
County Service Area 9, Parks	Detachment
County Service Area 11, Public Works	Detachment
County Service Area 38, Sheriff's Patrol	Detachment
Pajaro Valley Fire Protection District	Detachment
Santa Cruz County Resource Conservation District	Detachment

3. The above listed districts are located within Santa Cruz County.

4. A description of the boundaries of the above cited reorganization is shown on the attached map and legal description, marked Exhibits A and B and by reference incorporated herein.

5. The territory involved in this reorganization is uninhabited.

6. This reorganization has been approved subject to the following terms and conditions:

   a) The proponent shall provide a legal map, description, and fees to meet State Board of Equalization requirements.

   b) The proponent city shall be responsible to pay any fees required to comply with Fish and Game Code Section 711.4 (Fish and Game Fees required when notices of environmental decisions are filed).

   c) The proponent city shall pay any remaining processing fees as set in this Commission's Schedule of Fees and Deposits.

   d) Prior to issuance of a Certificate of Completion for this reorganization, the proponent city shall deliver an executed Indemnification Agreement that is in a form acceptable to this Commission and suitable for recordation.

   e) The Executive Officer shall not record the Certificate of Completion, finalizing this reorganization, during the time period between the closing of the precinct maps and a subsequent election directly involving any measure of the City of Watsonville.

November 7, 2018
Date

Patrick M. McCormick
Executive Officer
Santa Cruz Local Agency Formation Commission

I, Patrick McCormick, say that I am the Executive Officer of the Santa Cruz Local Agency Formation Commission (LAFCO), and as such make this verification on behalf of Santa Cruz LAFCO; that I have read the above Notice of Completion, and know the contents thereof, and that the facts stated therein are true. I declare under penalty of perjury that the foregoing is true and correct.

Executed on October 25, 2018 at Santa Cruz
Date:

By: _____
Patrick McCormick

cc: Tom Sharp, City of Watsonville
Mid-Pen Housing

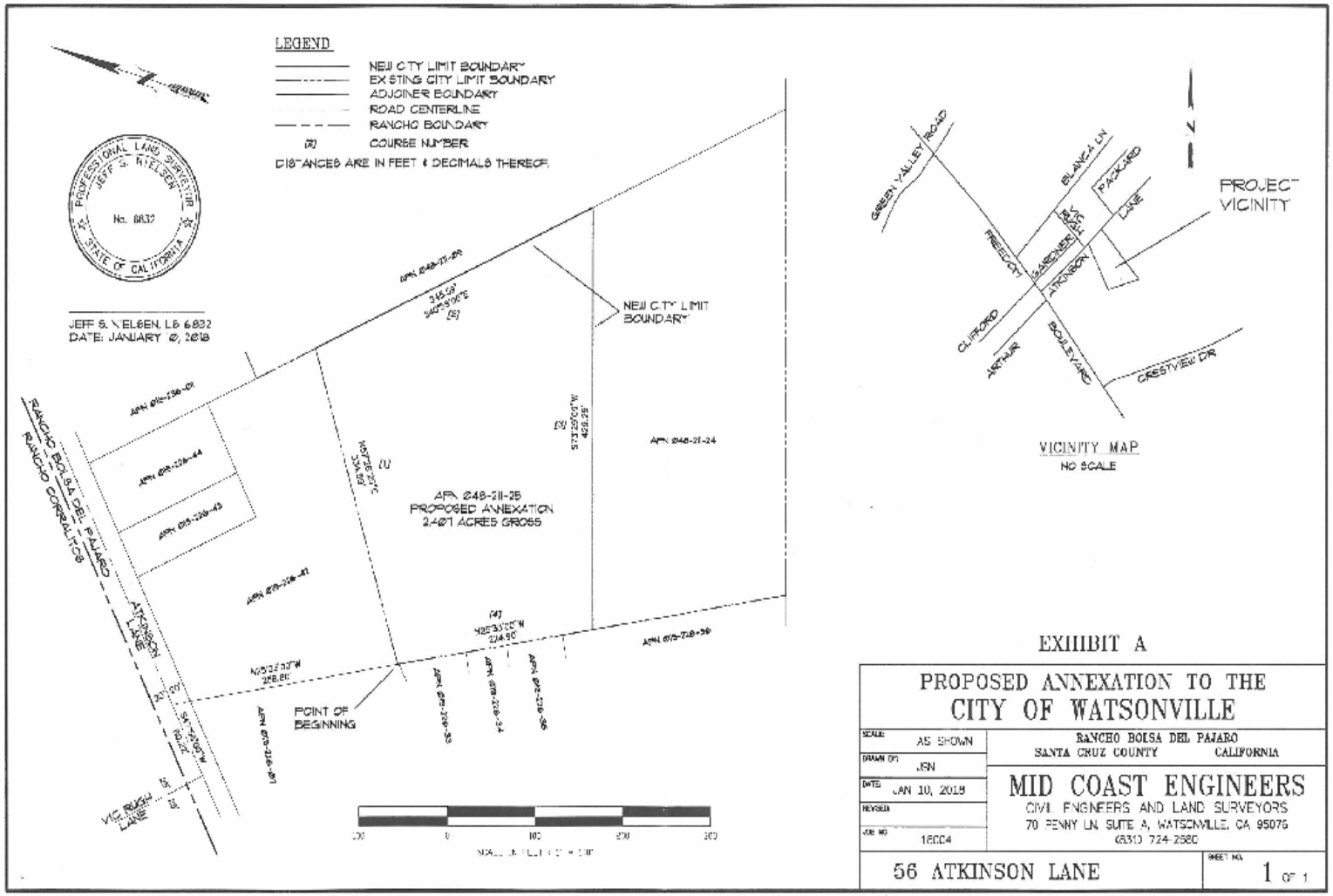


EXHIBIT A

PROPOSED ANNEXATION TO THE CITY OF WATSONVILLE	
SCALE: AS SHOWN	RANCHO BOLSA DEL PAJARO SANTA CRUZ COUNTY CALIFORNIA
DRAWN BY: JSN	MID COAST ENGINEERS CIVIL ENGINEERS AND LAND SURVEYORS 70 PENNY LN. SUITE A, WATSONVILLE, CA 95076 (831) 724-2580
DATE: JAN 10, 2018	
REVISED	
JOB NO: 18004	
56 ATKINSON LANE	SHEET NO. 1 OF 1

EXHIBIT B, LAFCO NO. 963

ATKINSON LANE/PIPPIN REORGANIZATION

BEING that certain property located in Rancho Bolsa Del Pajaro, County of Santa Cruz, State of California, more particularly described as follows:

BEGINNING at a station on the boundary of the City of Watsonville from which the intersection of the centerlines of Atkinson Lane and Vic Rugh Lane bear North 25°33'00" West 258.80 feet and South 47°58'00" West 80.22 feet distant; thence from said point of beginning and along said boundary of the City of Watsonville

1. North 57°26'25" East 334.59 feet; thence leaving said City boundary
2. South 40°58'00" East 345.59 feet; thence
3. South 73°29'09" West 429.29 feet to the aforesaid City boundary; thence along said City boundary thereof
4. North 25°33'00" West 224.90 feet to the point of beginning.

CONTAINING 2.407 acres of land, more or less.

City of Watsonville
Community Development Department

M E M O R A N D U M

DATE: **March 7, 2019**

TO: **Matthew D. Huffaker, City Manager**

FROM: **Suzi Merriam, Community Development Director**
Justin Meek, AICP, Principal Planner

SUBJECT: **Public Hearing to consider approving an Addendum to the previously-certified Environmental Impact Report (EIR) (PP2016-199) prepared for the Sunshine Vista Phased Development Project, consisting of the construction of 150 dwelling units on individual parcels on a 13± acre site located at 511 Ohlone Parkway (APNs 018-372-14 and 018-381-01)**

AGENDA ITEM: **March 12, 2019** **City Council**

RECOMMENDATION

Staff recommends that the City Council adopt a Resolution approving an addendum to the certified Sunshine Vista Phased Development Project EIR. As discussed further below, the Addendum addresses changes made to Mitigation Measure N-6 regarding construction noise reduction techniques, as well as the use of Errington Road as a permanent secondary access road, and providing the option to install a roundabout at Ohlone Parkway and Loma Vista Drive.

BACKGROUND

On August 28, 2018, the City Council adopted Resolution No. 139-18 (CM), certifying the Final EIR prepared for the Sunshine Vista Phased Development Project, consisting of the construction of 150 dwelling units on individual parcels on a 13± acre site located at 511 Ohlone Parkway, Watsonville, California (APNs 018-372-14 & 018-381-01); making certain findings concerning potentially significant impacts, mitigation measures and alternatives; and adopting a Mitigation Monitoring and Reporting Program for the project, in accordance with the California Environmental Quality Act (CEQA).

The City Council also approved a General Plan Map Amendment, Zoning Map change, Tentative Map, and Special Use Permit with Design Review to entitle the construction of the Sunshine Vista Phase Development Project (Resolution Nos. 140-18 through 142-18 [CM] and Ordinance No. 1372-18 [CM]).

As part of the project approval, the City Council required the installation of a roundabout at Ohlone Parkway and Loma Vista Drive and/or use of Errington Road as a permanent secondary access road (per Condition of Approval No. 8). These roadway improvements were not contemplated prior to the hearing and were not evaluated in the EIR, thereby requiring additional environmental review. The full text of Condition of Approval No. 8 is included below for reference.

> **8. Off-site Improvements: Secondary Access and/or Roundabout.** Applicant shall (a) provide secondary access via Errington Road within the 30-foot wide right-of-way on the east side of a 1.7± acre property owned by the Sea View Ranch Homeowners Association (APN 018-661-31) and/or (b) install a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive. If the applicant is required to select option "a," the existing dirt road shall be improved to a 20-year road standard and the CC&Rs shall identify the HOA established for the project site as the responsible party for maintenance of the roadway. Since primary pedestrian access would be provided via the extension of Loma Vista Drive to the project site, this secondary access road will not be required to provide sidewalk and street trees. If the applicant is required to select option "b," the applicant shall design and construct a roundabout as part of the first phase of development. In addition, the City shall determine a cost sharing arrangement with the applicant for installing the roundabout as part of a separate Development Agreement. (CDD-E)

Following the approval of the project in October 2018, the applicant requested modifying Mitigation Measure N-6 regarding the mitigation of construction noise. The applicant indicated that it would be technically infeasible to install the required temporary sound attenuation barrier along the north and south edge of the project site.

The purpose of the Addendum is to address these two changes, formally modifying the project description regarding site access and conducting an analysis of the potential environmental impacts for a modified Mitigation Measure N-6 (Construction Noise Reduction Techniques) and potential new roadway improvements (i.e., the use of Errington Road as a permanent secondary access road and installation of a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive).

Please note that the Council's approval of an Addendum to the certified Final EIR will not predetermine which of the two roadway improvements will be constructed as part of the project. Engineering cost estimates are in the process of being prepared, including the cost of constructing the roundabout option. A final determination regarding whether the roundabout will be included in the project will be negotiated as part of a Development Agreement, as further discussed below under the heading next steps. Including both roadway improvement options in the Addendum provides flexibility to pursue either option or both options, if desired, at a future date without having to conduct further environmental review.

No other changes to the project or required mitigation measures have been requested or are considered as part of this action. Please note that the project is subject to all previously

required mitigation measures from the certified Final EIR. The Mitigation Monitoring and Reporting Program (MMRP) adopted for the project on August 28, 2018, would remain in effect, save the proposed revision to Mitigation Measure N-6.

DISCUSSION

The Final EIR for the Sunshine Vista Phased Project (Original Project) (SCH # 2017032041) was certified on August 28, 2018, by the City of Watsonville City Council. The certified Final EIR consists of responses to public and agency comments received on the Draft EIR and the text of the Draft EIR revised based on responses to comments and other information. The certified Final EIR also includes a MMRP. [1]

As approved, the Original Project includes the clean-up of the project site, including removal of all junk vehicles, trash, debris, and structures from past uses; soil-remediation; export of approximately 49,552 cubic yards of soil; temporary stormwater drainage measures; and regrading. The Original Project also includes development of the project site with 150 housing units, associated parking, utilities, stormwater management, and a public-access nature trail. Access to the residential development would be provided from a roadway extension from Loma Vista Drive, to the west of the project site.

The project includes minor modifications to the Original Project, herein referred to the "Modified Project." An Addendum to the previously certified Final EIR has been prepared to evaluate the potential environmental impacts of the proposed Modified Project. The Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *State CEQA Guidelines*.

EIR Addendum

An Addendum to the certified Final EIR for the Original Project is the appropriate document to address the proposed Modified Project because the proposed modifications to the approved Original Project do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR. The proposed Modified Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which requires major revisions to the certified Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the certified Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The certified Final EIR and this Addendum to the certified Final EIR serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the proposed Modified Project. The Addendum neither controls nor determines the ultimate decision for approval of the proposed Modified Project. The City Council shall consider the information presented in the Addendum to the certified Final EIR alongside the certified Final EIR prior to making a decision on the Modified Project.

[1] The purpose of the MMRP is to ensure the adopted mitigation measures adopted in the findings for the project are implemented.

Project Description

The Modified Project consists of minor modifications to Original Project. As approved and analyzed in the certified Final EIR, the primary and only vehicle access to the project site, excluding emergency access, would be from a new roadway entrance. This roadway would extend Loma Vista Drive east through a sloped area within the existing Sea View Ranch residential development west of the project site. As shown in Figure 1, this area had been dedicated a public right-of-way as part of the subdivision of the Sea View Ranch residential development for a future roadway extension.

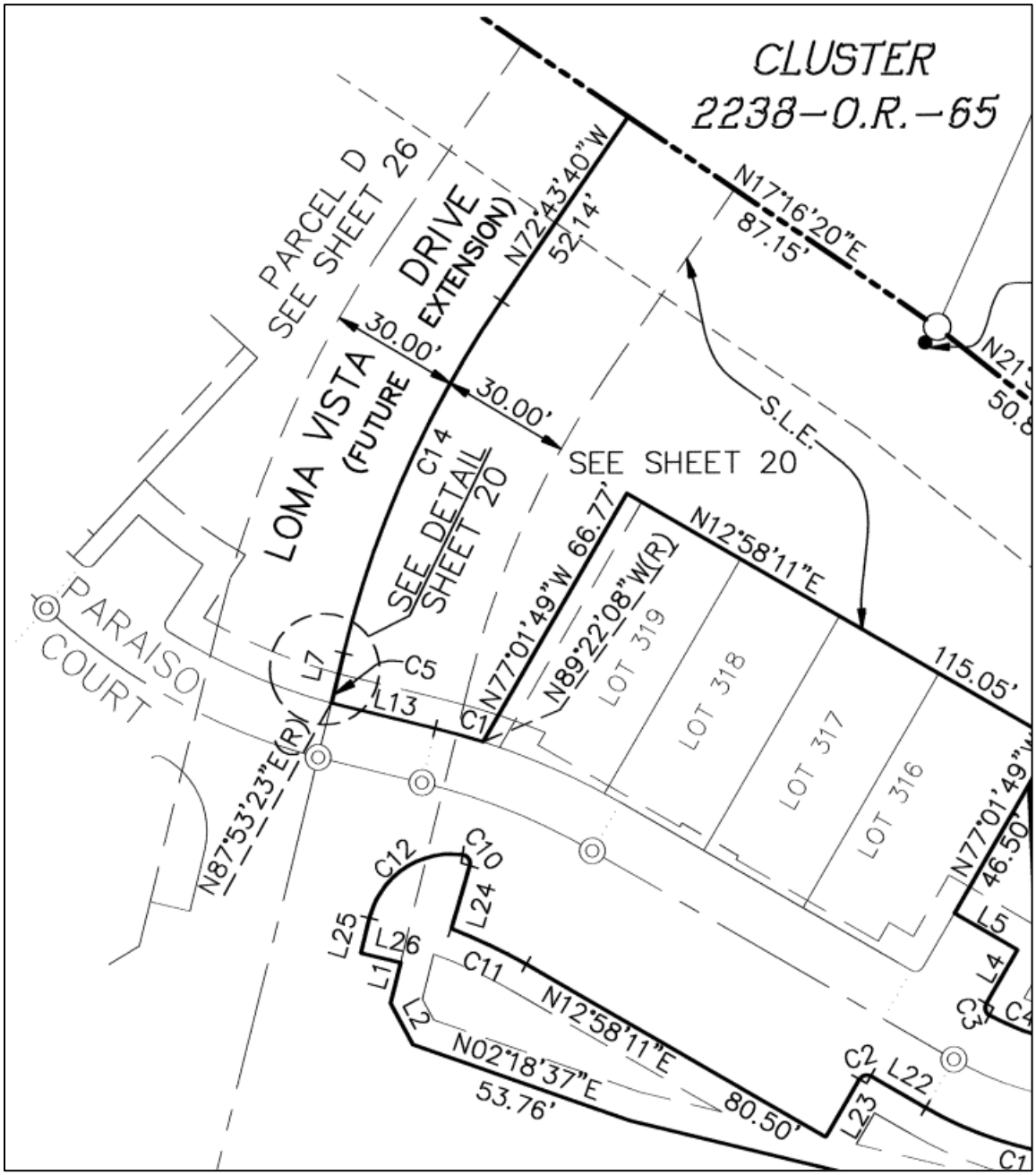


FIGURE 1. Future Extension of Loma Vista Drive
(*Source:* Tract 1442 Sea View Ranch, vol. 103 of maps, page 33, Records of Santa Cruz County)

A proposed modification to the Original Project includes providing a secondary vehicle access via Errington Road within an existing private right-of-way. Errington Road currently provides access to the project site, as well as several other parcels adjacent to and south of the project site, via an unimproved gravel road (see Figure 2). Use of Errington Road for secondary access would also require modifying the existing intersection of Errington Road and Ohlone Parkway to add a stop sign on Errington Road. This scenario would include modifying the existing road striping or median, or both, on Ohlone Parkway to reinforce prohibitions of left turns from Ohlone Parkway onto Errington Road. Existing road striping currently prohibits left turns onto Errington Road from Ohlone Parkway, but tire wear through the striping suggests that left turns do occur.



FIGURE 2. Views of Errington Road (1/28/19)

The Modified Project also includes the option of modifying the existing intersection of Loma Vista Drive and Ohlone Parkway with the addition of a new traffic roundabout. Currently, vehicle turning movements at this intersection are controlled by a stop sign on Loma Vista Drive, requiring vehicles to come to a complete stop before turning onto Ohlone Parkway. The roundabout would facilitate vehicle turning movements from Loma Vista Drive onto Ohlone Drive without the necessity for the complete stop that is required by the existing stop sign at this intersection. A conceptual plan of the roundabout is shown on Figure 3, which is based on a technical memorandum prepared by the project applicant's civil engineering firm (see a description of the site access improvements provided as Appendix A to the Addendum).



FIGURE 3. Conceptual Roundabout Design (*Source:* Ifland Engineers, Sunshine Vista, EX-1, 10/10/18)

Lastly, the Modified Project includes changes to Mitigation Measure N-6 (see page 311 of the certified Final EIR). Measure N-6 is designed to reduce potential noise-related impacts at existing residences closest to the project site during construction of the project. Specifically, as provided in the certified Final EIR and stated in the approved MMRP, Mitigation Measure N-6 states:

Mitigation Measure N-6. Construction Noise Reduction Techniques (Original)

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.
- A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site prior to construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

The project applicant has informed the City that the third bullet item in approved Mitigation Measure N-6 requiring a temporary sound attenuation barrier is technically infeasible.

Specifically, the applicant has notified the City that a temporary noise attenuation barrier at the north edge of the project site is infeasible because that area of the project site ranges from 50 to more than 70 feet lower in elevation than residences to the north. In order to break line of sight between the construction areas and the ground floor level of these residences, the attenuation barrier would need to be more than 70 feet tall in some areas, making its construction and installation technically infeasible. Rough grading of the project site requires construction activity up to the south and west edges of the project site, leaving no space for a noise attenuation barrier at these edges unless it were to be erected offsite, adjacent to the edge of the project site. A memorandum provided by the applicant providing additional explanation of the infeasibility of Mitigation Measure N-6 is provided in Appendix B to the Addendum.

In response to the project applicant demonstrating that a temporary noise attenuation barrier in accordance with Mitigation Measure N-6 is technically infeasible, City staff required the applicant to have an acoustic engineer further evaluate the potential construction-related noise impacts of the project on nearby residences. Based on the results of this evaluation, which are presented in the noise impacts analysis discussion of the Addendum, the City has developed the following modifications to Mitigation Measure N-6. Text shown in ~~strikeout~~ denotes deletions from the mitigation measures while text shown in <u>underline</u> denotes additions to the mitigation measure.

Mitigation Measure N-6. Construction Noise Reduction Techniques (Revised)

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.
- A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site ~~prior~~ <u>immediately subsequent</u> to <u>the completion of the grading activities along the westerly edge of the project site</u> ~~construction activity~~. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences <u>to the west</u> and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- <u>During project construction, all unnecessary idling of equipment with internal combustion engines shall be prohibited.</u>
- <u>Heavy construction activity shall be limited to weekdays between 9:00 am and 5:00 pm and Saturdays between 9:00 am and 4:00 pm, with no construction on Sundays or holiday. This measure is applicable through the duration of all grading activities.</u>
- <u>The project applicant shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem to the satisfaction of the Community Development Director.</u>

- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

Comparative Impact Analysis

A comparative analysis of the potential impacts associated with the proposed Modified Project and those of the approved Original Project analyzed in the certified Final EIR has been undertaken. This comparative analysis considers the full range of environmental issues subject to analysis under CEQA. As described in Section 3 (Impact Analysis) of the Addendum, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

Relative Benefits

Regarding the potential benefits of new roadway improvements (i.e., the use of Errington Road as a permanent secondary access road and installation of a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive), while there are no significant traffic impacts associated with the provision of Errington Road as a secondary access road, there would be no significant improvement in the operation of the intersection at Ohlone Parkway and Loma Vista Drive with or without an Errington Road access road (see Exhibit 7 in Appendix C to the Addendum). A roundabout, however, would improve the existing operations from LOS C[2] and LOS B during the morning and afternoon peak hours, respectively, to LOS A for both periods under all conditions. In addition, a roundabout would make crossing Ohlone Parkway safer for pedestrians. For more information on the benefits of roundabouts, see Caltrans District Director's Report (Attachment 3).

Other CEQA Required Discussions and Findings

The Modified Project would not substantially change the discussion and findings presented for the Original Project in Section 5 (Other CEQA Required Discussions) of the certified Final EIR. These other required discussions include significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, and energy effects. As described in Section 3 (Impact Analysis) of the Addendum, the Modified Project would result in no new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the Modified Project would also result in no new or more severe significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, or energy effects beyond those previously discussed in the certified Final EIR.

Conclusion

The Modified Project involves minor modifications to the Original Project. The potential effects of the Modified Project do not require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Project. Overall, the proposed modifications to the Original Project that constitute the Modified Project would result in no new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the Original Project in the certified Final EIR. Therefore, the analyses

[2] Level of service (**LOS**) is a qualitative measure used to relate the quality of motor vehicle traffic

conducted and the conclusions reached in the Final EIR certified on August 28, 2018, remain valid. As such, the proposed project would not result in conditions identified in *State CEQA Guidelines* Section 15162, and supplemental environmental review or a Subsequent EIR is not required for the proposed modifications to the Project.

Next Steps

Staff is currently reviewing a Development Agreement application submitted by the applicant recently. The Development Agreement will allow the City and developer to finalize a number of details pertaining to the project, including, but not limited to project phasing, final maps, payment of fees, on- and off-site improvements, as well as confirming which roadway improvements will be constructed (i.e., Errington Road and/or Roundabout at Loma Vista). The Development Agreement will be brought before the City Council for review and approval.

STRATEGIC PLAN

The purpose of the City of Watsonville's 2018-2020 Strategic Plan is to help the City prioritize its efforts, allocating both fiscal and human resources to achieve a shared vision and goals. The 2018-20 Strategic Plan identifies six goals, concerning housing, fiscal health, infrastructure and environment, economic development, community engagement and well-being, and public safety.

This action reflects the City Council's strategic goal to work on expanding quality housing opportunities, in that the project provides three housing types, consisting of detached single-family houses and duplex- and row-style townhouses, and is designed in conformance with the City's *Livable Community Residential Design Guidelines* (2001).

FINANCIAL IMPACT

The project applicant is required to pay development impact fees at either the time of issuance of building permits or certificate of occupancy. These one-time fees paid to the City by developers are used, for instance, to offset the additional cost of extending public services to a site along with partially funding road improvement projects. In addition, a portion of the property tax for each residential lot would be allocated to the City, in accordance with Proposition 13 and Revenue and Taxation Code section 95 *et seq*.

ALTERNATIVES

The City Council, in the exercise of its independent judgment as the decision-making body of the City of Watsonville as Lead Agency, may request additional information prior to approving the Addendum.

ATTACHMENTS

1. Addendum to the certified Final EIR for the Sunshine Vista Phased Development Project
2. Caltrans District Director's Report, Winter 2018

Electronic copies of the Addendum and Final EIR are available on the City's website at: https://www.cityofwatsonville.org/DocumentCenter/Index/157.

cc: City Attorney



Sunshine Vista Phased Development Project

Addendum to the Environmental Impact Report
SCH#2017032041

prepared by
City of Watsonville
Community Development Department
250 Main Street
Watsonville, California 95076
Contact: Justin Meek, AICP, Principal Planner

prepared with the assistance of
Rincon Consultants
437 Figueroa Street, Suite 203
Monterey, California 93940

February 2019

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Appendix B Memorandum Evaluating the Feasibility of Mitigation Measure N-6
Appendix C Traffic Impact Analysis for Access Modifications

Acronyms and Abbreviations

APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
dBA	A-weighted decibels
EIR	Environmental Impact Report
FTA	Federal Transit Authority
GHG	Greenhouse Gas
Leq	equivalent sound level
LOS	Level of Service
MBARD	Monterey Bay Air Resources District
MMRP	Mitigation Monitoring and Reporting Program
SCH	State Clearinghouse
SWPPP	Stormwater Pollution Prevention Plan
VdB	Vibration decibels
WMC	Watsonville Municipal Code

1 Introduction

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This document has been prepared to serve as an Addendum to the previously certified Final Environmental Impact Report (EIR) (State Clearinghouse [SCH] # 2017032041) for the Sunshine Vista Phased Development Project (Original Project). The City of Watsonville (City) was the lead agency for the certified Final EIR and is the lead agency for the environmental review in this Addendum.

This Addendum addresses the proposed modifications in relation to the previous environmental review document prepared for the Original Project. Section 15164 of the *State CEQA Guidelines* defines an Addendum as:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
>
> *….A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.*

1.1 Background and Purpose of the EIR Addendum

The Final EIR for the Original Project (SCH # 2017032041) was certified on August 28, 2018, by the City of Watsonville City Council. The certified Final EIR consists of responses to public and agency comments received on the Draft EIR and the text of the Draft EIR revised based on responses to comments and other information. The certified Final EIR also includes a Mitigation Monitoring and Reporting Program (MMRP). Information and technical analyses from the certified Final EIR are utilized or referenced throughout this Addendum. Relevant passages from the certified Final EIR are cited and available for review at the City's Community Development Department offices located at, 250 Main Street, Watsonville, California 95076. In conjunction with certification of the Final EIR, the City Council also adopted a MMRP and approved the Original Project.

As approved, the Original Project includes the clean-up of the project site, including removal of all junk vehicles, trash, debris, and structures from past uses; soil-remediation; export of approximately 49,552 cubic yards of soil; temporary stormwater drainage measures; and regrading. The Original Project also includes development of the project site with 150 housing units, associated parking, utilities, stormwater management, and a public-access nature trail. Access to the residential development would be provided from a roadway extension from Loma Vista Drive, to the west of the project site. The project site is located at 511 Ohlone Parkway in Watsonville, Santa Cruz County, California, approximately 200 feet east of Ohlone Parkway and a half-mile east of Highway 1. The project site is comprised of two legal parcels: Assessor's Parcel Number (APN) 018-372-14 and APN 018-381-01. The project site has served as a car repair, maintenance, and disposal business since the 1960s. Specific known activities have included automotive dismantling, car crushing, car burning, automotive repair, automotive bodywork, automotive service, and storage of automotive waste fluid. Access for these past uses was provided via Errington Road.

The Original Project would be implemented in phases, with the site clean-up and remediation activities on APN 018-372-14 comprising phase one, and the remediation activities on APN 018-381-01 and residential development on APN 018-372-14 comprising phase two. Phase one was determined to be Categorically Exempt from CEQA, pursuant to Section 15330 of the State *CEQA Guidelines*. The City prepared a Notice of

Exemption for phase one of the project, which allowed it to commence during the EIR preparation period. However, the EIR addressed the potential impacts of the overall project – including phase one – to fully evaluate the maximum potential impacts of the entire project.

The project applicant now proposes minor modifications to the Original Project, herein referred to the "Modified Project." This document is an Addendum to the previously certified Final EIR and has been prepared by the City to evaluate the potential environmental impacts of the proposed Modified Project. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *State CEQA Guidelines*. A detailed description of the Modified Project is provided in Section 2, *Project Description*, of this Addendum.

1.2 Basis for the Addendum

When an EIR has been certified and a project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *State CEQA Guidelines*.

Section 15162(a) of the *State CEQA Guidelines* provides that a Subsequent EIR is not required unless the following occurs:

> *(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> *(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> *(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
>
> > *(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
> >
> > *(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
> >
> > *(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
> >
> > *(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Pursuant to Section 15164(a) of the *State CEQA Guidelines*, an Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR. An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164[e]). The Addendum to the EIR need not be circulated for

public review but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (Section 15164[d]).

An Addendum to the certified Final EIR for the Original Project is appropriate to address the proposed Modified Project because the proposed modifications to the approved Original Project do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR. The proposed Modified Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which requires major revisions to the certified Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the certified Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The certified Final EIR and this Addendum to the certified Final EIR serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the proposed Modified Project. This Addendum neither controls nor determines the ultimate decision for approval of the proposed Modified Project, described herein in Section 2, *Project Description*. The information presented in this Addendum to the certified Final EIR will be considered by the City of Watsonville City Council alongside the certified Final EIR prior to making a decision on the Modified Project.

2 Project Description

The Modified Project would be located on the same project site as described and analyzed in the certified Final EIR for the Original Project. As described in the EIR, the project site is approximately 13 acres, consists of two assessor's parcels, and is located at 511 Ohlone Parkway in Watsonville, Santa Cruz County, California. Although the site address is Ohlone Parkway, the site is currently accessed from Errington Road. Figure 1 illustrates the location of the site within the region and Figure 2 shows the project site within the neighborhood context.

As described in Section 1, *Introduction*, the Modified Project consists of minor modifications to Original Project that was analyzed in the certified Final EIR and approved by the City of Watsonville City Council on August 28, 2018. As approved and analyzed in the certified Final EIR, the primary and only vehicle access to the project site, excluding emergency access, would be from a new roadway entrance. This roadway would extend Loma Vista Drive east through a sloped area within the existing Sea View Ranch residential development west of the project site. The proposed minor modifications to the Original Project would provide a secondary vehicle access from existing Errington Road, which currently provides access to the project site, as well as several other parcels adjacent to and south of the project site. Use of Errington Road for secondary access would also require modifying the existing intersection of Errington Road and Ohlone Parkway to add a stop sign on Errington Road. Additionally, this scenario would also include modifying the existing road striping or median, or both, on Ohlone Parkway to reinforce prohibitions of left turns from Ohlone Parkway onto Errington Road. Existing road striping currently prohibits left turns onto Errington Road from Ohlone Parkway, but tire wear through the striping suggests that left turns do occur.

The Modified Project also includes modifying the existing intersection of Loma Vista Drive and Ohlone Parkway with the addition of a new traffic roundabout. Currently, vehicle turning movements at this intersection are controlled by a stop sign on Loma Vista Drive, requiring vehicles to come to a complete stop before turning onto Ohlone Parkway. The roundabout would facilitate vehicle turning movements from Loma Vista Drive onto Ohlone Drive without the necessity for the complete stop that is required by the existing stop sign at this intersection. A conceptual plan of the roundabout is shown on Figure 3. A description of the site access improvements is provided as Appendix A.

Additionally, the Modified Project includes changes to Mitigation Measure N-6, on page 311 of the certified Final EIR. Measure N-6 is designed to reduce potential noise-related impacts at existing residences closest to the project site during construction of the project. Specifically, as provided in the certified Final EIR and stated in the approved MMRP, Mitigation Measure N-6 states:

MITIGATION MEASURE N-6. CONSTRUCTION NOISE REDUCTION TECHNIQUES

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.

Figure 1 Regional Location

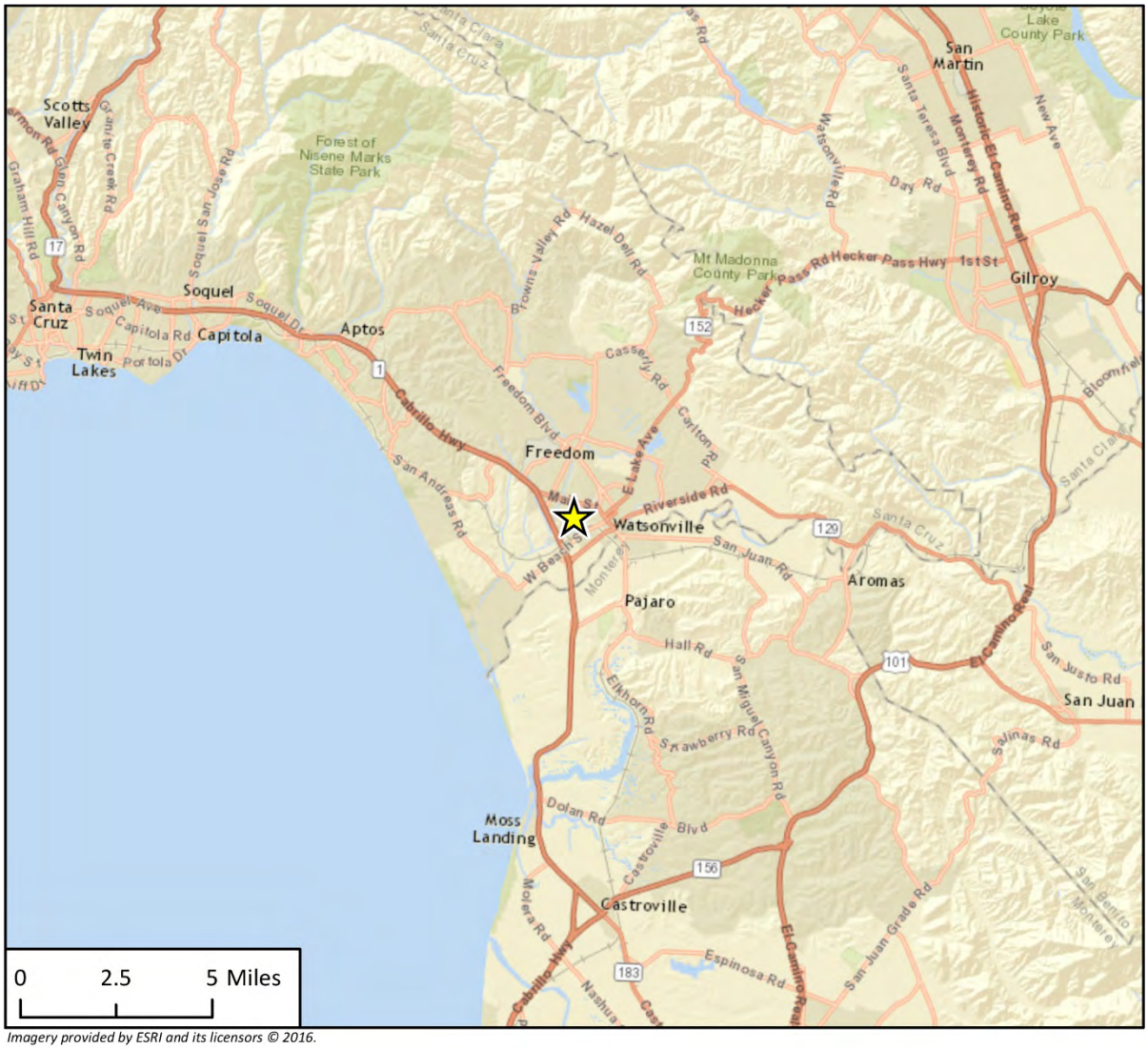


Figure 2 Project Site Location



Figure 3 Roundabout Conceptual Plan



- A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site prior to construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

The project applicant has informed the City that the third bullet item in approved Mitigation Measure N-6 requiring a temporary sound attenuation barrier is technically infeasible. Specifically, the applicant has notified the City that a temporary noise attenuation barrier at the north edge of the project site is infeasible because that area of the project site ranges from 50 to more than 70 feet lower in elevation than residences to the north. In order to break line of sight between the construction areas and the ground floor level of these residences, the attenuation barrier would need to be more than 70 feet tall in some areas, making its construction and installation technically infeasible. Rough grading of the project site requires construction activity up to the south and west edges of the project site, leaving no space for a noise attenuation barrier at these edges unless it were to be erected offsite, adjacent to the edge of the project site. A memorandum provided by the applicant providing additional explanation of the infeasibility of Mitigation Measure N-6 is provided in Appendix B.

In response to the project applicant demonstrating that a temporary noise attenuation barrier in accordance with Mitigation Measure N-6 is technically infeasible, the City ordered the applicant to have an acoustic engineer further evaluate the potential construction-related noise impacts of the project on nearby residences. Based on the results of this evaluation, which are presented later in the noise impacts analysis discussion of this Addendum, the City has developed the following modifications to Mitigation Measure N-6. Text shown in strikeout denotes deletions from the mitigation measures while text shown in underline denotes additions to the mitigation measure.

MITIGATION MEASURE N-6. CONSTRUCTION NOISE REDUCTION TECHNIQUES

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.
- A temporary sound attenuation barrier shall be erected along the ~~north, south, and~~ west edge of the project site ~~prior~~ immediately subsequent to the completion of the grading activities along the westerly edge of the project site ~~construction activity~~. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences to the west and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- During project construction, all unnecessary idling of equipment with internal combustion engines shall be prohibited.

- Heavy construction activity shall be limited to weekdays between 9:00 am and 5:00 pm and Saturdays between 9:00 am and 4:00 pm, with no construction on Sundays or holiday. This measure is applicable through the duration of all grading activities.
- The project applicant shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem to the satisfaction of the Community Development Director.
- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

3 Impact Analysis

A comparative analysis of the potential impacts associated with the proposed Modified Project and those of the approved Original Project analyzed in the certified Final EIR has been undertaken using a checklist approach. The checklist, consistent with the format and environmental topics and questions of the checklist used in the certified EIR, is the checklist provided in Appendix G of the *State CEQA Guidelines*. The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the EIR. The checklist also includes a column identifying whether the proposed Modified Project constitutes new information of substantial importance relative to each environmental issue. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the certified Final EIR where information and analyses may be found relative to the environmental issue listed under each topic. The cross-references identified in this column correspond with page numbers and section numbers of the certified Final EIR.

Do proposed changes require major revisions to the certified EIR?

In accordance with Section 15162(a)(1) of the *State CEQA Guidelines*, this column indicates whether the proposed Modified Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Do new circumstances require major revisions to the certified EIR?

In accordance with Section 15162(a)(2) of the *State CEQA Guidelines*, this column indicates whether changes to the circumstances under which the Modified Project is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows additional or substantially more severe significant impacts not discussed in the certified EIR.

Do mitigation measures included in the certified EIR address and/or resolve impacts?

In accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows that mitigation measures or alternatives in the certified EIR would now be feasible, or identifies new mitigation measures or alternatives not in the certified EIR that would reduce significant impacts, but which the applicant declines to adopt.

3.1 Aesthetics

Aesthetics	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Pages 99 through 109	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Pages 99 through 109	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Pages 109 through 110	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Pages 110 through 111	No	No	No	N/A

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. As described in the certified Final EIR, the project site is not within a State designated scenic highway. The Modified Project would not add new components to the Original Project that would be visible from scenic vistas, because the proposed modified Mitigation Measure N-6 does not include new permanent structures or facilities. Errington Road is an existing road and the modifications required to incorporate into secondary access to the project site would be at ground level and involve modifications to road materials, width, and the relocation of an existing retaining wall to outside the road right-of-way that would require minor grading. These modifications would not be visible from scenic vistas or obstruct scenic views. Likewise, the addition of a roundabout at Ohlone Parkway and Loma Vista Drive would not be within a scenic vista. Therefore, the Modified Project would result in no new or more severe impacts to scenic vistas or designated State Scenic Highways beyond those identified in the previously certified Final EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The project site has retained the same general appearance as was analyzed in the certified Final EIR for the Original Project. The Modified Project would not change the site remediation and cleanup activities conducted as part of phase one of the project or the residential development on the project site during phase two. Modifications to Mitigation Measure N-6 would not add new components, structures, or facilities to the project site that could otherwise change the character or quality of the site it surroundings. The addition of a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would change the appearance of the intersection. However, the roundabout would include a landscaped central island area, and would generally improve the visual character and quality of the intersection. Additionally, the roundabout would not add new components to the site or surroundings that differ from the existing landscape or roads, intersections, sidewalks, and landscaping. The modifications to Errington Road involve changes to road materials, width, and the relocation of an existing retaining wall to outside the road right-of-way that would require minor grading. Modifications to the existing road striping or median, or both, on Ohlone Parkway would also be required to reinforce prohibitions of left turns from Ohlone Parkway onto Errington Road. These changes to Errington Road and Ohlone Parkway would be minimal and consistent with roadway features in the surrounding landscape. Therefore, the Modified Project would result in no new or more severe impacts to visual character and quality beyond those identified in the previously certified Final EIR.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The Modified Project would not add new sources or light or glare to the project site. The Modified Project would restrict construction activities to daylight hours, thereby avoiding the use of lighting at night during project construction. The Modified Project would not alter the Original Project in other ways with regard to light or glare. Therefore, the Modified Project would result in no new or more severe impacts to light and glare beyond those identified in the previously certified Final EIR.

3.2 Agriculture and Forestry Resources

Agriculture and Forestry Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Pages 381 through 382	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Pages 381 through 382	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Pages 381 through 382	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Pages 381 through 382	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Pages 381 through 382	No	No	No	N/A

a. Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?
e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

As described in the certified Final EIR, there are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the project site; nor are there Williamson Act lands within the project site. As the project site does not constitute forest land and is not zoned for forest land or timber land production, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would it result in the loss of forest land or conversion of forest land to non-forest use. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. Therefore, the Modified Project would also have no impact on Farmland or agricultural uses or forest land, consistent with the Original Project.

3.3 Air Quality

Air Quality	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Pages 129 through 130	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Pages 130 through 133	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Pages 134 through 135	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	Pages 135 through 136	No	No	No	N/A
e. Create objectionable odors affecting a substantial number of people?	Pages 136 through 137	No	No	No	N/A

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

As noted on page 127 of the certified Final EIR, a project would conflict with or obstruct implementation of the Monterey Bay Air Resources District's *Air Quality Management Plan* (AQMP) if it is inconsistent with the population growth assumptions included in the AQMP (MBARD 2008). As described in the certified Final EIR, the residential development included in the Original Project would generate approximately 570 additional residents in Watsonville. This population growth is consistent with the population growth assumptions included in the AQMP. The Modified Project would not generate, directly or indirectly, additional population growth beyond what was analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would not conflict with or obstruct the implementation of any Bay Area Air Quality Management

District plans. As the Modified Project would not conflict with or obstruct the implementation of applicable air quality plans, impacts would be less than significant and the same as the Original Project. The Modified Project would result in no new or more severe impacts related to conflicts with applicable air quality plans beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Modified Project would require additional construction activities for the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive, and for minor modifications to Errington Road for secondary access to the project site. As shown in Table 9 on page 131 of the certified Final EIR, construction of the Original Project would result in a maximum of 20.8 pound per day of PM_{10} emissions. This is approximately 25 percent of the significance threshold set by the Monterey Bay Air Resources District (MBARD), which is 82 pounds per day. The additional operation of construction equipment necessary for the roundabout and Errington Road modifications would be minimal, and not contribute to exceeding the 82 pounds per day threshold for PM10. MBARD has not established significance thresholds for other criteria pollutants. However, as the additional construction activities required under the Modified Project would be minimal, pollutant emissions would be commensurate and minimal. Additionally, the Modified Project includes modifications to Mitigation Measure N-6 that prohibit the unnecessary idling of equipment during construction, which could slightly reduce construction emissions. Impacts would be less than significant, and the Modified Project would result in no new or more severe impacts related to air quality impacts and criteria pollutant emissions beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

The proposed traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would be in similar proximity to residences as the construction activities on the project site and analyzed in the certified Final EIR. As described above, the Modified project would result in the same operational emissions as the Original Project, and construction emissions would be similar to the Original Project. No new sensitive receptors have been constructed in proximity to the project site since certification of the Final EIR in August 2018. Therefore, the Modified Project would result in no new or more severe impacts related to exposure of sensitive receptors to air pollution beyond those identified in the previously certified Final EIR for the Original Project.

e. Create objectionable odors affecting a substantial number of people?

The Modified Project would result in no new or more severe impacts related to odors beyond those identified in the previously certified Final EIR for the Original Project. The Modified Project would not involve the use of construction equipment or materials that were not accounted for in the Original Project and analyzed in the EIR. The proposed modifications to Errington Road and the proposed traffic roundabout would occur within the same proximity to existing residences as the construction activities anticipated and evaluated in the EIR. Therefore, no new odors or groups of people beyond those analyzed in the certified EIR for the Original Project would result from the Modified Project.

3.4 Biological Resources

Biological Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 152 through 167	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 166 through 172	No	No	No	Yes
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Pages 172 through 173	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Page 173	No	No	No	N/A

Biological Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 174	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Page 382	No	No	No	N/A

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The California Department of Fish and Wildlife's *California Natural Diversity Database* was queried on October 25, 2018, to determine if records of special-status species have been recorded in proximity to the project site since the certification of the Final EIR in August 2018. Similarly, the U.S. Fish and Wildlife Service's *Information for Planning and Consultation* system was queried on October 25, 2018, to identify any species listed, proposed for listing, or candidates for listing as threatened or endangered under the Federal Endangered Species Act within proximity to the project site that were otherwise not previously analyzed in the certified EIR for the Original Project. According to the *California Natural Diversity Database* (California Department of Fish and Wildlife 2018) and the *Information for Planning and Consultation* system (United States Fish and Wildlife Service 2018), no special-status species have been recorded in proximity to the project site that were not previously analyzed in the certified EIR. Vegetation cover on the project site has also not changed since the EIR was certified in August 2018.

The Modified Project would occur within the same project site as the Original Project, as well as within the existing roadway of Errington Road, Ohlone Parkway, and Loma Vista Drive. These roads are existing roads that do not provide habitat for wildlife. Because the Modified Project would not involve impacts to wildlife or

associated habitats beyond what was previously analyzed in the certified EIR, and there are no wetlands or riparian habitat within existing roadways, the Modified Project would result in no new disturbance or impacts to special status species or their habitat, vegetation cover, riparian habitat or other sensitive natural communities, or wetlands. Mitigation measures identified in the certified Final EIR to reduce or avoid impacts to these biological resources would also be required for the Modified Project. These mitigation measures include:

- MM BIO-1 Pre-Disturbance Santa Cruz Tarplant Survey and Mitigation Planning
- MM BIO-2a. Worker Environmental Awareness Program
- MM BIO-2b. Determination of Appropriate Relocation Site(s)
- MM BIO-2c. Pre-Activity Western Pond Turtle Survey
- MM BIO-2d. Exclusion Fence
- MM BIO-2e. Prevention of Entrapment
- MM BIO-2f. Delineation of Work Area
- MM BIO-2g. Food Trash Removal
- MM BIO-2h. Biological Monitoring
- MM BIO-2i. Work Window
- MM BIO-2j. Documentation and Reporting
- MM BIO-2k. Pre-Construction California Red-Legged Frog Surveys
- MM BIO-2l. California Red-Legged Frog Habitat Avoidance and Minimization
- MM BIO-2m. On Site Riparian Enhancement
- MM BIO-3 Nesting Bird Avoidance
- MM BIO-4 Prevent the Spread of Invasive Species
- MM BIO-5. Riparian Woodland Protection and Restoration
- MM BIO-6. Riparian Ruderal Grassland Community Restoration
- MM BIO-7. Perennial Freshwater Marsh Community Restoration

With implementation of the required mitigation measures listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Project would result in no new or more severe impacts on special-status species, riparian habitat and sensitive natural communities, or wetlands beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The Modified Project would include additional construction activities outside the project site boundaries, but these activities would be within the existing roadway of Errington Road, Ohlone Parkway, and Loma Vista Drive. These existing roadways do not provide migratory wildlife corridors nor are

they wildlife nursery sites. Therefore, the Modified Project would result in no new disturbance or impacts on wildlife and fish movement or migratory wildlife corridors.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As described on page 174 of the certified EIR, Watsonville Municipal Code (WMC) Section 7-6.402 prohibits locating cut or fill slopes within the riparian corridor buffer along Watsonville Slough. Approximately 0.93 acre of the riparian buffer along Watsonville Slough would be permanently impacted during phase two of the Original Project. The Modified Project would not alter the design of the project, and this approximately 0.93-acre area of riparian buffer would continue to be permanently impacted. However, the Modified Project would result in no new or additional impacts to the riparian buffer along Watsonville Slough. Consistent with the Original Project, impacts would be less than significant. Because the Modified Project would result in no new construction disturbance or operational activities that were not previously analyzed in the certified EIR, the Modified Project would have no new or more severe impacts related to local policies or ordinances protecting biological resources.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site and surrounding segments of Ohlone Parkway, Loma Vista Drive, and Errington Road are not within a Habitat Conservation Plan or Natural Community Conservation Plan area. There would be no impact in this regard as a result of the Modified Project. As described in the certified EIR, the Original Project would also have no impact related to conflicts with an adopted plan.

3.5 Cultural Resources

Cultural Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Pages 188 through 189	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	Pages 188 through 189	No	No	No	Yes
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Pages 189 through 191	No	No	No	Yes
d. Disturb any human remains, including those interred outside of formal cemeteries?	Page 191	No	No	No	N/A
e. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or	Pages 192 through 193	No	No	No	Yes

Cultural Resources					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Pages 192 through 193	No	No	No	Yes

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

e1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

e2. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Cultural resources and tribal cultural resources are site specific. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The proposed modifications to Mitigation Measure N-6 would not result in additional ground disturbance beyond that analyzed in the in certified Final EIR. The proposed traffic roundabout would occur within the existing roadway of Ohlone Parkway and Loma Vista Drive, and the modifications to Errington Road would also occur within existing roadway. Because existing roadways have been previously disturbed and developed, the potential to encounter cultural resources, paleontological resources, human remains, or tribal cultural resources is considered low. Nonetheless, mitigation measures identified in the certified Final EIR to reduce or avoid impacts to potentially unknown cultural or paleontological resources and tribal cultural resources required for the Original Project would also be required for the Modified Project. These mitigation measures include:

- MM CR-1a. Archaeological Resources Construction Monitoring
- MM CR-1b. Unanticipated Discovery of Cultural Resources
- MM CR-2a. Worker Environmental Awareness Program Training
- MM CR-2b. Unanticipated discovery of paleontological resources
- MM CR-4. Native American Construction Monitoring

With implementation of the required mitigation measures listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Project would result in no new or more severe impacts on cultural and paleontological

resources, human remains, or cultural tribal resources beyond those identified in the previously certified Final EIR for the Original Project.

3.6 Geology and Soils

Geology and Soils	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Pages 382 through 383	No	No	No	N/A
2. Strong seismic ground shaking?	Pages 202 through 203	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Pages 382 through 383	No	No	No	N/A
4. Landslides?	Pages 203 through 205	No	No	No	Yes
b. Result in substantial soil erosion or the loss of topsoil?	Pages 205 through 206	No	No	No	Yes

Geology and Soils	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	Pages 203 through 205	No	No	No	Yes
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Page 206	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Pages 382 through 383	No	No	No	N/A

a.1 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Potential risks and susceptibility to earthquakes and seismicity is site specific and related to proximity of the project site to faults. The Modified Project would be located on the same project site as the Original Project analyzed in the certified EIR, and on existing roadway segments adjacent to the project site. Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides at the project site described for the Original Project in the certified EIR would also be applicable to the Modified Project. The Modified Project would not increase the number of structures or

residents on the project site relative to the Original Project. Therefore, the Modified Project would not increase the number of people or structures potentially exposed to seismic risks compared to the Original Project. Consistent with the Original Project, implementation of Mitigation Measure GEO-2 Design-level Geotechnical Investigation and Final Grading Plan, would be required to reduce impacts related to landslides to less than significant. With implementation of mitigation, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The Modified Project does not designate any new areas for construction or development that were not contemplated and analyzed for development in the certified Final EIR, and would not result in additional ground disturbance. Therefore, the Modified Project would not result increased potential for soil erosion. Consistent with the Original Project, implementation of Mitigation Measure HWQ-1 Raingarden Operations and Maintenance Manual, would be required to reduce impacts related to soil erosion to less than significant. With implementation of mitigation, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Geologic units and soil types are site specific. The Modified Project would be located at the same project site as the Original Project, plus on immediately adjacent existing roadway segments. The Modified Project does not designate any new areas for construction or development that were not contemplated and analyzed for development in the certified Final EIR, or that are not currently developed with existing Ohlone Parkway, Loma Vista Drive, or Errington Road. Therefore, the potential for the Modified Project to result in unstable soils or to be damaged from expansive soils would be the same as the Original Project analyzed in the certified Final EIR. Mitigation Measure GEO-2 Design-level Geotechnical Investigation and Final Grading Plan, as described in the certified EIR for the Original Project, would also be required for the Modified Project. With implementation of mitigation, impacts would be less than significant. The Modified Project would result in no new or more severe impacts related to unstable or expansive soils beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Septic tanks or alternative wastewater disposal systems would not be utilized for the Modified Project. Therefore, no geological impact due to wastewater disposal systems would occur. As described in the certified EIR, the Original Project would also have no impacts related to septic tanks or alternative wastewater disposal systems.

3.7 Greenhouse Gas Emissions

Greenhouse Gas Emissions	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 224 through 228	No	No	No	N/A
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	Pages 224 through 228	No	No	No	N/A

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?

As described in the certified Final EIR, construction of the Original Project would generate approximately 54.8 metric tons of greenhouse gas (GHG) emissions per year, measured as carbon dioxide equivalent (CO_2e), amortized over the life of the project. The additional construction required for the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive and the minor modifications to Errington Road for secondary site access would result in a negligible increase in construction duration, and would require the same types of equipment that would be required for construction of the Original Project. Additionally, construction GHG emissions would be temporary for the duration of construction. Therefore, construction of the Modified Project would not substantially increase GHG emissions relative to the Original Project. The Modified Project would not change the operational GHG emissions relative to the Original Project. With no change to operational emissions, the construction emissions of the Original Project could increase by more than several hundred percent before applicable emissions thresholds are exceeded. The negligible increase from construction of the traffic roundabout and Errington Road improvements would not increase construction GHG emissions by several hundred percent. Therefore, the Modified Project would result in no new or more severe impacts related to GHG emissions beyond those identified in the previously certified Final EIR for the Original Project.

3.8 Hazards and Hazardous Materials

Hazards and Hazardous Materials	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 236 through 237	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Page 237 and Pages 239 through 240	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Pages 238 through 239	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Pages 238 through 239	No	No	No	N/A
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Page 236	No	No	No	N/A

Hazards and Hazardous Materials

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Page 236	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Page 236	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Page 240	No	No	No	N/A

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Modified Project would not modify the operational uses of the Original Project, which consist of residential development. The construction of the traffic roundabout and Errington Road modifications would not require the use of or other types of hazardous materials or construction equipment beyond those analyzed for the Original Project in the certified EIR. Compliance with regulations pertaining to the transport, handling, and disposal of hazardous materials would be mandatory and minimize impacts of upset or hazards, regardless of the potential implementation of the Modified Project or Original Project. Therefore, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As described in the certified EIR, there were no known hazardous material sites of lists compiled pursuant to Government Code Section 65962.5 when the Final EIR was prepared, but the project site does contain hazardous waste consisting of contaminated soils. The project site is also within 0.25 mile of a school. In order to determine if known hazardous materials contamination at the project site has been identified since certification of the Final EIR in August 2018, the following databases and listings compiled pursuant to Government Code Section 65962.5 were queried on October 30, 2018:

- United States Environmental Protection Agency
    - Superfund Enterprise Management System database (2018a)
    - Comprehensive Environmental Response, Compensation, and Liability Information System database (2018b)
- State Water Resources Control Board
    - GeoTracker database (2015) search for leaking underground storage tanks and other cleanup sites
- Department of Toxic Substances Control
    - EnviroStor database (2018a) for hazardous waste facilities or known contamination sites
    - Hazardous Waste and Substances Site List (Cortese) (2018b)

According to these databases, no hazardous material sites have been identified on or within proximity to the project site since certification of the Final EIR in August 2018. The Modified Project would occur on the same project site as the Original Project, within the same approximate footprint as the Original Project. The Modified Project would also involve construction activities on segments of Ohlone Parkway, Loma Vista Drive, and Errington Road adjacent to the project site analyzed in the EIR. These roadway segments are not identified as hazardous sites in the aforementioned databases.

Under the Modified Project, remediation of the contaminated soils on the project site would proceed in accordance with an existing voluntary Remedial Action Agreement between the applicant and the Santa Cruz County Environmental Health Division, dated August 19, 2016, consistent with the Original Project analyzed in the certified Final EIR. Therefore, consistent with findings of the certified EIR for the Original Project, the Modified Project would also have no new or more severe impacts related to hazardous waste sites or hazardous emissions in proximity to schools. Impacts would be less than significant.

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As described on page 236 of the certified Final EIR, the project site is located within two miles of the Watsonville Municipal Airport, but it is not within a safety zone associated with this airport. There are no

private airstrips within the vicinity of the project site. Therefore, consistent with the Original Project and findings of the certified EIR, the Modified Project would also have no impacts related to safety hazards pertaining to airports or private airstrips.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Modified Project would not change the secondary vehicle access restricted for emergency response vehicles. However, the Modified Project would provide additional vehicle access to the project site via Errington Road, which could facilitate evacuation of the project site in the event of an emergency, such as a wildfire. This would be a slightly beneficial impact relative to the Original Project.

Construction of the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would temporarily restrict or slow traffic operations on these roadways at this intersection. Neither Ohlone Parkway nor Loma Vista Drive is designated as an evacuation route in an adopted emergency response or evacuation plan. However, first responders would likely use Ohlone Parkway in the event of an emergency, such a structural fire or health incident in the residential neighborhoods along Ohlone Parkway. Access for traffic and emergency vehicles along Ohlone Parkway throughout construction activities would be maintained by allowing vehicles to drive on various subgrade sections prior to pavement being installed (Appendix A). Signage and traffic control flagmen would be employed to ensure safe routing of vehicles.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Modified Project would not increase the number of structures or residences relative to the Original Project, and would be located at the same project site as the Original Project analyzed in the certified EIR. Therefore, the Modified Project would result in no new or more severe impacts related to exposure to wildlife fire hazards beyond those identified in the previously certified Final EIR for the Original Project.

3.9 Hydrology and Water Quality

Hydrology and Water Quality	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements?	Pages 252 through 254	No	No	No	Yes
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	Pages 256 through 257	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	Pages 254 through 256	No	No	No	Yes
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Pages 254 through 256	No	No	No	Yes

Hydrology and Water Quality					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Pages 254 through 256	No	No	No	Yes
f. Otherwise substantially degrade water quality?	Pages 252 through 254	No	No	No	Yes
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	Page 257	No	No	No	N/A
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	Pages 383 through 384	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	Pages 383 through 384	No	No	No	N/A
j. Result in inundation by seiche, tsunami, or mudflow?	Pages 383 through 384	No	No	No	N/A

a. Would the project violate any water quality standards or waste discharge requirements?

f. Would the project otherwise substantially degrade water quality?

Similar to the Original Project, a stormwater pollution prevention plan (SWPPP) would also be required for construction of the Modified Project. The SWPPP would include best management practices (BMPs) to prevent soil erosion and resultant sedimentation of streams and surface waters during construction. The SWPPP would also contain BMPs to prevent leaking of pollutants such as oil, grease, and chemicals from construction equipment from discharging to surface waters or groundwater. With mandatory

implementation of the SWPPP and associated BMPs, construction of the Modified Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

Operation of the Modified Project would not change the amount of impervious surface on the project site or the types of residential uses on the project site. The Original Project includes onsite raingardens to treat stormwater runoff, and these raingardens would not be changed or altered under the Modified Project. The proposed traffic roundabout at Ohlone Parkway and Loma Vista Drive could result in slightly more impervious asphalt surface than the existing intersection configuration. Similarly, a segment of Errington Road would be converted from gravel surface to paved asphalt surface under the Modified Project, resulting in an incremental increase in impervious surface. Consistent with the Original Project, the Modified Project would be required to comply the City of Watsonville Excavations, Grading, Filling, and Erosion Control Ordinance (WMC Chapter 7-6), which contains requirements for erodible areas, slopes, concentrated runoff, and building runoff, and BMPs for erosion control.

Mitigation Measure HWQ-1, Raingarden Operations and Maintenance Manual, required for the Original Project would also be required for the Modified Project. As described in the certified EIR, implementation of Mitigation Measure HWQ-1 would mandate that the onsite raingardens be properly maintained to retain their stormwater storage and treatment capabilities. With implementation or the required mitigation listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project, as identified in the certified EIR. The Modified Project would result in no new or more severe impacts related to water quality and wastewater discharge requirements beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

As described above, the Modified Project would result in an incremental increase in impervious surface associated with the proposed traffic roundabout and modifications to Errington Road. These additional impervious areas would reduce the infiltration capacity of the area adjacent to the project site. However, as described on pages 256 and 257 of the certified Final EIR, the major water-bearing groundwater aquifers within the Watsonville Planning Area are recharged within zones north of the City, away from the project site. The Modified Project would not change the number of residential units or associated population relative to the Original Project and analyzed in the certified Final EIR. Therefore, the Modified Project would result in no increases in long-term water demand. Impacts on groundwater supplies and groundwater recharge would be less than significant, consistent with the Original Project. The Modified Project would therefore have no new or substantially more severe significant impacts beyond those previously identified for the Original Project in the certified Final EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Modified Project does not involve additional construction activities or work within Watsonville Slough beyond what was analyzed for the Original Project in the certified Final EIR. The Modified Project would not involve work within any other surface waters, including streams or rivers. Construction of the Modified Project would disturb the same area of the project site as the Original Project, resulting in no additional soil disturbance or potential for soil erosion on the project site. The proposed roundabout would occur within the existing roadways of Ohlone Parkway and Loma Vista Drive, resulting in no increase potential for soil erosion during construction. Regardless, similar to the Original Project, a SWPPP would also be required for construction of the Modified Project. The SWPPP would include BMPs to prevent soil erosion and resultant sedimentation of streams and surface waters during construction. Therefore, construction of the Modified Project would not increase potential for substantial erosion compared to the Original Project.

The Modified Project would not increase the sources of polluted runoff compared to the Original Project because it includes the same uses as analyzed for the Original Project. Additionally, the Modified Project would not increase the amount of impervious surface on the project site, and therefore would not increase the amount of stormwater runoff on the project site compared to the Original Project. The Modified Project would not change the raingardens that would be used to treat onsite stormwater runoff under the Original Project. Mitigation Measure HWQ-1, Raingarden Operations and Maintenance Manual, required for the Original Project would also be required for the Modified Project. As described in the certified EIR, implementation of Mitigation Measure HWQ-1 would mandate that the onsite raingardens be properly maintained to retain their stormwater storage and treatment capabilities.

The proposed traffic roundabout at Ohlone Parkway and Loma Vista Drive could result in slightly more impervious asphalt surface than the existing intersection configuration. Similarly, a segment of Errington Road would be converted from gravel surface to paved asphalt surface under the Modified Project, resulting in an incremental increase in impervious surface. The increased impervious surface would result in an incremental and commensurate increase in stormwater runoff. However, the Modified Project would not alter the existing storm drain systems in place along these roadways, and would not introduce new types of pollutants. Therefore, the Modified Project would result in no new or more severe impacts related to erosion and runoff from altered drainage patterns beyond those identified in the previously certified Final EIR for the Original Project. Impacts would be less than significant with implementation of Mitigation Measure HWQ-1, consistent with the Original Project.

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Modified Project would result in no new or more severe impacts related to substantial additional sources of polluted runoff beyond those identified in the previously certified Final EIR for the Original Project. As described above, the Modified Project would involve development within the same footprint of the project site with impervious surface as the Original Project analyzed in the certified EIR. The Modified Project would not increase the sources of polluted runoff on site compared to the Original Project because it includes the same uses as analyzed for the Original Project, with the exception of solar panel arrays. The solar panel arrays would be installed over the impervious parking lots and structures, and would not create additional impervious surface. Additionally, consistent with the Original Project, the Modified Project would not be connected to or serviced by an existing or planned stormwater drainage system, but instead would utilize onsite biofiltration systems. As described above, Mitigation Measure HWQ-2 would be required for the Modified Project and would reduce the rate and amount of post-development runoff on- and offsite to the maximum extent feasible and would minimize the potential for stormwater to come in contact with onsite pollutants or to transport pollutants offsite.

g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?
h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?
i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?
j. Would the project result in inundation by seiche, tsunami, or mudflow?

The Modified Project would not alter activities included in the Original Project that would be located in a 100-year floodplain. As described on pages 383 and 384 of the certified Final EIR, the project site is not located in an area that it is subject to flooding as a result of the failure of a levee or dam or within a tsunami inundation area. Therefore, the Modified Project would have no new or more severe impacts related to flood hazard areas or inundation beyond those identified in the previously certified Final EIR for the Original Project.

3.10 Land Use and Planning

Land Use and Planning	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Pages 276 through 277	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Pages 277 through 295	No	No	No	N/A
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	Pages 384 through 385	No	No	No	N/A

a. Would the project physically divide an established community?

The Modified Project would result in no new or more severe impacts related to dividing established communities beyond those identified in the previously certified Final EIR. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged from analyzed in the certified EIR. The Modified Project would include additional work offsite, at the intersection of Ohlone Parkway and Loma Vista Drive, and within the existing roadway of Errington Road. As these are existing roadways, the Modified Project would result in no new or more severe impacts related to dividing established communities beyond those identified in the previously certified Final EIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The findings of the certified EIR indicate that Original Project would be consistent with City's land use plans and zoning code. The Modified Project would involve the same operational uses and activities included in the Original Project and analyzed in the certified EIR, with additional modifications to existing roadways to

improve traffic circulation. Therefore, the operation of the Modified Project would also be consistent with the City's land use plans and zoning code. As described later, in Section 3.12, Noise, the proposed modifications to Mitigation Measure N-6 would not result in new or potentially more severe conflicts with the WMC or General Plan. Therefore, the Modified Project would result in no new or more severe impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site and surrounding segments of Ohlone Parkway, Loma Vista Drive, and Errington Road are not within a Habitat Conservation Plan or Natural Community Conservation Plan area. There would be no impact in this regard as a result of the Modified Project. As described in the certified EIR, the Original Project would also have no impact related to conflicts with an adopted plan.

3.11 Mineral Resources

Mineral Resources					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 385	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Page 385	No	No	No	N/A

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Modified Project would occur on the same project site as the Original Project, as well as on existing roadway segments next to the project site. As described on page 385 of the certified Final EIR, there are no areas of the project site mapped as Mineral Resource Zone 2, which are areas that the State has identified as having significant mineral resources or high likelihood for significant mineral resources, and lands otherwise designated as having statewide or regional significance relative to mineral resources. There are no known mineral resources of value on the project site, nor are there any ongoing or prior mineral extractions on site. Therefore, consistent with the findings of the certified EIR for the Original Project, the Modified Project would have no impact on mineral resources of value or important mineral resource recovery sites.

3.12 Noise

Noise					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Pages 305 through 310	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Page 307	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?	Pages 308 through 310	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Pages 310 through 312	No	No	No	Yes
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Pages 385 through 386	No	No	No	N/A
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	Pages 385 through 386	No	No	No	N/A

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

c. Would the project result in a substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?

As described in Impact N-1 on pages 305 and 306 of the certified Final EIR, neither the General Plan nor the WMC specify a noise level for construction activities. However, WMC Section 5-8.02 prohibits any noise that is louder than necessary and disturbs the quiet of residential properties and public ways between the hours of 10:00 PM and 7:00 AM in such a manner as to be plainly audible at a distance of 50 feet from the sensitive receptor. Construction of the Modified Project would not occur between the hours of 5:00 PM and 9:00 AM on weekdays or between 4:00 PM and 9:00 AM on Saturdays. Therefore, consistent with the Original Project and as analyzed in the certified Final EIR, project construction would not exceed the standards established in the General Plan or noise ordinance of the WMC.

The proposed traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would not shift vehicle trips on either of these roads to be within closer proximity to the surrounding residences when compared to the existing intersection configuration. Additionally, according to a traffic impact analysis prepared by Keith Higgins, Traffic Engineer, specifically for the site access changes included in the Modified Project, approximately 20 percent of project-generated trips would use Errington Road for site access. Thus, 20 percent fewer vehicle trips would occur on Loma Vista Drive and at its intersection with Ohlone Parkway than were previously analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would result in similar or slightly less operational noise at the sensitive receptors located along Loma Vista Drive and included in the certified Final EIR.

The certified Final EIR did not evaluate the potential for Errington Road to be used as secondary vehicle access to the project site. As described above, approximately 20 percent of the total project-related vehicle trips would utilize Errington Road for site access under the Modified Project. These vehicle trips would generate noise at the residences located along either side of Errington Road. Residences along Errington Road are within as close as 22 feet of the roadway centerline. The certified Final EIR evaluated the traffic noise levels at residential receptors as close as 20 feet and found noise levels would not exceed standards or increase substantially.

Because the Modified Project would not shift vehicle trips closer to sensitive noise receptors or increase the volume of traffic generate by the project, and would not involve other new operational sources, impacts would be less than significant, consistent with impacts of the Original Project, as identified in the certified Final EIR. The Modified Project would result in no new or substantially more severe significant impacts related to conflict with applicable noise standards or permanent increases in ambient noise levels beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

As described in Impact N-2 on page 307 of the certified Final EIR, construction of the Original Project would generate groundborne vibration levels that exceed 72 vibration decibels (VdB) at the nearest sensitive receptors, which are residences 50 feet to the west of the project site. A vibration level of 72 VdB is the threshold established by the Federal Transit Authority (FTA) for residential structures where people normally sleep, as well as hotels. As described on page 307 of the certified Final EIR, the Original Project would have less than significant groundborne vibration impacts because construction would be temporary and intermittent, and resultant vibration levels would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep.

The Modified Project would not require additional types of construction equipment from what was analyzed for the Original Project in the certified Final EIR. Therefore, there would be no new sources of groundborne vibration resulting project construction. Modifications to Errington Road required for secondary access would require grading and compaction activities, as well as paving. These activities are consistent with the construction activities that would occur on the project site under the Original Project. However, these activities would occur within approximately 30 feet of residences, which is closer than the 50 feet analyzed for the Original Project in the certified Final EIR. According to the FTA, large bulldozers generate 87 VdB at 25 feet from the dozer. Therefore, groundborne vibrations levels at receptors 30 feet from Errington Road could experience vibration levels equal to or slightly less than 87 VdB, which is approximately 6 VdB higher than vibration levels that would have resulted from the Original Project. However, the construction of the Modified Project would not change the overall duration of construction, and construction would not occur during hours when people normally sleep. Additionally, 87 VdB is below the FTA's threshold for structural damage, which is approximately 94 VdB for non-engineered timber and masonry buildings, such as residential structures. Therefore, impacts would be less than significant, and the Modified Project would result in no new or substantially more severe significant impacts related to vibration beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As described on pages 298 and 299 of the certified Final EIR, noise-sensitive receptors closest to the project site include existing multi-family residences in the Sea View Ranch residential neighborhood, located approximately 50 feet west of the project site on Paraiso Court. Additional multi-family residences are located, approximately 300 feet southwest on Del Rio Court, approximately 350 feet south of the project site on El Capitan Court, and approximately 350 feet north of the project site across Watsonville Slough on Rio Del Pajaro Court. No new sensitive receptors have been constructed within closer proximity to the project site since certification of the Final EIR in August 2018.

As described in Impact N-6 on pages 310 through 312 of the certified Final EIR, ambient noise levels would increase from approximately 51 A-weighted decibels (dBA) equivalent sound level (Leq) to up to an estimated 87 dBA Leq at 50 feet and 72 dBA Leq at 300 feet during phase one activities and construction of phase two of the Original Project. Impacts were found to be less than significant with implementation of Mitigation Measure N-6 in the certified Final EIR. Implementation of Mitigation Measure N-6 would reduce noise levels by approximately 18 dBA, including an estimated 10 dBA reduction due to installation of a temporary noise attenuation barrier along the north, south, and west edge of the project site.

As described above in Section 2, *Project Description*, the project applicant has informed the City that full implementation of adopted Mitigation Measure N-6 is not possible because erecting a temporary sound attenuation barrier is technically infeasible along the north and south edges of the project site. Additionally, rough grading must be completed along the westerly edge of the project site before a temporary sound attenuation barrier can be erected along the west edge.

In response to the project applicant demonstrating that a temporary noise attenuation barrier in accordance with Mitigation Measure N-6 is technically infeasible, the City ordered the applicant to have an acoustic engineer further evaluate the potential construction-related noise impacts of the project on nearby residences. Accordingly, the project applicant contracted Sonic ESD, an acoustical consulting firm, to take physical measurements with a calibrated noise meter at the residential receptors north and west of the project site. Measurements were not taken at the residential receptors south of the project site because they are approximately the same distance from the project site as the receptors to the north. Measurements were taken on October 19, 2018, while a bulldozer was operated on the project site in order to capture the resultant noise levels at these receptors without a noise attenuation barrier in place.

The noise measurements indicate that without a temporary noise attenuation barrier, construction noise levels at the residential receptors north of the project site would be approximately 60 dB during construction activities required for the project. This noise level is lower than the estimated construction noise levels of the Original Project, which were estimated at 72 dBA at these receptors. Thus, impacts of the Modified Project would be less than the Original Project, prior to implementation of Mitigation Measure N-6. However, 60 dB would still be above the ambient noise levels at these receptors, which is estimated at approximately 51 dBA. Therefore, the Modified Project also includes revisions to Mitigation Measure N-6 that prohibit equipment idling when not in use and restrict the hours that construction would be permissible. These revisions to Mitigation Measure N-6 would also similarly reduce noise impacts at the receptors to the south and southwest of the project site because they are also approximately 300 feet away. Additionally, restricting construction hours would reduce noise impacts at receptors to the west while grading activities along Errington Road are completed. With implementation of revised Mitigation Measure N-6, as described above in Section 2, Project Description, impacts would be less than significant. Therefore, the Modified Project would have no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR.

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?

The Modified Project would occur on the same project site as the Original Project, as well as on existing roadway segments next to the project site. As described on page 386 of the certified Final EIR, there are no private airstrips in the vicinity of the project site. The Watsonville Municipal Airport is located 1.7 miles northeast of the project site, but the project site is outside the airport noise contours for 2007 and 2030 as illustrated in Figures 4 and 5 of the Watsonville Municipal Airport Master Plan (Watsonville Municipal Airport 2003). The Modified Project would not expose people to excessive noise levels from an airport. Therefore, consistent with the findings of the certified EIR for the Original Project, the Modified Project would have no impact.

3.13 Population and Housing

Population and Housing	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Page 386	No	No	No	N/A
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	Page 386	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Page 386	No	No	No	N/A

a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

b. Would the project displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Original Project includes the development of 150 new residences on the project site. The Modified Project does not include changes to the number of residences. The changes to site access, including construction of a roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would not displace existing housing or people. Because no new housing or displacement is proposed, impacts of the Modified Project would be consistent with the Original Project. The Modified Project would have no new or substantially more severe significant impacts that previously identified for the Original Project in the certified Final EIR.

3.14 Public Services

Public Services						
		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a. Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
1	Fire protection?	Pages 330 and 331	No	No	No	N/A
2	Police protection?	Pages 331 and 332	No	No	No	N/A
3	Schools?	Pages 332 and 333	No	No	No	N/A
4	Parks?	Pages 333 and 334	No	No	No	N/A
5	Other public facilities?	Pages 334 and 335	No	No	No	N/A

a.1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered Police facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times or other performance objectives for police protection?

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

As described in Impact PSU-1 on pages 330 and 331 of the certified Final EIR, the Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. Therefore, the Modified Project would not increase the demand for fire or police services or for school facilities compared to the Original Project analyzed in the certified Final EIR. Consistent with the Original Project, impacts would be less than significant. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

As described above, the Modified Project would not induce population growth beyond what was analyzed for the Original Project in the certified Final EIR. The Modified Project would not change the amount of open space or recreational amenities included in the Original Project. Therefore, the Modified Project would not generate increased demand for park or recreational facilities. The Modified Project would result in no new or more severe significant impacts related to the provision of new or altered parks and recreational facilities beyond those identified in the previously certified Final EIR for the Original Project.

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered [other] governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

As described in Impact PSU-1 on pages 330 and 331 of the certified Final EIR, the Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. Therefore, the Modified Project would not increase the demand for other governmental facilities, such as libraries, compared to the Original Project analyzed in the certified Final EIR. Consistent with the Original Project, impacts would be less than significant. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.15 Recreation

Recreation					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Pages 333 and 334	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Pages 333 and 334	No	No	No	N/A

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. The Modified Project also does not include changes to the open space or recreational amenities to be provided on the project site. Accordingly, the Modified Project would not generate increased demand or use of parks and recreational facilities compared to the Original Project. The Modified Project would result in no new or more severe impacts related to recreation beyond those identified in the previously certified Final EIR for the Original Project.

3.16 Transportation/Traffic

Transportation/Traffic	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	Pages 363 through 366	No	No	No	N/A
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	Pages 363 through 366	No	No	No	N/A
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Page 387	No	No	No	N/A
d. Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Pages 369 through 371	No	No	No	Yes

Transportation/Traffic						
		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
e.	Result in inadequate emergency access?	Pages 371 and 372	No	No	No	N/A
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Pages 372 and 373	No	No	No	N/A

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?

As described in Impact TRA-2 of pages 363 and 364 of the certified Final EIR, the Original Project would generate 1,064 total daily vehicle trips at full buildout and occupancy of the 150 residential units, including 81 AM peak hour trips and 102 PM peak hour trips. The Modified Project does not include changes to the number of residential units or resultant residents. Therefore, compared to the Original Project, the Modified Project would create no additional vehicle trips, including trips during either the AM or PM peak hours.

A traffic impact analysis was prepared by Keith Higgins, Traffic Engineer, specifically for the site access changes included in the Modified Project. This traffic impact analysis is included in Appendix C. According to the traffic impact analysis, approximately 20 percent of project-generated trips would use Errington Road for site access. Thus, 20 percent fewer vehicle trips would occur on Loma Vista Drive than were previously analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would result in similar or slightly less operational vehicle trips at the intersection of Ohlone Parkway and Loma Vista Drive. Additionally, the proposed roundabout at this intersection is intended to improve traffic circulation. Therefore, compared to the Original Project, the Modified Project would result in improved traffic operations at the intersection of Ohlone Parkway and Loma Vista Drive.

The traffic impact analysis determined that the Modified Project would result in 19 vehicles trips on Errington Road during AM peak hour and 22 trips during PM peak hour. The traffic impact study concluded that the intersection of Errington Road and Ohlone Parkway would operate acceptably with the addition of these project vehicle trips. According to the traffic impact analysis, the addition of secondary vehicle access via Errington Road would not change the project trip generation or distribution and assignment at any of the other study intersections in the traffic study prepared for the Original Project and included in the certified Final EIR. Because trip generation and distribution would not change at other study intersections,

implementation of Mitigation Measure TRA-2a and TRA-2b would be required for the Modified Project, consistent with the Original Project. With implementation of mitigation, impacts would be less than significant, consistent with the Original Project. The Modified Project would result in no new or more severe impacts related to conflicts with applicable LOS standards or street capacity beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

As described on page 387 of the certified Final EIR, the Original Project would have no impact on air traffic patterns or levels. The Modified Project would occur within the same project site as the Original Project, as well as on adjacent roadway segments. Consistent with the Original Project, the Modified Project would not be located in airport zone. Therefore, the Modified Project would result in no new or more severe impacts related to safety risks pertaining to air traffic patterns beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would improve traffic flow and safety at this intersection compared to existing conditions and conditions under operation of the Original Project. Currently, there is a raised, landscaped median along Ohlone Parkway extending north of its intersection with Errington Road that has a supplemental painted island at its southerly terminus at Errington Road. The median and striping are designed to prohibit southbound Ohlone Parkway left turns onto Errington Road. However, there currently are no signs or other indications that this turning movement is prohibited. Tire marks across the painted island clearly indicate the wheel tracks of vehicles making this maneuver despite being prohibited. The Modified Project would include repainting the existing median striping at the intersection of Ohlone Parkway and Errington Road to reinforce prohibitions to left turn movements onto Errington Road from southbound Ohlone Parkway. Compared to existing conditions, and conditions under operation of the Original Project, this would be a slight improvement to safety. The Modified Project also include removing vegetation from the median near this intersection to increase sight distance for vehicles making left turn movements from Errington Road onto Ohlone Parkway, which would improve safety at the intersection.

Construction of the Modified Project would generate the approximate same number of large truck trips as the Original Project and analyzed in the certified Final EIR. Therefore, implementation of Mitigation Measure TRA-4 would be required for the Modified Project, consistent with the Original Project. This mitigation measure requires a flagger where trucks enter Ohlone Parkway and also requires truck traffic to avoid travel near Landmark Elementary School. Within implementation of Mitigation Measure TRA-4, impacts would be less than significant. Therefore, the Modified Project would result in no new or more severe impacts related to traffic hazards beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project result in inadequate emergency access?

As described on pages 371 and 372 of the certified Final EIR, the Original Project provides two means for emergency access to the project site: 1) Loma Vista Drive; and 2) an emergency vehicle/restricted access road between the project site and the Sunshine Garden residential project, which is currently being constructed to the southeast. With these two access points, the Original Project was determined to have less than significant impacts, as described in Impact TRA-5 on pages 371 and 372 of the certified Final EIR.

The Modified Project does not propose eliminating either of these emergency access routes onto the project site. Additionally, the Modified Project would provide for a third emergency access option via Errington Road.

Therefore, the Modified Project would result in no new or more severe impacts related to inadequate emergency access beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would modify the pedestrian crosswalks, provide pedestrian refuge as median islands, and generally improve pedestrian safety at this intersection. Pedestrian facilities would not be provided on Errington Road, consistent with existing conditions. Therefore, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.17 Utilities and Service Systems

Utilities and Service Systems	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Pages 335 and 336	No	No	No	N/A
b. Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Page 336	No	No	No	N/A
c. Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Pages 336 and 337	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Pages 337 through 341	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Page 336	No	No	No	N/A

Utilities and Service Systems	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Pages 341 and 342	No	No	No	N/A
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Pages 342 and 343	No	No	No	N/A

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Modified Project would not increase the number of residences developed on the project site or the resultant number of new residents. Accordingly, compared with the Original Project, the Modified Project would not generate increased volumes of wastewater, or wastewater containing substantially more or different levels of potential contaminants and pollutants. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As described in Impact PSU-7 on page 336 of the certified Final EIR, the Original Project would generate approximately 1,901 gallons of wastewater per day based on the development of 150 new residences. The Modified Project would not change the number of new residences developed on the project site. The Modified Project would generate similar volumes of wastewater as the Original Project analyzed in the certified EIR because no new or additional uses would occur on site. Therefore, the Modified Project would result in no new or more severe impacts related to wastewater treatment capacity beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Modified Project would not increase the amount of impervious surface or resultant stormwater runoff from the project site compared with the Original Project and analyzed in the certified Final EIR. However, the Modified Project includes converting a currently unpaved segment of Errington Road to an asphalt pavement

surface. The runoff from this segment of the road would be conveyed to an existing stormwater ditch adjacent to the west side of this road segment, which currently captures runoff from the road. The proposed new traffic roundabout at the intersection of Loma Vista Parkway and Ohlone Parkway would not substantially increase the amount of impervious surface compared to the existing configuration at this intersection. Therefore, the Modified Project would not increase the amount of runoff from the project such that the construction new storm water drainage facilities not previously analyzed in the certified Final EIR or already constructed would be required. The Modified Project would result in no new or more severe impacts related to storm water drainage facilities beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described on page 338 of the Final EIR, site grading of the Original Project and infrastructure installation would require dust suppression and other water uses. These are estimated to be nominal, and would not continue beyond the construction phases of the Original Project. The additional construction required for the proposed new traffic roundabout at the intersection of Loma Vista Parkway and Ohlone Parkway, and the construction of improvements to Errington Road for secondary access would require water for dust suppression. This additional water use would be an incremental and short-term increase in water demand.

As described above, compared to the Original Project, the Modified Project would not increase the number of residences developed on the project site or the resultant number of new residents. The Modified Project would also not change the landscaping or open space provided on the project site, some of which will require irrigation. The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway could be landscaped and may require irrigation. However, like the Original Project, the irrigation required for the central area of the roundabout would be subject to the City's Water Efficient Landscaping Ordinance (WMC Chapter 6-3.8). This Ordinance includes a maximum allowable water application rate for drip and sprinkler irrigation systems based on the square footage of the landscaping. Additionally, the traffic roundabout would be an incremental and minimal increase in landscaped area.

As described on page 341 of the certified Final EIR, the water demand of the Original Project would be less than one percent of difference in water supply and demand during year three of a multiple dry period. Therefore, the incremental increase in demand for irrigation of the proposed new traffic roundabout, and the short-term demand for construction application would not exceed the City's water supply, including during an extended drought period. The Modified Project would result in no new or more severe significant impacts related to water supplies beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Modified Project would not generate additional solid waste compared to the Original Project analyzed in the certified EIR. Therefore, the Modified Project would result in no new or more severe impacts related to landfill capacity or regulations pertaining to solid waste beyond those identified in the previously certified Final EIR for the Original Project.

3.18 Cumulative Impacts

As described above in Sections 3.1 through 3.17, the Modified Project would result in no new or more severe direct or indirect impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the cumulative contribution of the Modified Project impacts would be the same as or less than analyzed in the certified EIR for the Original Project. No new reasonably foreseeable future projects have been identified within proximity to the project site that were not previously considered in the cumulative impacts analysis in the certified EIR. Therefore, no new or more severe cumulative impacts would result from the Modified Project beyond those identified in the certified EIR.

4 Other CEQA Required Discussions

The Modified Project would not substantially change the discussion and findings presented for the Original Project in Section 5, *Other CEQA Required Discussions*, of the certified EIR. These other required discussions include significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, and energy effects. As described above in Sections 3.1 through 3.18, the Modified Project would result in no new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the Modified Project would also result in no new or more severe significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, or energy effects beyond those previously discussed in the certified EIR.

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5 Comparison of Alternatives

The Modified Project would not significantly change the alternatives analysis and comparison of alternatives in the certified Final EIR. As described in Section 3, *Impact Analysis*, of this Addendum, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the potential impacts of the Modified Project are within the scope of the impact comparison among the alternatives already considered in the certified Final EIR. As no new or more severe impacts have been identified as a result of the Modified Project, the Modified Project would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the certified Final EIR. These alternatives include: Alternative 1- No Project Alternative; Alternative 2- Riparian Impact Minimization Alternative; and Alternative 3- Industrial Development Alternative. Therefore, no additional alternatives or further comparison of alternatives is required.

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6 Conclusion

As established in the discussions above regarding the potential effects of the Modified Project, substantial changes are not proposed to the Original Project nor have substantial changes occurred that would require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Project. Overall, the proposed modifications to the Original Project that constitute the Modified Project would result in no new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the Original Project in the certified Final EIR. Therefore, the City concludes that the analyses conducted and the conclusions reached in the Final EIR certified on August 28, 2018, remain valid. As such, the proposed project would not result in conditions identified in *State CEQA Guidelines* Section 15162, and supplemental environmental review or a Subsequent EIR is not required for the proposed modifications to the Project. Again, it should be noted that the Modified Project would be subject to all previously required mitigation measures from the certified Final EIR for the Original Project. The MMRP adopted for the Original Project on August 28, 2018, would be applicable to the Modified Project. Based on the above analysis, this Addendum to the previously certified EIR for the project has been prepared in accordance with Section 15164 of the *State CEQA Guidelines*.

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Appendix A

Description of Errington Road and Roundabout Improvements

IFLAND ENGINEERS

Civil Engineering | Structural Design | Development Planning
5300 Soquel Avenue, Suite 101
Santa Cruz, CA 95062
P.831.426.5313 F.831.426.1763
www.iflandengineers.com

MEMORANDUM

TO:	Rincon Consultants	***FROM:***	Ifland Engineers
RE:	Errington Road Sunshine Vista – Watsonville, CA	***PROJECT #:***	16076
		DATE:	11/5/18

The purpose of this memo is to provide an outline of the improvements to Errington Road necessary to meet the City of Watsonville Condition of Approval (COA) #8 (Option 1) as contained in Resolution No. 141-18; providing secondary access to a 20-year road standard between the project site (APN's 018-372-14 and 018-381-01), owned by CA Sunshine Development, LLC, and Ohlone Parkway via Errington Road. The following discussion is intended to assist Rincon Consultants in developing required documentation to facilitate preparation of Amendment #4 to the Environmental Impact Report (EIR) for the subject development.

Errington Road is located within an existing 30-foot Right-of-Way (ROW) over APN's 018-651-33 and 018-661-31 (Parcel E of adjacent Sea View Ranch development; refer to the final map for Tract 1442, recorded in Volume 103 of Maps, Page 33, Santa Cruz County Records) which lies immediately west and southwest of the subject project, and provides access between the site and Ohlone Parkway. Immediately south of the subject property and east of the ROW is APN 018-372-17, owned by the Campos Trust.

The existing road is a mix of paved asphalt and compacted baserock. The paved section is that which runs from Ohlone Parkway easterly to where Errington Road turns northward. The paved road is bounded by a freestanding CMU block wall to the south and an existing concrete v-ditch to the north.

The road width is approximately 23 feet, the south edge of which is situated approximately 4 feet from the face of wall. Immediately north of the wall is a 30" wide concrete swale that lies between the wall and AC pavement. The v-ditch along the north side of the road is 3 feet wide and 1 foot deep (see Figure 1).



Figure 1

The section of road running in a generally north-south direction along the easterly side of Sea View Ranch is constructed of compacted baserock and is approximately 18’-3” feet wide as measured from the face of an existing vehicular guardrail to the face of an existing retaining wall along the easterly side of the road that varies in height up to approximately 4 feet (see Figure 2).



Figure 2

A concrete v-ditch runs along the westerly side of the road and conveys storm runoff to a catch basin located within the v-ditch at the point where the road turns roughly 90-degrees and heads westerly toward Ohlone Parkway (see Figure 3).



Figure 3

Immediately west of the v-ditch is a 6' high wood fence. The distance from the fence to the face of the existing retaining wall on the east side of the road is approximately 24'-3". The retaining wall is located approximately 5' into the ROW based on topographic survey data prepared by MidCoast Engineers and provided to us for project design purposes.

To comply with COA #8, certain improvements would need to be made to Errington Road as described herein. However, limitations in the rights conferred by the ROW grant limit the type of work that CA Sunshine Development, LLC can construct.

The paved portion of roadway described above would remain in place without alteration given the constraints presented by the existing v-ditch and CMU wall. For the portion of Errington Road lying in a north-south orientation, the existing concrete v-ditch would remain and establish the finished road grade. The existing baserock would be excavated to a depth specified by the project geotechnical engineer, scarified, and compacted as directed by the geotechnical engineer. New asphaltic concrete (AC) pavement would be placed over the compacted baserock and sloped so that storm runoff flows into the v-ditch for conveyance to the aforementioned catch basin. Minor grading along the east side of the road may be necessary to accomplish this. The improved road width would be approximately 23 feet, measured from the face of guardrail to the easterly boundary of the ROW. However, to accomplish this, the existing retaining wall situated within the ROW would need to be demolished and moved easterly to just outside the ROW boundary. Grading east of the wall of approximately 100 cubic yards would be necessary to accommodate its new location. Additional grading of 100-150 cubic yards may be necessary to construct the new road to its intended width. The total length of improved road from the paved portion to the future entrance into the Sunshine Vista development is approximately 550 lineal feet.

Condition of Approval #8 is clear that no public sidewalk or street trees are required (see Figure 4). Additionally, the ROW grant does not allow for installation of utilities. Therefore, street lighting would not be provided.

Improvement Plans shall be submitted before reviewing Final Map and include the following:

8. **Off-site Improvements: Secondary Access and/or Roundabout.** Applicant shall (a) provide secondary access via Errington Road within the 30-foot wide right-of-way on the east side of a 1.7± acre property owned by the Sea View Ranch Homeowners Association (APN 018-661-31) and/or (b) install a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive. If the applicant is required to select option "a," the existing dirt road shall be improved to a 20-year road standard and the CC&Rs shall identify the HOA established for the project site as the responsible party for maintenance of the roadway. Since primary pedestrian access would be provided via the extension of Loma Vista Drive to the project site, this secondary access road will not be required to provide sidewalk and street trees. If the applicant is required to select option "b," the applicant shall design and construct a roundabout as part of the first phase of development. In addition, the City shall determine a cost sharing arrangement with the applicant for installing the roundabout as part of a separate Development Agreement (see Condition of Approval No. 6). (CDD-E)

Figure 4

We trust this information is sufficient for your needs. Should you require any additional information please contact us at your convenience.

Sincerely,

IFLAND ENGINEERS

MEMORANDUM

IFLAND ENGINEERS
Civil Engineering | Structural Design | Development Planning
5300 Soquel Avenue, Suite 101
Santa Cruz, CA 95062
P.831.426.5313 F.831.426.1763
www.iflandengineers.com

TO:	Rincon Consultants	***FROM:***	Ifland Engineers
RE:	Roundabout Improvements at Ohlone Parkway/Loma Vista Drive Sunshine Vista – Watsonville, CA	***PROJECT #:***	16076
		DATE:	11/5/18

The purpose of this memo is to provide an outline of the roundabout improvements to Ohlone Parkway necessary to meet the City of Watsonville Condition of Approval (COA) #8 as contained in Resolution No. 141-18. The following discussion is intended to assist Rincon Consultants in developing required documentation to facilitate preparation of Amendment #4 to the Environmental Impact Report (EIR) for the subject development.

Ohlone Parkway is a fully improved road providing access to several residential subdivisions, a public school, shopping center, and connection between Highway 152/Main Street to the north and West Beach Street to the south of the proposed Sunshine Vista development.

At the subject intersection, Ohlone Parkway consists of one through travel lane in each direction, left turn lanes onto Loma Vista in both directions, public sidewalks/bike trails, and bus stops in both directions north and south of the intersection. Eastbound Loma Vista consists of a combination through and left turn lane, and a dedicated right turn lane. Westbound Loma Vista consists of a single lane in each direction. Accessible curb ramps at located at all four corners and crosswalks provide connectivity between sidewalks along Ohlone Parkway and across Ohlone Parkway on the north side of the intersection. Landscape improvements associated with residential developments are located on all corners except the northwest corner which abuts undeveloped property.

In order to comply with Option B of COA #8, construction of a roundabout at the subject intersection may be required by the City of Watsonville. This would necessitate substantial removal and replacement of existing curb, gutter, sidewalk, AC pavement, bus stops and associated concrete bus pads, landscaping, signs, drainage infrastructure, fire hydrants, street lights, utility vaults, and street medians. Existing structures such as manholes and valves within the intersection will require, at minimum, adjustment to grade of the new roundabout, if not relocation.

A conceptual layout of roundabout improvements is enclosed as Exhibit A. The area of work consists of approximately 55,000 SF of disturbed area and runs a distance of approximately 550 lineal feet along Ohlone Parkway. No substantial changes in road grades are anticipated. Therefore, grading is expected to be modest. Instead, the bulk of the work will consist of removing pavement, curbs and sidewalks and reconstructing them in a roundabout configuration. Bus stops will be relocated approximately 100 feet further north and south of their present locations to accommodate lane transitions exiting the roundabout.

Access for traffic and emergency vehicles along Ohlone Parkway throughout the construction activities will be maintained by allowing vehicles to drive on various subgrade sections prior to pavement being installed. Signage and traffic control flagmen will be employed to make sure the vehicles are routed through safely.

Phase 1 will consist of closing the western half of Ohlone Parkway and rerouting the traffic onto the eastern half. Once pavement is removed, traffic will be shifted back onto the western half to allow for removal of the eastern half. Vehicles will be traveling on the existing compacted subbase at this time. After the asphalt on the eastern half is removed, the contractor will excavate the remaining material down to the proposed finish subgrade elevation. This section will be fine graded and compacted prior to shifting the westbound traffic back onto it.

Phase 2 will follow the same sequence but will include importing Class 2 aggregate baserock and hot mix asphalt.

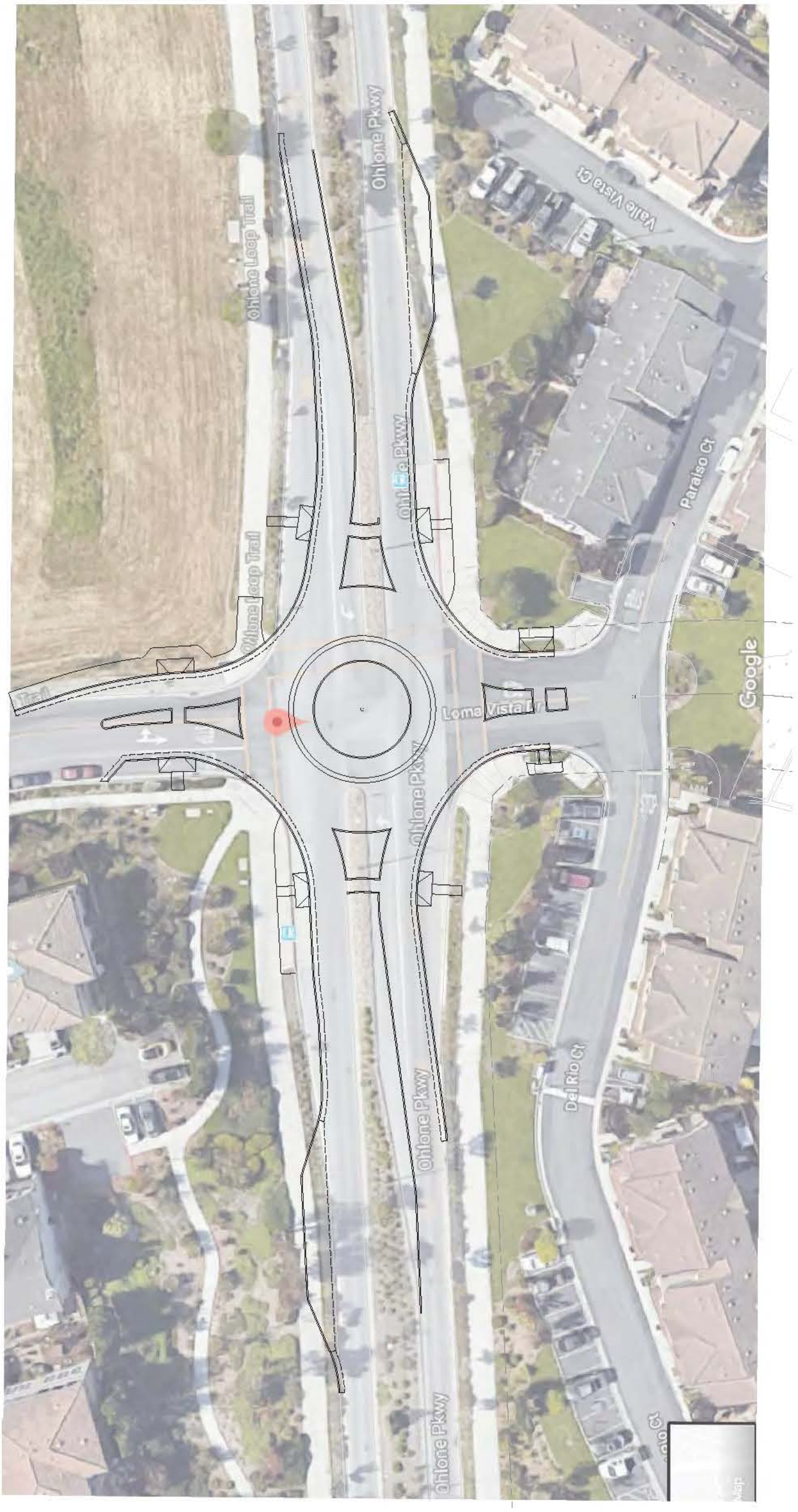
In Phase 3, the contractor will route traffic on the new asphalt pavement around the outer edges of the proposed roundabout location to complete the construction in the middle.

We trust this information is sufficient for your needs. Should you require any additional information please contact us at your convenience.

Sincerely,

IFLAND ENGINEERS

C:\-- PROJECTS\16076 SUNSHINE VISTA\DWGS\PLANNING\EXHIBITS\ROUNDABOUT\V-SITE-TURN.dwg 01 Oct 18 02:02:34 AM RTaw ©IFLAND ENGINEERS, INC.



GRAPHIC SCALE 1 INCH = 20 FEET

NOT FOR CONSTRUCTION

JOB NO. 16076	SHEET EX-1	CONCEPTUAL DESIGN	PRELIMINARY ROUNDABOUT STUDY SUNSHINE VISTA WATSONVILLE, CALIFORNIA	IFLAND ENGINEERS CIVIL ENGINEERING ▪ LAND PLANNING ▪ STRUCTURAL DESIGN	BY / REVISION / DATE

DATE 10/01/18 | DESIGN RICH TSO | DRAWN STAFF

6300 SOQUEL AVE, SUITE 101
SANTA CRUZ, CA 95062
TEL (831) 426-5313
FAX (831) 426-1763
www.iflandengineers.com

Appendix B

Memorandum Evaluating the Feasibility of Mitigation Measure N-6

WALD RUHNKE & DOST
ARCHITECTS LLP

2340 Garden Road
Suite 100
Monterey, CA
93940-5347
T: (831) 649-4642
F: (831) 649-3530
www.wrdarch.com

October 24, 2018

Justin Meek, AICP, Principal Planner
Community Development Department
City of Watsonville
250 Main Street
Watsonville, CA 95076

Sunshine Vista Homes: 511 Ohlone Parkway, Watsonville, CA
(APN's 018-372-14 & 018-381-01)

Re: Tentative Map, Tract No. 1607: Condition 39 (Construction Noise Reduction Techniques (MM N-6):

- *During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.*

- *The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.*

- *A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site prior to construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.*

- *The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices. (CDD-B, PW).*

Dear Mr. Meek,

California Sunshine Development LLP engaged the services of an acoustical engineer (Sonics ESD), who conducted both on-site testing and computer modeling to determine the potential impacts and mitigations of construction equipment noise to adjacent residences in accordance with Tentative Map Condition 39. As a result of

the testing and modeling, coupled with aspects of the mitigations that are technically infeasible and which create constructability conflicts, an amendment to Condition 39 is hereby requested.

Interior Noise Tolerances:

While Condition 39 did not determine a baseline to establish interior noise tolerances for the adjacent residences, the 2005 Watsonville General Plan establishes maximum residential interior noise levels to be 45 dB. The acoustic testing performed for this project uses this standard as a baseline for evaluating an acceptable level of tolerance.

Testing Methodology:

The grading phase of construction tends to create the highest noise levels because of the operation of heavy equipment. The on-site testing was performed on Friday, October 19 and included baseline sound readings from a Caterpillar CAT325FL excavator operating at one baseline location and at several other test site locations. The noise levels from the excavator was deemed to be less than a Caterpillar D6 dozer and consequently the testing results were extrapolated from the noise levels of the CAT325FL and adjusted to simulate the noise levels from a D6 dozer. The test results are summarized as follows:

Testing Results at North Side:

At the north side, adjacent residents are located at approximately 345-feet away from the source of equipment noise. Two separate locations were tested: Test Site A (located at the walking path of the adjacent residents at an elevation of 8-feet below the first floor and at approximately 10-feet below the height of the equipment) resulted in maximum Lin dB of 65.3dB and ambient Lin dB of 59.1dB. Maximum Lin interior noise levels at Test Site A are assumed to be between 41.3 dB to 45.3dB and ambient Lin dB of between 35.1 dB to 39.1 dB. These levels are within acceptable tolerances.

Test Site B (located at the walking path of the adjacent residents at an elevation of 8-feet below the first floor and at approximately the same height of the equipment) resulted in maximum Lin dB of 64.8dB and ambient Lin dB of 60.1dB. Maximum Lin interior noise levels at Test Site A are assumed to be between 40.8 dB to 44.8 dB and ambient Lin dB of between 36.1 dB to 40.1 dB. These levels are within acceptable tolerances.

Given that the sound levels at the north side are at acceptable thresholds we request that the requirement for a sight-line barrier at the north side also be removed from Condition 39. It should be noted that such a sight-line barrier is technically infeasible to construct.

Testing Results at South Side:

At the south side, adjacent residents are located at approximately 575-feet away from the source of equipment noise. It was assumed by prima facie evidence that with a greater distance than the north side, the testing results at the south side would be less than the levels from the north side and on-site testing at the south side was therefore not performed. Computer modeling at the south side resulted in maximum Lin dB of 62 dB and ambient Lin dB of 62 dB. Maximum Lin interior noise levels at Test Site C are assumed to be between 38 dB to 42 dB and ambient Lin dB of between 38 dB to 42 dB. These levels are within acceptable tolerances.

Given that the sound levels at the south side are at acceptable tolerances we request that the requirement for a sight-line barrier at the south side also be removed from Condition 39. Such a barrier at the south side would offer little benefit as the nearest residences at the south side are at a significant distance away.

Testing Results at West Side:

At the west side, adjacent residents are located approximately 68-feet from the source of equipment noise. One location was tested: Test Site C (located at the open space area of the Casitas) resulted in maximum Lin dB of 70.3dB and ambient Lin dB of 61.9dB. Maximum Lin interior noise levels at Test Site C are assumed to be between 46.3 dB to 50.3 dB and ambient Lin dB of between 37.9 dB to 41.9 dB. The maximum Lin dB levels of between 46.3 dB to 50.3 dB are not within acceptable tolerances.

To mitigate at this location, we propose a 565-linear foot by a maximum 10-foot high composite acoustic barrier consisting of a retaining wall that ranges between 0 to 4-feet high and topped with a cyclone fence that is draped with a mass loaded vinyl acoustic material to achieve a maximum barrier height of 10-feet. The barrier is proposed to be located at the westerly boundary between the Sea View Ranch Casitas and Sunshine Vista Homes.

Installing an acoustic barrier at the west side of the site prior to the commencement of the earthwork activities will create insurmountable conflicts for the contractor. The earthwork extends all the way to the boundary between Sea View Ranch and Sunshine Vista and there would be physically no room to install the fence within Sunshine Vista's side of the boundary line and for the contractor to also perform the work. The barrier would interfere with the earthwork activities to such an extent that the contractor would not be able to perform the limited amount of grading nor construct the retaining wall at this location.

Due to this conflict we propose that the acoustic barrier be installed immediately subsequent to the construction of the retaining wall. We estimate that the time necessary for the limited amount of grading to facilitate the construction of the retaining wall at this location to be approximately 10 working days upon commencement of the work.

Conclusion:

The City of Watsonville prohibits offensive noise between the hours of 10:00 PM and 7:00 AM. The prohibition of offensive noise during nighttime hours would limit the effects of nighttime construction noise, thereby reducing impacts to residential uses during the hours people are typically in their homes or normally sleep. Daytime noise would exceed acceptable thresholds at the westerly side for the approximate 10-day period during the limited grading activities that are to occur prior to the installation of the westerly acoustic barrier. Therefore, impacts are potentially significant and additional mitigation is required to the approved conditions noted in Condition 39.

As a result of the additional mitigation required, the results of the on-site acoustic testing and computer modeling, and the technical infeasibility and constructability conflicts with complying with the exact language of Condition 39, we propose the following amended language for your consideration:

Condition 39 (Construction Noise Reduction Techniques (MM N-6):

- *During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.*

- *The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.*

- *A temporary sound attenuation barrier shall be erected along the ~~north, south, and~~ west edge of the project site ~~prior~~ immediately subsequent to the completion of the westerly retaining wall. ~~construction activity.~~ This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences to the west and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.*

- *The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices. (CDD-B, PW).*

- *Construction Hours. Hours of construction for the first 10 days of construction activities shall be limited to the hours between 9:00 AM and 5:00 PM on weekdays and 9:00 AM to 4:00 PM on Saturdays.*

Attached to this letter are the following exhibits and documents that support the above findings:

1. Site testing diagram of Baseline and Test Sites A & B
2. dB cross sections (west side)
3. Site plan showing location of the acoustic barrier at the west side
4. Manufacturer cut sheets: Acousticblok Inc, *Acoustifence AF6X30IR*
5. Computer modeling results of Test Site C

We appreciate your prompt attention to this request and your cooperation in amending Condition 39.

If you have any questions, please contact Peter Silva at 831-649-4642 or email peters@wrdarch.com.

Sincerely,

Wald, Ruhnke & Dost Architects, LLP

Peter J. Silva
Architect

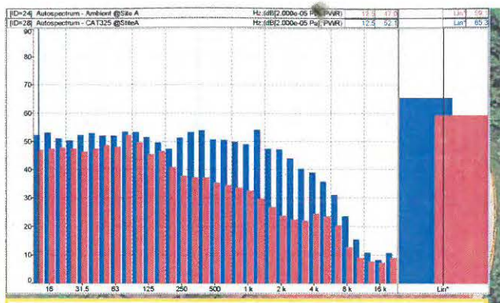
Attachments

SUNSHINE VISTA HOME SITE TESTING

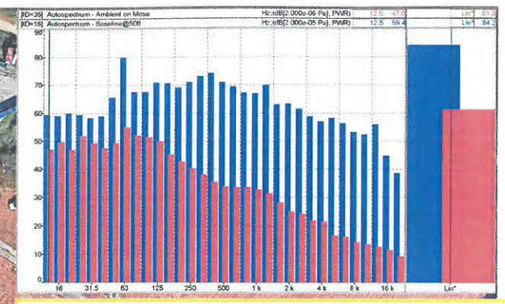
EQUIPMENT/CONDITIONS

Caterpillar CAT325FL Temp: 67F-81F Wind: W/NW: 5-7 MPH Ground: Irregular

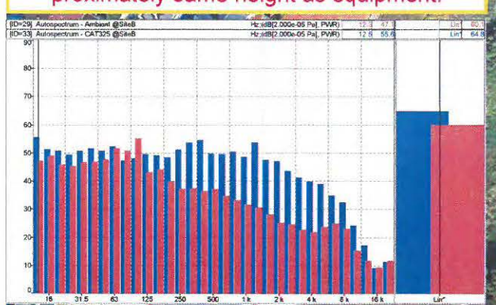
All measurements shown are Leq (equivalent continuous sound level) averaged over a 60sec period as the vehicle moved back and forth at each location. For calculation and modeling purposes all levels have been left as Lin dB (linear weighted) as barriers and acoustic flanking calculations require frequencies not covered by dBA. Measurements indicate that a single Dozer or Grater will be 5dB-10dB louder at 50ft then the CAT325FL was. Multiple vehicles working at the same time will have an accumulative impact on overall sound levels around the project site based on relative positions and activities. A 1KHz tonal component was noted from the vehicles safety system.



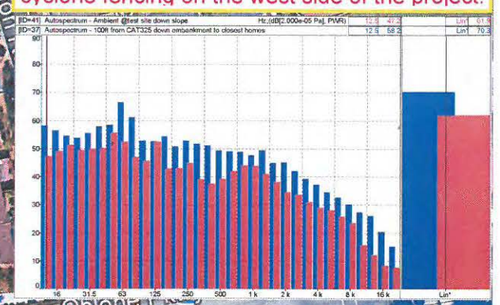
TEST SITE A
Distance: ~345ft
Lin dB MAX: 65.3dB Lin dB Amb: 59.1dB
Description: Samples were taken along walking path North of Property, at an elevation 8ft below first floor of adjacent houses and proximately 10ft below the height of the equipment.



BASELINE EQUIPMENT TEST
CATIPILAR 325F L
Distance: ~50ft
Lin dB MAX: 84.2dB Lin dB Ambient: 61.3dB
Description: Baseline measurements of the provided CAT325F L Excavator were taken at a distance of 50ft from equipment as it was moving back and forth on the Mesa. This was to correlate data acquired on site with USDOT/FHA Construction Noise Handbook measurements.



TEST SITE B
Distance: ~345ft
Lin dB MAX: 64.8dB Lin dB Amb: 60.1dB
Description: Samples were taken along walking path North of Property, at an elevation 8ft below first floor of adjacent houses and proximately same height as equipment.



TEST SITE C
Distance: 100ft
Lin dB MAX: 70.3dB Lin dB Amb: 61.9dB
Description: Samples were taken on the right of way to be cut though from Ohlone Parkway at an elevation aproximately 30ft below the equipment active on the property side of the cyclone fencing on the west side of the project.

Appendix C

Traffic Impact Analysis for Access Modifications

Keith Higgins

Traffic Engineer

August 21, 2018

Steve Svete
Rincon Consultants
437 Figueroa Street, Suite 203
Monterey, CA 93940

Re: Sunshine Vista Errington Road Access, Watsonville, CA

Dear Steve:

As you requested, this letter provides an analysis of access and egress modifications for the proposed Sunshine Vista residential development east of Ohlone Parkway in Watsonville. I previously prepared a traffic impact analysis for the project in January 2017.

As currently proposed, the project would have a single vehicular access via an extension of Loma Vista Drive east of Paraiso Court, one block east of Ohlone Parkway. During the June 26, 2018 City Council hearing a request was made to consider an evaluation of a potential secondary access via Errington Road, an existing roadway south of the project site. The request included a review of operations with and without the conversion of the Ohlone Parkway / Loma Vista Drive intersection into a roundabout. This letter evaluates the potential new secondary access with project traffic and how operations of the primary access (Ohlone Parkway / Loma Vista Drive) would change with the new secondary access. Geometric issues and available sight distance at the Errington Road intersection with Ohlone Parkway are also reviewed. **Exhibit 1** depicts the study area and the potential locations of both the primary and secondary access points.

A. PROPOSED ACCESS CHANGE

The potential secondary access would be via Errington Road, an existing roadway that intersects Ohlone Parkway between Loma Vista Drive and Lighthouse Drive. This roadway also provides access to an existing industrial building south of the project site. The primary access via Loma Vista Drive would be retained.

B. INTERSECTION VOLUMES

The intersection volumes evaluated in this analysis are depicted in the following exhibits:

- Existing Volumes -- **Exhibit 2**
- Revised Project Trip Assignment with Errington Road Access – **Exhibit 3**
- Existing Plus Project Volumes (With Errington Road Access) – **Exhibit 4**
- Cumulative Without Project Volumes – **Exhibit 5**
- Cumulative Plus Project Volumes (With Errington Road Access) – **Exhibit 6**

2060 ROCKROSE COURT, GILROY, CA 95020
T 408.201.2752 KEITH@KEITHHIGGINSTE.COM WWW.KEITHHIGGINSTE.COM

The sources and derivations of these volumes are described below.

1. Existing Volumes

Exhibit 2 depicts the existing volumes at the study intersection. The existing volumes at the Ohlone Parkway / Loma Vista Drive intersection are referenced from the January 2017 traffic report.

The existing volumes on Errington Road are due solely to an existing industrial building (545 Errington Road) located south of the project site. **Exhibit 1** provides more detail regarding the location of this building relative to the project. It is unclear if the building was occupied at the time of the traffic volume counts for the January 2017 report. To be conservative, the traffic volumes on Errington Road were estimated based on the potential trip generation of the building, using trip rates from *Trip Generation Manual,* 10th Edition, published in 2017 by the Institute of Transportation Engineers. These trips were split roughly 50% to and from the north and 50% to and from the south on Ohlone Parkway.

2. Revised Project Trip Assignment with Errington Road and Existing Plus Project Volumes (With Errington Road Access)

Exhibit 3 illustrates the revised project trip assignment volumes with both a primary (Loma Vista Drive) and secondary (Errington Road) access. The secondary access will shift an estimated 80% of the traffic to and from the south away from the primary access compared to the January 2017 report – this comprises over 20% of the total project traffic. The addition of the secondary access would not change the project trip generation or distribution and assignment at any of the other study intersections in the January 2017 report.

The revised project trip assignments were added to the Existing volumes to create the Existing Plus Project volumes contained in **Exhibit 4**.

3. Cumulative Without Project Volumes

The Cumulative Without Project volumes at the Ohlone Parkway / Loma Vista Drive intersection are referenced from the January 2017 traffic report.

The Cumulative Without Project volumes at the Ohlone Parkway / Errington Road intersection are depicted in **Exhibit 5**. These volumes were derived using the cumulative traffic growth at the adjacent Ohlone Parkway intersections from the January 2017 report, which was added to the existing volumes in **Exhibit 2**.

4. Cumulative Plus Project Volumes

The revised project trip assignments in **Exhibit 3** were added to the Cumulative Without Project volumes in **Exhibit 5** to create the Cumulative Plus Project volumes contained in **Exhibit 6**.

C. INTERSECTION OPERATIONS

Exhibit 7 summarizes the intersection operations under all four of the analysis scenarios at the following two intersections:

1. Ohlone Parkway / Loma Vista Drive
2. Ohlone Parkway / Errington Road

The operations at all other intersections studied in the January 2017 report would be identical with the addition of the secondary access via Errington Road.

Exhibit 7 has been organized into four parts, to depict four potential options that combine potential project access and intersection control modifications. These four options are as follows:

- Option 1: January 2017 Report – This option represents the project access and intersection controls as evaluated in the January 2017 report. The sole project access would be via an extension of Loma Vista Drive. The existing side-street stop control at the Ohlone Parkway / Loma Vista Drive intersection would also remain.

- Option 2: Roundabout – This option retains the same single project access as Option 1 but converts the Ohlone Parkway / Loma Vista Drive intersection into a roundabout. The roundabout conversion is currently the responsibility of the Manabe Ow Specific Plan developers once a certain square footage of industrial buildings has been constructed in the Specific Plan area.

- Option 3: Errington Road Access – This option retains the side-street stop intersection control under Option 1 but adds Errington Road as a secondary access to the project site.

- Option 4: Roundabout and Errington Road Access – This option combines the Roundabout conversion from Option 2 with the secondary Errington Road access from Option 3.

The level of service calculations for Option 1 (all) and Option 3 (Existing and Cumulative Plus Project conditions for Ohlone Parkway / Loma Vista Drive only) are cited from the January 2017 traffic report. **Appendix A** (Option 2), **Appendix B** (Option 3) and **Appendix C** (Option 4) contain the remaining level of service calculations.

The Ohlone Parkway / Loma Vista Drive intersection will operate at LOS A as a roundabout and LOS B with side street LOS D or better under all analysis scenarios for all four options. Both study intersections are projected to operate at or better than their level of service standards of LOS D (overall) and LOS E (side-street operations).

Currently, pedestrians must cross Ohlone Parkway at an uncontrolled crosswalk at this location. Vehicular travel speeds will be substantially reduced with a roundabout. The roundabout would have the additional

benefit of improving provisions for pedestrians crossing Ohlone Parkway at this intersection. This is important for because there is a high number of school pedestrians that cross Ohlone Parkway at this location due to the proximity of Landmark Elementary School. However, Sunshine Vista will generate very little additional pedestrian activity at this crosswalk because it is on the same side of Ohlone Parkway as the school.

D. ERRINGTON ROAD INTERSECTION GEOMETRICS AND SPACING

The Ohlone Parkway / Errington Road intersection is located just north of the Ohlone Parkway / Lighthouse Drive intersection. Errington Road intersects Ohlone Parkway on the east with a concrete driveway apron. This implies stop control. The Lighthouse Drive approaches to Ohlone Parkway are stop-controlled. Ohlone Parkway is uncontrolled at both locations. A southbound Ohlone Parkway left turn lane is provided at Lighthouse Drive. This left turn lane extends to Errington Road, thus also serving as a median acceleration lane for left turns from Errington Road onto southbound Ohlone Parkway. The raised, landscaped median along Ohlone Parkway north of Errington Road has a supplemental painted island at its southerly terminus at Errington Road that is designed to prohibit southbound Ohlone Parkway left turns onto Errington Road. However, there are no signs or other indications that this movement is prohibited. Tire marks across the painted island clearly indicate the wheel tracks of vehicles making this maneuver.

The intersections are located approximately 185 feet apart – as measured between the centers of the intersections – or approximately 155 feet apart – as measured between the nearest edges of the two intersections. When traveling from south to north on Ohlone Parkway, there is an approximately 3% uphill grade between the intersections. Ohlone Parkway is classified as a minor arterial roadway south of Harkins Slough Road and has a posted speed limit of 35 miles per hour (mph) in this area.

Exhibit 8 summarizes the unsignalized intersection spacing guidelines for various states and from various publications. There is no consensus on what a minimum spacing should be between adjacent unsignalized city street intersections or between city street intersections and driveways. Neither the City of Watsonville,[1] Caltrans,[2] nor the American Association of State Highway Transportation Officials (AASHTO)[3] have any official guidelines for intersection spacings of this type.

Public agencies and publications that do have guidelines for city street intersection spacings are varied in their recommendations and the basis for those recommendations. At the short end, the Georgia Department of Transportation[4] allows an intersection spacing of 150 feet for a 35-mph roadway and 185 feet for a 40-mph roadway. At the high end, the Minnesota Department of Transformation[5] recommends intersection

[1] *City of Watsonville Public Improvement Standards,* City of Watsonville, 2018.
[2] *Highway Design Manual,* 6th Edition, California Department of Transportation (Caltrans), Last Updated November 2017.
[3] *A Policy on Geometric Design of Highways and Streets,* 6th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011.
[4] *Access Management Manual,* Second Edition, Transportation Research Board, 2014
[5] Ibid.

spacings of a quarter-mile (1,320 feet) on minor arterial roadways. Other guidelines are based on horizontal grade changes or available sight distance between adjacent intersections.

It is important to emphasize that agencies either only have guidelines or no guidelines at all because there is not a hard science on which to establish precise distances. A review of most arterials and collectors in nearby cities will indicate that very few have guidelines for this access management item.

As noted previously, the Manabe Ow Specific Plan development – located on Ohlone Parkway south of Lighthouse Drive – is required to convert the Ohlone Parkway / Loma Vista Drive and Ohlone Parkway / Lighthouse Drive intersections into roundabouts once a certain amount of its total industrial space has been constructed.

In *Roundabouts: An Informational Guide,*[6] intersections are recommended to be located more than 50 feet from the outside edge of the roundabout, plus the necessary distance to provide left or right turn lanes at the downstream intersection. In this case, Errington Road is downstream from Lighthouse Drive, but is a T-intersection that intersects to the right relative to northbound vehicles exiting the future roundabout. There will no longer be a left turn lane between Errington Road and Lighthouse Drive once the Ohlone Parkway / Lighthouse Drive intersection is converted into a roundabout. Therefore, the existing spacing will be adequate to serve Errington Road with a roundabout at Lighthouse Drive.

E. OHLONE PARKWAY / ERRINGTON ROAD SIGHT DISTANCE

A second issue regarding traffic operations at the Ohlone Road / Errington Road intersection is the adequacy of sight distance. The sight distance for traffic exiting Errington Road is based on a 40-mph design speed along Ohlone Parkway (35 mph posted speed). The Caltrans Highway Design Manual recommends a minimum 300 feet of sight distance for this design speed. To and from the south of Errington Road, the 385 feet of sight distance is provided, which is more than acceptable. This sight line passes through the adjacent Ohlone Parkway / Lighthouse Drive intersection, from which there would also be oncoming vehicles turning from Lighthouse Drive onto Ohlone Parkway at about 185 feet south of Errington Road. These turning vehicles, however, would be traveling under 25 mph. The Caltrans sight distance standards for 25 mph are only 275 feet (preferred) and 150 feet (minimum), the latter of which would also be met. These lower standards would also apply to all opposing traffic from the south after the Ohlone Parkway / Lighthouse Drive intersection is converted into a roundabout.

Vehicles turning left from Errington Road to proceed southbound on Ohlone Parkway can enter the left turn lane that serves southbound left turns onto Lighthouse Drive. These vehicles must yield to southbound Ohlone Parkway traffic while waiting in the southbound left turn lane to enter the southbound through lane. Sight distance to and from the north along Ohlone Parkway between these vehicles and southbound Ohlone Parkway through traffic is only about 200 feet, which is less than the 300 feet of sight distance required for a 40-mph design speed. This is due to the vegetation in the median and on the east frontage of Ohlone

[6] *Roundabouts: An Informational Guide,* Second Edition, Transportation Research Board, 2010.

Parkway. Vehicles generally continue south in the left turn lane before entering the southbound travel lane. This provides greater clearance to the vegetation and can achieve 250 feet of sight distance, accommodating a travel speed of 35 miles per hour. This vegetation should be trimmed for about 150 feet from the south end of the median – removing all leaves and branches along the west half of the median between a height of three feet and six feet above the median surface. The extent of vegetation removal will need to be determined in consultation with Watsonville Public Works Department.

F. ERRINGTON ROAD STOP SIGNS

New stop signs could be added along Errington Road, at the discretion of the City of Watsonville. More specifically, stop signs could be added at the following locations:

1. Secondary Project Access at Errington Road. The Errington Road secondary access would extend along the existing paved roadway between the project and Ohlone Parkway. It would use the existing roadways with the 30-foot wide right-of-way on the east and south sides of the Sea View Ranch Homeowners Association. A stop sign could be added to the southbound approach on the north leg of Errington third leg at the existing intersection that includes an east leg that serves as the driveway for the existing industrial building at 545 Errington Road. This would reduce the speed of vehicles travel out of the process access and when turning right onto Errington Road.

2. Errington Road at Ohlone Parkway. There is currently no stop sign on Errington Road at Ohlone Parkway. Section 21804 of the California Vehicle Code requires vehicles exiting Errington Road to yield to vehicles approaching on Ohlone Parkway. The addition of a stop sign would require vehicles to stop. This would clarify this requirement for vehicles exiting Errington Road onto Ohlone Parkway.

G. CONCLUSIONS

Based on the above analysis and discussions, the following conclusions have been reached:

1. Secondary Access: There are no significant differences in intersection operations between the primary only or primary/secondary access options. Therefore, no significant traffic impacts will be associated with the provision of Errington Road as a secondary project access. It is at the discretion of the City of Watsonville regarding whether to include this secondary access as a part of the project.
2. Overall Operations: There are no significant differences in operations under any development scenario between the existing side-street stop control or a conversion to a roundabout. A roundabout will improve provisions for pedestrians crossing Ohlone Parkway at Loma Vista Drive. The project will add very few pedestrians to this movement. It is at the discretion of the City of Watsonville to implement the roundabouts with the Sunshine Vista Phased Development project or until required by the Manabe Ow Specific Plan.
3. Intersection Spacing: The spacing along Ohlone Parkway between Errington Road and Lighthouse Avenue is acceptable.

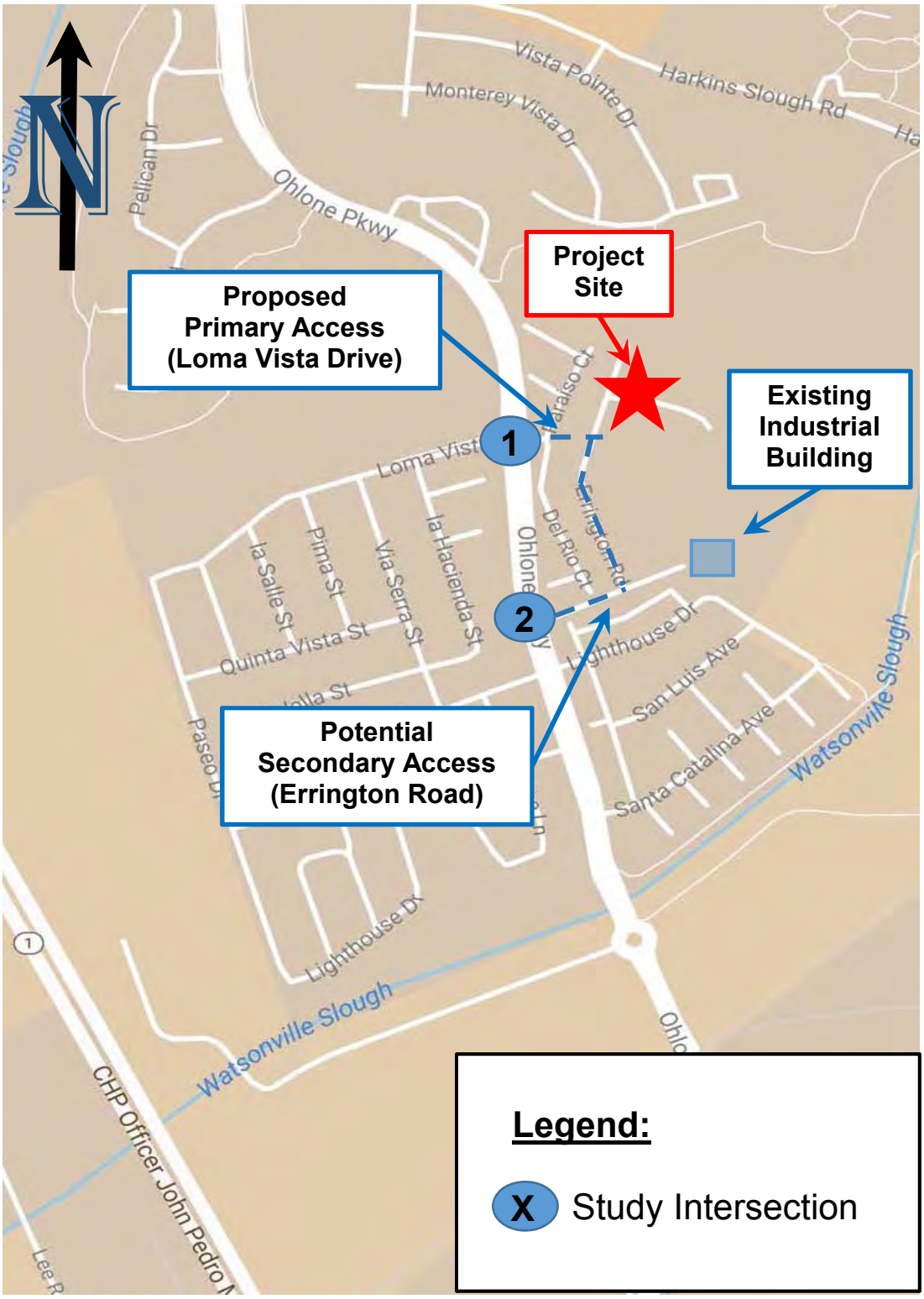
4. Errington Road Design Recommendations:
   The following are design modifications that are recommended to be implemented if Errington Road is used as a secondary access for the project. The City should also consider implementing these if Errington Road is not used as a secondary access for the project.
   a. Southbound Left Turn Issues: At the discretion of the City of Watsonville, reinforce that the southbound Ohlone left turn movement at Errington Road is prohibited. This would include the following improvements:
      i. Refresh the existing median striping at the Ohlone Parkway / Errington Road intersection. Consider providing a physical barrier such as curbing or channelizers to physically prevent the southbound left turn movement.
      ii. Remove the existing Ohlone Parkway directional sign for "511-555 Ohlone Parkway" from the street light pole located at the southern end of the raised median.
      iii. Trim the vegetation in the median of Ohlone Parkway north of Errington Road to improve sight distance to/from the north. All leaves and branches should be trimmed between three and six feet above the median surface.
   b. Secondary Access: Stop signs could be added at the following locations, at the discretion of the City of Watsonville:
      i. Along the secondary access route on Southbound Errington Road at the Errington Road - 555 Ohlone Parkway T-intersection.
      ii. Errington Road at Ohlone Parkway.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

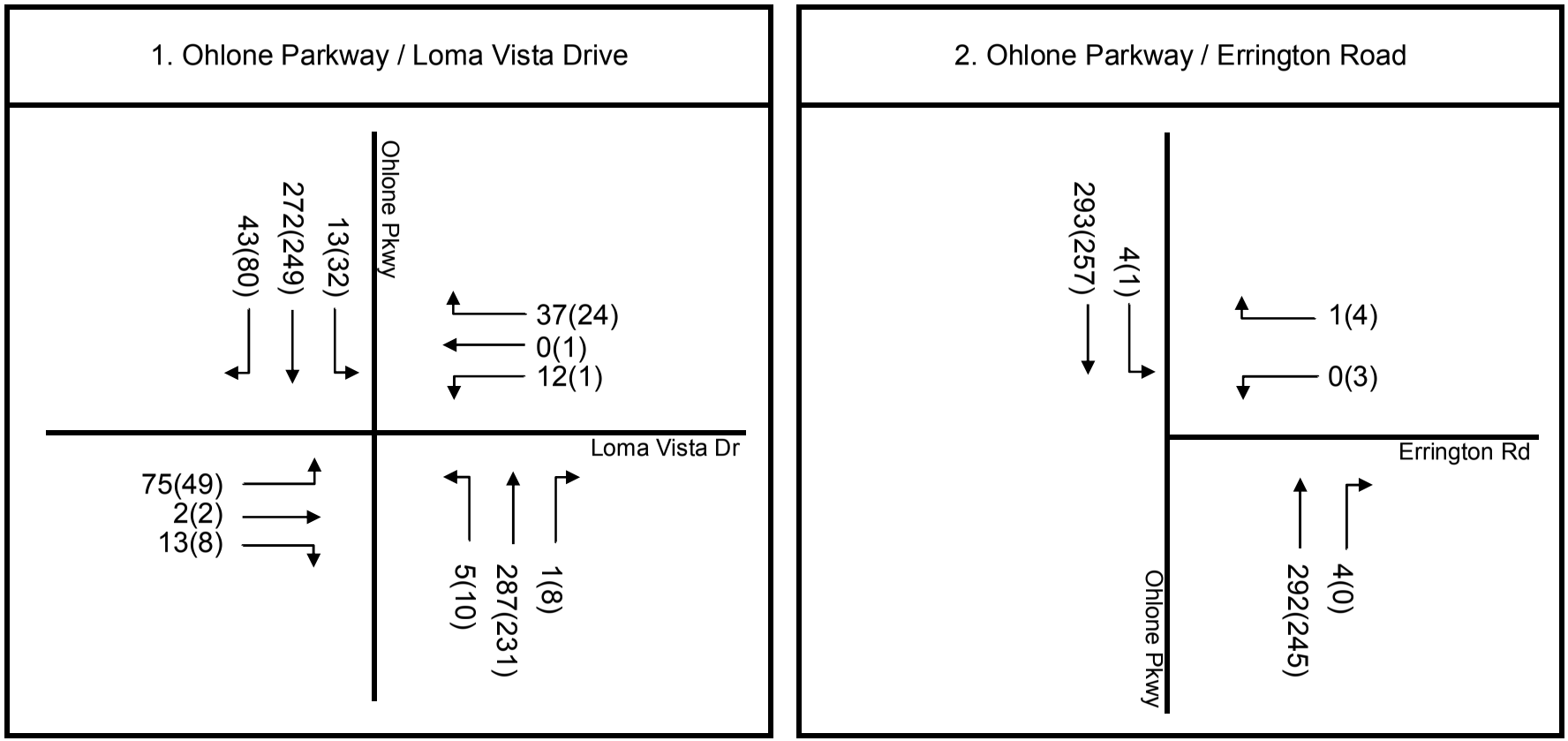
Respectfully submitted,

Keith B. Higgins

Keith B. Higgins, PE, TE



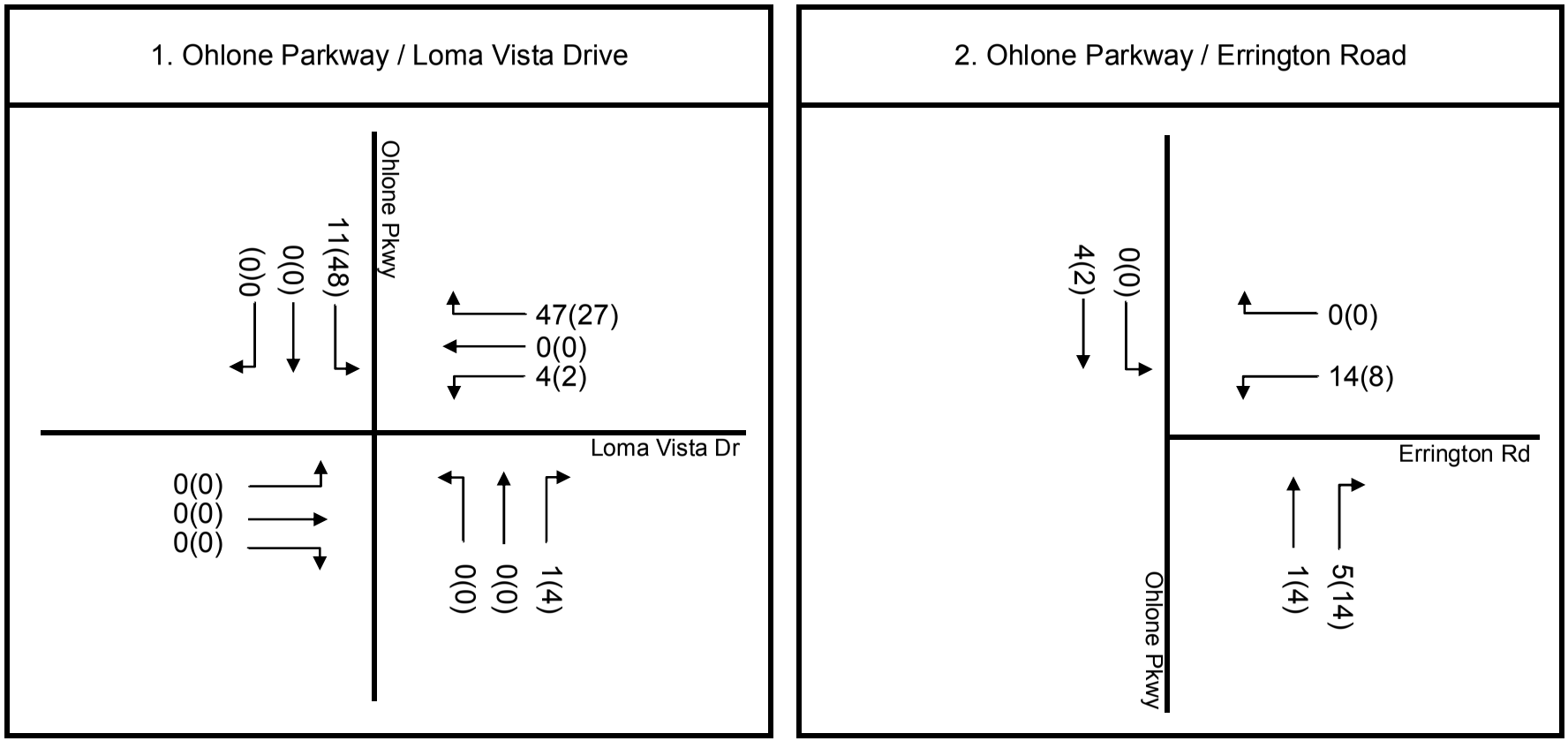
Basemap Source: Google Maps, 2018.



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

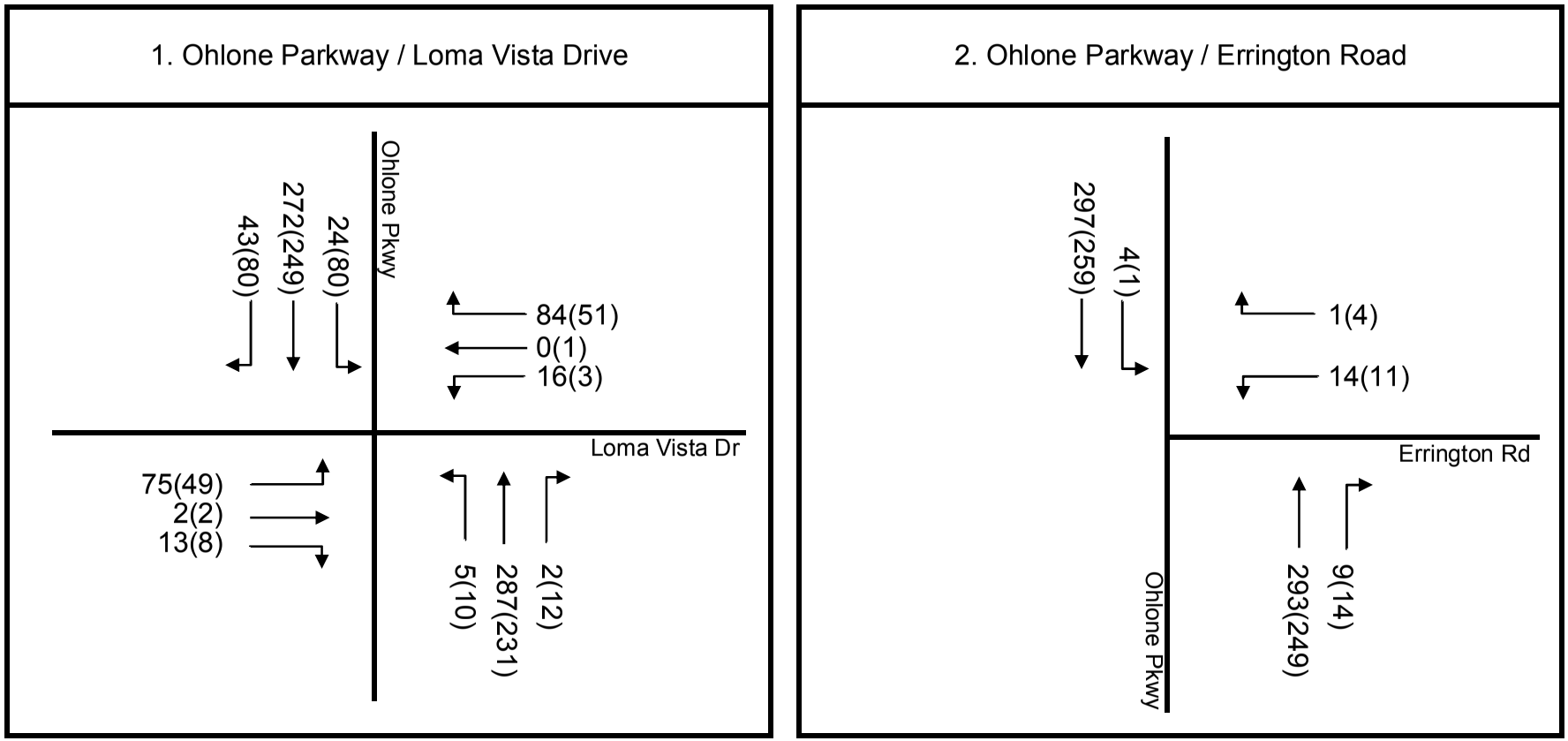
Exhibit 2
Existing Conditions
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

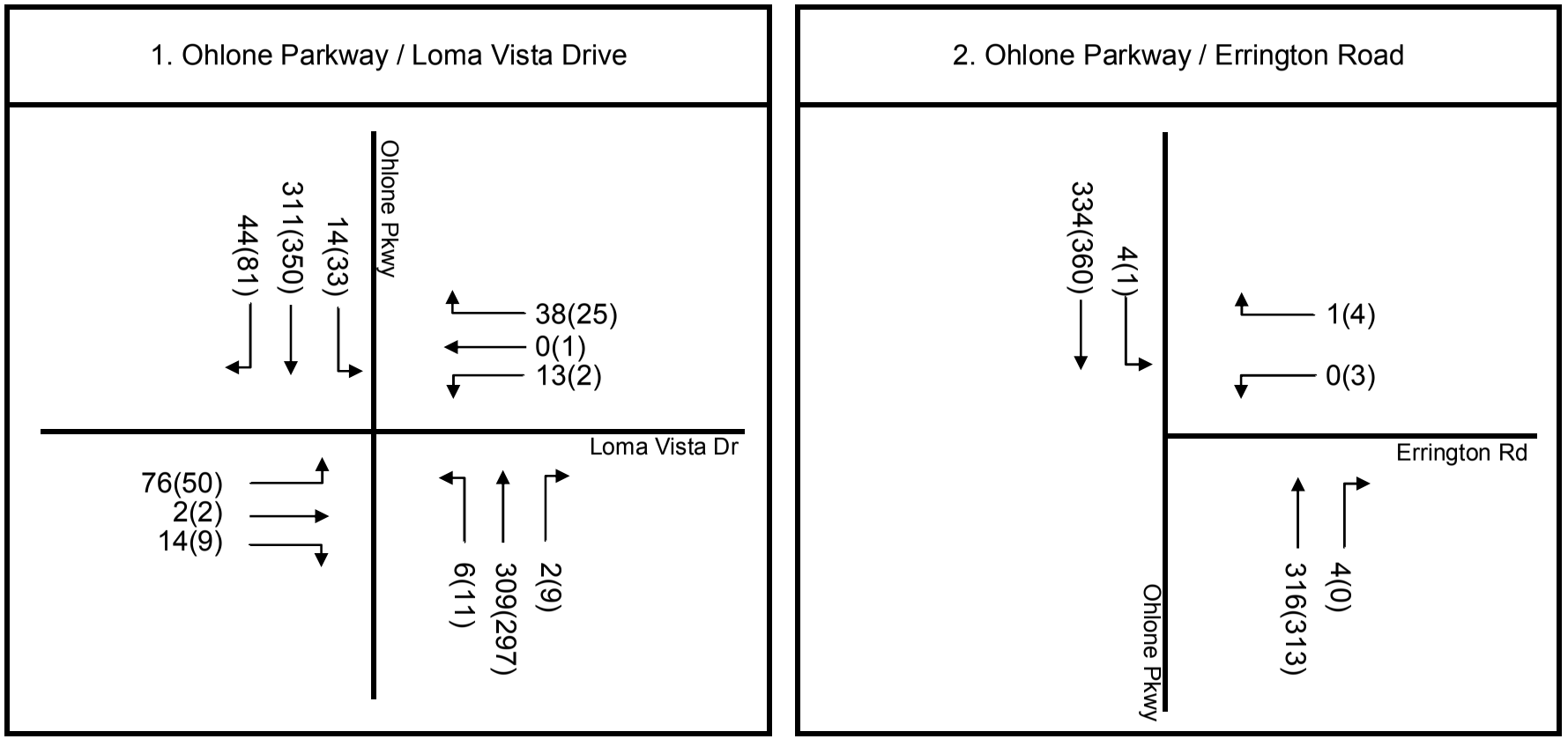
Exhibit 3
Project Trip Assignment
(Two Project Access Points)
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

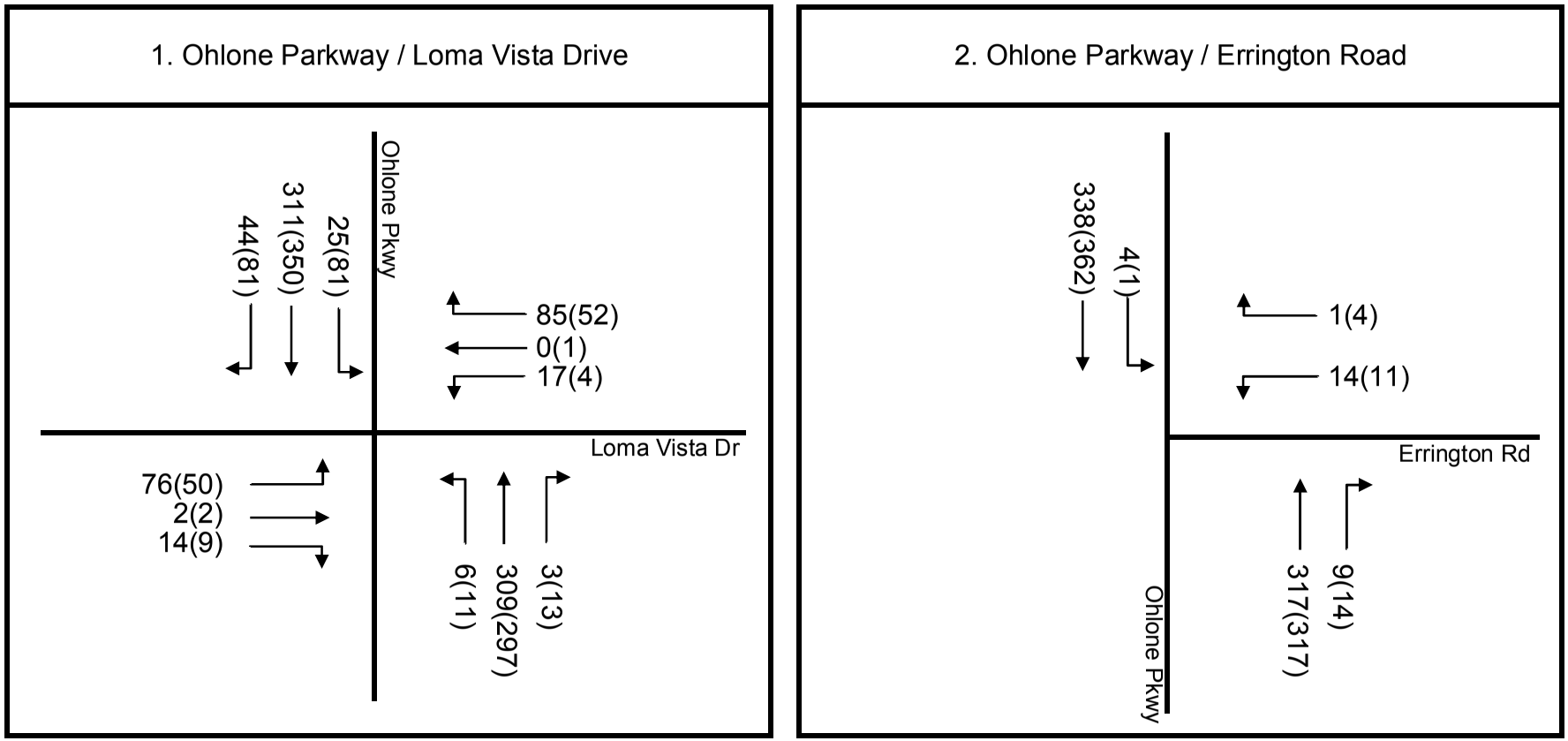
Exhibit 4
Existing Plus Project Conditions
(Two Project Access Points)
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

Exhibit 5
Cumulative Without Project Conditions
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

Exhibit 6
Cumulative Plus Project Conditions
(Two Project Access Points)
AM & PM Peak Hour Volumes

Option 1: January 2017 Report														
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Two-Way Stop	E/E	AM	16.9/11.7	C/B	19.4/13.0	C/B	21.5/13.6	C/B	21.6/13.7	C/B
					PM	16.1/10.4	C/B	19.8/12.0	C/B	25.7/13.5	D/B	25.8/13.6	D/B

Option 2: Roundabout													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Roundabout	D	AM	4.8	A	5.0	A	5.1	A	5.3	A
					PM	4.8	A	5.2	A	5.5	A	5.9	A

Option 3: Errington Road Access													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Two-Way Stop	E/E	AM	16.9/11.7	C/B	19.3/11.9	C/B	21.5/13.6	C/B	21.5/12.4	C/B
					PM	16.1/10.4	C/B	19.6/10.7	C/B	25.7/13.5	C/B	25.5/11.7	D/B
2	Ohlone Parkway	Errington Road	One-Way Stop	E	AM	9.8	A	12.9	B	10.0	B	13.6	B
					PM	10.6	B	11.5	B	11.6	B	13.0	B

Option 4: Roundabout and Errington Road Access													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Roundabout	D	AM	4.8	A	5.0	A	5.1	A	5.2	A
					PM	4.8	A	5.1	A	5.5	A	5.9	A
2	Ohlone Parkway	Errington Road	One-Way Stop	E	AM	9.8	A	12.9	B	10.0	B	13.6	B
					PM	10.6	B	11.5	B	11.6	B	13.0	B

Notes:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Overall City of Watsonville level of service standard is LOS D. Side-street standard is assumed as LOS E.
4. For one- and two-way stop intersections, delays are side-street operations, in seconds per vehicle (sec/veh). For roundabouts, delays are overall operations, also in seconds per vehicle (sec/veh).
5. Analysis performed using 2010 Highway Capacity Manual methodologies.
6. Level of service calculations can be found in the following locations:
   a. Option 1 (all), Option 3 (Existing and Cumulative Without Project for Ohlone / Loma Vista only): *Sunshine Vista Phased Development Project Traffic Impact Analysis,* Keith Higgins Traffic Engineer, January 22, 2017.
   b. Option 2: **Appendix A**.
   c. Option 3 (Remaining calculations): **Appendix B**.
   d. Option 4: **Appendix C**.

Source	Standard	Notes
Unsignalized Intersections		
1. *City of Watsonville Public Improvement Standards*	None	Does not address interection or drieway spacing.
2. Caltrans *Highway Design Manual*	None	Only provides standards adjacent to freeway ramp intersections
3. *A Policy on Geometric Design of Highways and Streets* (AASHTO)	None	Only provides general guidance regarding intersection spacing
4. *Access Management Manual* (Ideal Spacing)	35 mph - 275 feet 40 mph - 345 feet	35 mph is current speed limit on Ohlone Parkway.
5. *Access Management Manual* (Stopping Sight Distance)	35 mph - 257 feet 40 mph - 315 feet	35 mph is current speed limit on Ohlone Parkway; There is a 3% grade on Ohlone Parkway between Lighthouse Drive and Errington Road.
6. *Access Management Manual* (Minor Arterials)	Full Access - 1,320 feet Directional Access Only- 660 feet Right-In, Right-Out Only - 330 feet	Minor Arterial is current roadway classification for Ohlone Parkway; Standards based partially on Oregon Department of Transportation standards.
7. Georgia Department of Transportation	35 mph - 150 feet 40 mph - 185 feet	Standards assume one intersection has right turn lanes (which are present at the Ohlone / Lighthouse intersection).
8. Minnesota Department of Transportation (Minor Arterial)	1/4 mile (1,320 feet)	Minor Arterial is the current roadway classification for Ohlone Parkway.
9. Virginia Department of Transportation (Minor Arterial, 35-45 mph)	Unsignalized - 660 feet Full Access Driveway - 470 feet Right-In, Right-Out Driveway - 250 feet	Minor Arterial is current roadway classification for Ohlone Parkway; 35 mph is current speed limit on Ohlone Parkway.
Roundabouts:		
10. *Roundabouts: An Informational Guide*	50 feet from exit of roundabout, plus bay taper and length of turn lane at adjacent intersection	Applies to all roadway classifications and speeds.

Notes:

1. Sources for standards in table:
   Source 1: *City of Watsonville Public Improvement Standards,* City of Watsonville, 2018.
   Source 2: *Highway Design Manual,* 6th Edition, California Department of Transportation (Caltrans), Last Updated November 2017.
   Source 3: *A Policy on Geometric Design of Highways and Streets,* 6th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011.
   Sources 4-9: *Access Management Manual,* Second Edition, Transportation Research Board, 2014.
   Source 10: *Roundabouts: An Informational Guide,* Second Edition, Transportation Research Board, 2010.
2. mph = miles per hour.

Keith Higgins
Traffic Engineer

Exhibit 8
Summary of Intersection Spacing Standards

Appendix A

Level of

Service

Calculations

Option 2: Roundabout

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.3
8	T1	287	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
18	R2	1	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	34.2
Approach		293	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
East: Loma Vista Drive											
1	L2	12	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
6	T1	1	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
16	R2	37	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	33.7
Approach		50	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.0
North: Ohlone Parkway											
7	L2	13	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.3
4	T1	272	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.2
14	R2	43	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	34.2
Approach		328	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.1
West: Loma Vista Drive											
5	L2	75	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.2
2	T1	2	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
12	R2	13	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	32.2
Approach		90	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
All Vehicles		761	2.0	0.247	4.8	LOS A	1.3	33.8	0.23	0.12	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.2
8	T1	287	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.1
18	R2	7	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	34.1
Approach		299	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.1
East: Loma Vista Drive											
1	L2	30	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	34.4
6	T1	1	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	34.3
16	R2	84	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	33.3
Approach		115	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	33.6
North: Ohlone Parkway											
7	L2	24	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	35.1
4	T1	272	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	35.0
14	R2	43	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	34.0
Approach		339	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	34.9
West: Loma Vista Drive											
5	L2	75	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.1
2	T1	2	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.1
12	R2	13	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	32.2
Approach		90	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.0
All Vehicles		843	2.0	0.260	5.0	LOS A	1.4	35.9	0.28	0.16	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.2
8	T1	309	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
18	R2	2	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	34.1
Approach		317	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
East: Loma Vista Drive											
1	L2	13	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
6	T1	1	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
16	R2	38	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.7
Approach		52	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.9
North: Ohlone Parkway											
7	L2	14	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
4	T1	311	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
14	R2	44	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.0
Approach		369	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.9
West: Loma Vista Drive											
5	L2	76	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.1
2	T1	2	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
12	R2	14	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	32.1
Approach		92	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
All Vehicles		830	2.0	0.279	5.1	LOS A	1.6	39.6	0.24	0.13	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
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Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.1
8	T1	309	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.0
18	R2	8	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	34.0
Approach		323	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.0
East: Loma Vista Drive											
1	L2	31	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	34.3
6	T1	1	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	34.2
16	R2	85	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	33.3
Approach		117	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	33.5
North: Ohlone Parkway											
7	L2	25	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.9
4	T1	311	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.9
14	R2	44	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	33.8
Approach		380	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.7
West: Loma Vista Drive											
5	L2	76	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	33.0
2	T1	2	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	33.0
12	R2	14	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	32.1
Approach		92	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	32.9
All Vehicles		912	2.0	0.293	5.3	LOS A	1.7	41.9	0.29	0.17	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: JEFF WALLER CONSULTING | Processed: Friday, August 17, 2018 2:33:02 PM
Project: C:\Users\mapma\Documents\Jobs\JMW-012 Sunshine Vista\Sidra\Analysis\Without Errington Road Access\WatsonvilleCum+ProNoErrAM.sip7

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.4
8	T1	231	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
18	R2	8	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	34.3
Approach		249	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
East: Loma Vista Drive											
1	L2	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.8
6	T1	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.7
16	R2	24	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.6
Approach		26	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.7
North: Ohlone Parkway											
7	L2	32	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	35.0
4	T1	249	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.9
14	R2	80	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	33.9
Approach		361	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.7
West: Loma Vista Drive											
5	L2	49	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.4
2	T1	2	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.3
12	R2	8	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	32.4
Approach		59	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.2
All Vehicles		695	2.0	0.271	4.8	LOS A	1.5	38.2	0.18	0.08	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.2
8	T1	231	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.1
18	R2	26	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	34.1
Approach		267	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.0
East: Loma Vista Drive											
1	L2	11	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	35.2
6	T1	1	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	35.1
16	R2	51	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	34.0
Approach		63	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	34.3
North: Ohlone Parkway											
7	L2	80	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.5
4	T1	249	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.4
14	R2	80	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	33.4
Approach		409	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.2
West: Loma Vista Drive											
5	L2	49	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.3
2	T1	2	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.2
12	R2	8	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	32.3
Approach		59	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.1
All Vehicles		798	2.0	0.310	5.2	LOS A	1.8	45.8	0.24	0.13	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
8	T1	297	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
18	R2	9	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	34.0
Approach		317	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.0
East: Loma Vista Drive											
1	L2	2	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.5
6	T1	1	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.4
16	R2	25	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.4
Approach		28	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.5
North: Ohlone Parkway											
7	L2	33	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
4	T1	350	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
14	R2	81	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	33.6
Approach		464	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.4
West: Loma Vista Drive											
5	L2	50	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.2
2	T1	2	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.1
12	R2	9	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	32.2
Approach		61	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.0
All Vehicles		870	2.0	0.349	5.5	LOS A	2.2	54.7	0.20	0.10	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.9
8	T1	297	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.8
18	R2	27	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	33.8
Approach		335	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.7
East: Loma Vista Drive											
1	L2	12	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	35.0
6	T1	1	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	34.9
16	R2	52	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	33.8
Approach		65	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	34.1
North: Ohlone Parkway											
7	L2	81	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	34.1
4	T1	350	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	34.0
14	R2	81	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	33.1
Approach		512	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	33.9
West: Loma Vista Drive											
5	L2	50	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	33.0
2	T1	2	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.9
12	R2	9	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.1
Approach		61	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.9
All Vehicles		973	2.0	0.389	5.9	LOS A	2.5	64.3	0.26	0.14	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix B

Level of

Service

Calculations

Option 3: Errington Road Access

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	292	4	4	293
Future Vol, veh/h	0	1	292	4	4	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	292	4	4	293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	294	0	0	296	0
Stage 1	294	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	467	745	-	-	1265	-
Stage 1	756	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	745	-	-	1265	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1265	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	9.8	7.9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	2	13	16	0	84	5	287	2	24	272	43
Future Vol, veh/h	75	2	13	16	0	84	5	287	2	24	272	43
Conflicting Peds, #/hr	8	0	0	8	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	2	13	16	0	84	5	287	2	24	272	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	701	661	313	664	681	305	326	0	0	298	0	0
Stage 1	353	353	-	307	307	-	-	-	-	-	-	-
Stage 2	348	308	-	357	374	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	383	727	374	373	735	1234	-	-	1263	-	-
Stage 1	664	631	-	703	661	-	-	-	-	-	-	-
Stage 2	668	660	-	661	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	368	716	354	359	725	1223	-	-	1254	-	-
Mov Cap-2 Maneuver	302	368	-	354	359	-	-	-	-	-	-	-
Stage 1	655	613	-	695	654	-	-	-	-	-	-	-
Stage 2	584	653	-	630	601	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	11.9	0.1	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	303	716	621	1254	-	-
HCM Lane V/C Ratio	0.004	-	-	0.254	0.018	0.161	0.019	-	-
HCM Control Delay (s)	8	-	-	20.9	10.1	11.9	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	293	9	4	297
Future Vol, veh/h	14	1	293	9	4	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	293	9	4	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	603	298	0	0	302	0
Stage 1	298	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	462	741	-	-	1259	-
Stage 1	753	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	741	-	-	1259	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1259	-
HCM Lane V/C Ratio	-	-	0.032	0.003	-
HCM Control Delay (s)	-	-	12.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	316	4	4	334
Future Vol, veh/h	0	1	316	4	4	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	316	4	4	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	318	0	0	320	0
Stage 1	318	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	428	723	-	-	1240	-
Stage 1	738	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	723	-	-	1240	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1240	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	10	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	2	14	17	0	85	6	309	3	25	311	44
Future Vol, veh/h	76	2	14	17	0	85	6	309	3	25	311	44
Conflicting Peds, #/hr	8	0	0	8	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	2	14	17	0	85	6	309	3	25	311	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	727	352	731	748	328	366	0	0	321	0	0
Stage 1	394	394	-	332	332	-	-	-	-	-	-	-
Stage 2	373	333	-	399	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	351	692	337	341	713	1193	-	-	1239	-	-
Stage 1	631	605	-	681	644	-	-	-	-	-	-	-
Stage 2	648	644	-	627	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	337	681	318	327	703	1182	-	-	1230	-	-
Mov Cap-2 Maneuver	271	337	-	318	327	-	-	-	-	-	-	-
Stage 1	622	587	-	672	636	-	-	-	-	-	-	-
Stage 2	563	636	-	596	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	12.4	0.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	272	681	585	1230	-	-
HCM Lane V/C Ratio	0.005	-	-	0.287	0.021	0.174	0.02	-	-
HCM Control Delay (s)	8.1	-	-	23.5	10.4	12.4	8	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.1	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	317	9	4	338
Future Vol, veh/h	14	1	317	9	4	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	317	9	4	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	322	0	0	326	0
Stage 1	322	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	423	719	-	-	1234	-
Stage 1	735	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	719	-	-	1234	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1234	-
HCM Lane V/C Ratio	-	-	0.035	0.003	-
HCM Control Delay (s)	-	-	13.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	245	0	1	257
Future Vol, veh/h	3	4	245	0	1	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	245	0	1	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	504	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	528	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	794	-	-	1321	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1321	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	2	8	3	1	51	10	231	12	80	249	80
Future Vol, veh/h	49	2	8	3	1	51	10	231	12	80	249	80
Conflicting Peds, #/hr	15	0	0	0	0	15	20	0	14	14	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	8	3	1	51	10	231	12	80	249	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	746	309	725	780	266	349	0	0	257	0	0
Stage 1	469	469	-	271	271	-	-	-	-	-	-	-
Stage 2	298	277	-	454	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	342	731	340	327	773	1210	-	-	1308	-	-
Stage 1	575	561	-	735	685	-	-	-	-	-	-	-
Stage 2	711	681	-	586	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	309	719	313	296	754	1190	-	-	1293	-	-
Mov Cap-2 Maneuver	273	309	-	313	296	-	-	-	-	-	-	-
Stage 1	561	517	-	720	671	-	-	-	-	-	-	-
Stage 2	648	667	-	542	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	10.7	0.3	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	274	719	682	1293	-	-
HCM Lane V/C Ratio	0.008	-	-	0.186	0.011	0.081	0.062	-	-
HCM Control Delay (s)	8.1	-	-	21.1	10.1	10.7	8	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	249	14	1	259
Future Vol, veh/h	11	4	249	14	1	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	249	14	1	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	256	0	0	263	0
Stage 1	256	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	783	-	-	1301	-
Stage 1	787	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	783	-	-	1301	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1301	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	313	0	1	360
Future Vol, veh/h	3	4	313	0	1	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	313	0	1	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	727	-	-	1247	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1247	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	2	9	4	1	52	11	297	13	81	350	81
Future Vol, veh/h	50	2	9	4	1	52	11	297	13	81	350	81
Conflicting Peds, #/hr	15	0	0	0	0	15	20	0	14	14	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	2	9	4	1	52	11	297	13	81	350	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	940	919	411	898	953	333	451	0	0	324	0	0
Stage 1	573	573	-	340	340	-	-	-	-	-	-	-
Stage 2	367	346	-	558	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	271	641	260	259	709	1109	-	-	1236	-	-
Stage 1	505	504	-	675	639	-	-	-	-	-	-	-
Stage 2	653	635	-	514	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	243	630	237	233	692	1091	-	-	1222	-	-
Mov Cap-2 Maneuver	206	243	-	237	233	-	-	-	-	-	-	-
Stage 1	491	463	-	660	625	-	-	-	-	-	-	-
Stage 2	589	621	-	471	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.5	11.7	0.3	1.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	207	630	592	1222	-	-
HCM Lane V/C Ratio	0.01	-	-	0.251	0.014	0.096	0.066	-	-
HCM Control Delay (s)	8.3	-	-	28.1	10.8	11.7	8.2	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	317	14	1	362
Future Vol, veh/h	11	4	317	14	1	362
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	317	14	1	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	324	0	0	331	0
Stage 1	324	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	717	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	717	-	-	1228	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1228	-
HCM Lane V/C Ratio	-	-	0.032	0.001	-
HCM Control Delay (s)	-	-	13	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Appendix C

Level of

Service

Calculations

Option 4: Roundabout and

Errington Road Access

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.3
8	T1	287	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
18	R2	1	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	34.2
Approach		293	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
East: Loma Vista Drive											
1	L2	12	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
6	T1	1	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
16	R2	37	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	33.7
Approach		50	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.0
North: Ohlone Parkway											
7	L2	13	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.3
4	T1	272	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.2
14	R2	43	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	34.2
Approach		328	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.1
West: Loma Vista Drive											
5	L2	75	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.2
2	T1	2	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
12	R2	13	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	32.2
Approach		90	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
All Vehicles		761	2.0	0.247	4.8	LOS A	1.3	33.8	0.23	0.12	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	292	4	4	293
Future Vol, veh/h	0	1	292	4	4	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	292	4	4	293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	294	0	0	296	0
Stage 1	294	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	467	745	-	-	1265	-
Stage 1	756	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	745	-	-	1265	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1265	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	9.8	7.9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
8	T1	287	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
18	R2	2	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	34.1
Approach		294	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
East: Loma Vista Drive											
1	L2	16	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	34.8
6	T1	1	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	34.7
16	R2	84	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	33.7
Approach		101	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	33.9
North: Ohlone Parkway											
7	L2	24	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	35.1
4	T1	272	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	35.1
14	R2	43	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	34.0
Approach		339	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	34.9
West: Loma Vista Drive											
5	L2	75	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.2
2	T1	2	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.1
12	R2	13	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	32.2
Approach		90	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.0
All Vehicles		824	2.0	0.257	5.0	LOS A	1.4	35.4	0.26	0.15	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	293	9	4	297
Future Vol, veh/h	14	1	293	9	4	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	293	9	4	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	603	298	0	0	302	0
Stage 1	298	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	462	741	-	-	1259	-
Stage 1	753	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	741	-	-	1259	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1259	-
HCM Lane V/C Ratio	-	-	0.032	0.003	-
HCM Control Delay (s)	-	-	12.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.2
8	T1	309	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
18	R2	2	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	34.1
Approach		317	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
East: Loma Vista Drive											
1	L2	13	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
6	T1	1	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
16	R2	38	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.7
Approach		52	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.9
North: Ohlone Parkway											
7	L2	14	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
4	T1	311	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
14	R2	44	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.0
Approach		369	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.9
West: Loma Vista Drive											
5	L2	76	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.1
2	T1	2	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
12	R2	14	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	32.1
Approach		92	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
All Vehicles		830	2.0	0.279	5.1	LOS A	1.6	39.6	0.24	0.13	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	316	4	4	334
Future Vol, veh/h	0	1	316	4	4	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	316	4	4	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	318	0	0	320	0
Stage 1	318	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	428	723	-	-	1240	-
Stage 1	738	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	723	-	-	1240	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1240	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	10	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.1
8	T1	309	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.0
18	R2	3	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	34.0
Approach		318	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.0
East: Loma Vista Drive											
1	L2	17	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	34.7
6	T1	1	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	34.6
16	R2	85	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	33.6
Approach		103	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	33.8
North: Ohlone Parkway											
7	L2	25	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	35.0
4	T1	311	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	34.9
14	R2	44	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	33.9
Approach		380	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	34.8
West: Loma Vista Drive											
5	L2	76	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	33.1
2	T1	2	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	33.0
12	R2	14	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	32.1
Approach		92	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	32.9
All Vehicles		893	2.0	0.288	5.2	LOS A	1.6	41.4	0.27	0.15	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\mapma\Documents\Jobs\JMW-012 Sunshine Vista\Sidra\Analysis\With Errington Road Access\WatsonvilleCum+ProYesErrAM.sip7

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	317	9	4	338
Future Vol, veh/h	14	1	317	9	4	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	317	9	4	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	322	0	0	326	0
Stage 1	322	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	423	719	-	-	1234	-
Stage 1	735	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	719	-	-	1234	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1234	-
HCM Lane V/C Ratio	-	-	0.035	0.003	-
HCM Control Delay (s)	-	-	13.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.4
8	T1	231	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
18	R2	8	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	34.3
Approach		249	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
East: Loma Vista Drive											
1	L2	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.8
6	T1	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.7
16	R2	24	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.6
Approach		26	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.7
North: Ohlone Parkway											
7	L2	32	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	35.0
4	T1	249	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.9
14	R2	80	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	33.9
Approach		361	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.7
West: Loma Vista Drive											
5	L2	49	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.4
2	T1	2	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.3
12	R2	8	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	32.4
Approach		59	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.2
All Vehicles		695	2.0	0.271	4.8	LOS A	1.5	38.2	0.18	0.08	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	245	0	1	257
Future Vol, veh/h	3	4	245	0	1	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	245	0	1	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	504	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	528	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	794	-	-	1321	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1321	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.3
8	T1	231	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.2
18	R2	12	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	34.1
Approach		253	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.1
East: Loma Vista Drive											
1	L2	3	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	35.6
6	T1	1	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	35.5
16	R2	51	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	34.4
Approach		55	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	34.5
North: Ohlone Parkway											
7	L2	80	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.5
4	T1	249	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.4
14	R2	80	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	33.4
Approach		409	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.2
West: Loma Vista Drive											
5	L2	49	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.3
2	T1	2	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.2
12	R2	8	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	32.3
Approach		59	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.1
All Vehicles		776	2.0	0.307	5.1	LOS A	1.8	45.5	0.22	0.11	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	249	14	1	259
Future Vol, veh/h	11	4	249	14	1	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	249	14	1	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	256	0	0	263	0
Stage 1	256	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	783	-	-	1301	-
Stage 1	787	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	783	-	-	1301	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1301	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
8	T1	297	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
18	R2	9	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	34.0
Approach		317	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.0
East: Loma Vista Drive											
1	L2	2	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.5
6	T1	1	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.4
16	R2	25	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.4
Approach		28	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.5
North: Ohlone Parkway											
7	L2	33	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
4	T1	350	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
14	R2	81	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	33.6
Approach		464	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.4
West: Loma Vista Drive											
5	L2	50	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.2
2	T1	2	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.1
12	R2	9	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	32.2
Approach		61	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.0
All Vehicles		870	2.0	0.349	5.5	LOS A	2.2	54.7	0.20	0.10	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	313	0	1	360
Future Vol, veh/h	3	4	313	0	1	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	313	0	1	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	727	-	-	1247	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1247	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.9
8	T1	297	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.9
18	R2	13	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	33.8
Approach		321	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.8
East: Loma Vista Drive											
1	L2	4	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	35.3
6	T1	1	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	35.3
16	R2	52	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	34.2
Approach		57	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	34.3
North: Ohlone Parkway											
7	L2	81	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	34.2
4	T1	350	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	34.1
14	R2	81	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	33.1
Approach		512	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	33.9
West: Loma Vista Drive											
5	L2	50	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	33.0
2	T1	2	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	33.0
12	R2	9	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	32.1
Approach		61	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	32.9
All Vehicles		951	2.0	0.386	5.9	LOS A	2.5	63.8	0.24	0.13	34.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: JEFF WALLER CONSULTING | Processed: Monday, August 20, 2018 8:48:51 AM
Project: C:\Users\mapma\Documents\Jobs\JMW-012 Sunshine Vista\Sidra\Analysis\With Errington Road Access\WatsonvilleCum+ProYesErrPM.sip7

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	317	14	1	362
Future Vol, veh/h	11	4	317	14	1	362
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	317	14	1	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	324	0	0	331	0
Stage 1	324	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	717	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	717	-	-	1228	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1228	-
HCM Lane V/C Ratio	-	-	0.032	0.001	-
HCM Control Delay (s)	-	-	13	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



San Luis Obispo County Bike Club members on Highway 1 at Piedras Blancas

Caltrans District 5



District Director

Timothy Gubbins

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.

WINTER 2018

District Director's Report

A quarterly publication for our transportation partners

Highway 1 Realignment Completed

Caltrans recently completed the $21.3 million Highway 1 Piedras Blancas project, which realigned 2.8 miles of roadway to protect from rising sea levels, storms and coastal erosion in San Luis Obispo County. The project moved Highway 1 up to 475 feet inland from its previous alignment and installed parking for trail access at both ends of the new segment. The new facility features two 12-foot lanes with eight-foot shoulders and a left-turn lane at the former Piedras Blancas Motel—part of the Hearst San Simeon State Park.

All land west of the realigned highway will become state park land once restoration and mitigation work is completed on the old alignment. Over the next several years, the project will also restore and enhance 12 acres of off-site state park lands to mitigate impacts to natural areas.

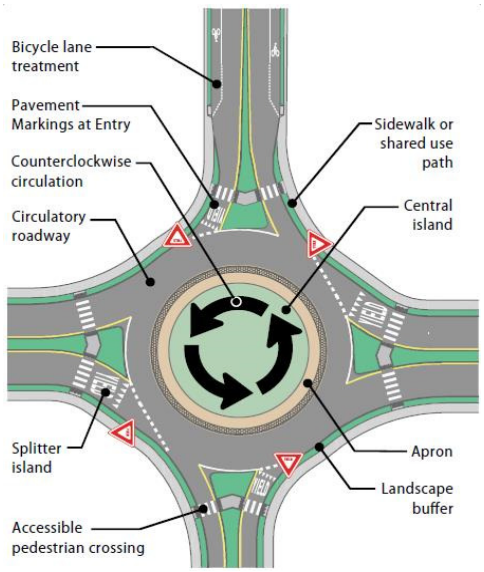
Caltrans contributed $1.4 million for State Parks to construct a 3.5-mile new segment of the California Coastal Trail. The pathway will connect the existing network of bluff-top trails north and south of the new roadway with bicycle and pedestrian accessibility. Highway 1 is a State Scenic Route, National Scenic Byway and All-American Road on the Pacific Coast Bicycle Route. More information http://www.dot.ca.gov/dist05/projects/slo1_piedras/index.htm



Roundabout Benefits

Roundabouts are safer, more efficient, less costly and more aesthetically appealing than conventional intersections, according to the Federal Highway Administration. They substantially reduce the types of crashes resulting in injury or loss of life—from 78 to 82 percent compared to conventional stop-controlled and signalized intersections. Safety benefits include reducing the following collision types:

- 37 percent overall
- 75 percent injury
- 90 percent fatality
- 40 percent pedestrian



Photos Source: FHWA

The likelihood and severity of collisions are reduced as travel speeds are lowered between 15 and 25 mph. The innovative improvement also features a continuous, circular flow of traffic. Motorists yield to other drivers' only before entering a roundabout; if no other vehicles are present, they continue moving. The mobile traffic helps prevent the incentive to speed up and *beat the light* as often occurs at more traditional signalized intersections. Roads entering a roundabout are gently curved to direct vehicles into the intersection and travel counterclockwise around the facility.

Continued on back

Please Submit Maintenance Service Requests at the Following Link: http://www.dot.ca.gov/hq/maint/msrsubmit/

Roundabout continued

The curved roads and one-way travel eliminate the possibility for T-bone and head-on collisions. Roundabouts are adaptable to different locations and come in all shapes and sizes, including oval, teardrop, peanut and dog-bone. They feature small, simple, single-lane facilities along with larger and more complex multi-lanes. They are designed to allow pedestrians to cross one direction of traffic at a time on each leg. The fewer conflict points for vehicles and pedestrians—plus slower speeds, well-defined crossings and splitter islands—result in most motorists yielding to those on foot.

At roundabouts, bicyclists have the option to either take the lane as a vehicle or pedestrian on the shared use path around the facility. Recent nationwide safety research has not yet shown any substantial problems for bicyclists. Some studies show these improvements generate substantially less air pollution from vehicles compared to a stop-controlled intersection. They are also more cost-effective with the following benefits: safety, life-cycle, fewer travel delays, reduction of both fuel consumption and greenhouse gas emissions, and less right-of-way requirement on approaching streets. More information https://safety.fhwa.dot.gov/intersection/innovative/roundabouts/

Safety Compared

Conventional Intersection	Roundabout
High speeds	Low speeds
Little response time	Situation changes slowly / More perception-reaction time
High energy crashes	Low energy crashes
Unforgiving environment	Forgiving environment
High severity crashes	Low severity crashes
Complexity	Easier to judge gaps
Wide visual scans	Narrow visual scans

Asset Management Plan

The 2018 draft *Asset Management Plan* provides a framework for addressing performance gaps, prioritizing actions and instituting business practices streamlining asset management activities. The main goals include strengthening local, regional and state coordination and improving transportation infrastructure management through transparent information. Caltrans produced the living document through extensive statewide public outreach. It will be regularly updated with performance outcomes and consistency with the 2017 *State Highway System Management Plan's* 10-year project plan. More information: http://www.dot.ca.gov/assetmgmt/tam_plan.html



Climate Change Vulnerability

Caltrans recently released its first *Climate Change Vulnerability Assessment* detailing potential impacts to the state highway system and its users in the San Francisco Bay Area. This is the first of 12 studies planned to cover each Caltrans District. The online report discusses the effects of rising sea levels and higher storm surges, more frequent wildfires, changing precipitation patterns and increasing temperatures. It also provides data to address changes in planning, design, construction, operations and maintenance. Overall, the assessment seeks to guide future planning processes and investments ensuring the long-term future of the state's transportation system. More information: http://www.dot.ca.gov/paffairs/pr/2017/prs/17pr132.html



Planning Grants Produce Sustainable Communities

Caltrans recently awarded the following transportation planning grants in District 5:

Sustainable Communities:

- TAMC – Seaside and Marina Complete Streets Plan, $361k.
- City of Guadalupe – Mobility and Revitalization Plan, $206k.
- City of Watsonville – Complete Streets Plan, $321k.
- Santa Cruz County Health Services Agency – Complete Streets to Schools Plan, $367k.
- San Benito COG – Transit Network Expansion Projects for Highway 25 Congestion Relief, $150k.



Adaptation Planning:

- AMBAG – Central Coast Highway 1 adaptation strategies, $360K.
- City of Carpinteria – Sea Level Rise Transportation Policy & Infrastructure Adaptation Plan, $221k.
- Santa Ynez Band of Chumash Indians – Transportation Climate Change Vulnerability study, $185k.
- SBCAG – Santa Barbara County Transportation Network Resiliency Assessment, $100k.

COMPLETE STREETS

SB 1 provided $25 million statewide for 2017-2018 local transportation planning grants

These successful grants were funded through the recently enacted Senate Bill 1, the Road Repair and Accountability Act, for maintaining and integrating the state's multimodal transportation system. This funding adds to the Sustainable Transportation Planning Grant Program.

Call for Projects

A call for projects is under way for the 2018/2019 Transportation Planning Grants, which include Sustainable Communities ($29.5 million), Strategic Partnerships ($4.3 million) and Adaptation Planning ($7 million). Successful projects directly benefit the multimodal transportation system by improving public health, social equity, the environment and community livability. Deadline to submit applications to Caltrans is Friday, **Feb. 23, 2018.** Online applications, guidelines and more information: http://www.dot.ca.gov/hq/tpp/grants.html

RESOLUTION NO. _____ (CM)

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE APPROVING AN ADDENDUM TO THE PREVIOUSLY CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (EIR) - STATE CLEARINGHOUSE (SCH) NO. 2017032041 PREPARED FOR THE SUNSHINE VISTA PHASED DEVELOPMENT PROJECT, CONSISTING OF THE CONSTRUCTION OF 150 DWELLING UNITS ON INDIVIDUAL PARCELS ON A 13± ACRE SITE LOCATED AT 511 OHLONE PARKWAY, WATSONVILLE, CALIFORNIA (APN'S: 018-372-14 & 018-381-01), AND MAKING CERTAIN FINDINGS IN ACCORDANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

WHEREAS, on or about, August 28, 2018, the City Council adopted Resolution No. 139-18 (CM), certifying the Final Environmental Impact Report (EIR), State Clearinghouse (SCH) No. 2017032041, prepared for the Sunshine Vista Phased Development Project, consisting of 23 single-family units, 40 duplex-style townhouse units and 87 row-style townhouse units on a 13± acre site located at 511 Ohlone Parkway, Watsonville, California, (APNs 018-372-14 and 018-381-01) making certain Findings concerning potentially significant impacts, mitigation measures and alternatives; and approving a Mitigation Monitoring and Reporting Program (MMRP) for the project, in accordance with CEQA; and

WHEREAS, the Council also approved a General Plan map amendment [Resolution No. 140-18 (CM)], Tentative Map [Resolution No. 141-18 (CM)], Special Use Permit with Design Review [Resolution No. 142-18 (CM)], and Rezoning to Establish a Planned Development Overlay District [Ordinance No. 1372-18 (CM)], to entitle the construction of the Sunshine Vista Phased Development Project; and

WHEREAS, as part of the project approval, the City Council required the installation of a roundabout at Ohlone Parkway and Loma Vista Drive and/or use of

Errington Road as a permanent secondary access road per Conditions of Approval No. 8 of Tentative Map; and

WHEREAS, these roadway improvements were not contemplated prior to the hearing and were not evaluated in the EIR thereby requiring additional environmental review; and

WHEREAS, following the approval of the project in October 2018, the applicant requested modifying Mitigation Measure N-6 of the Mitigation Monitoring and Reporting Program regarding the mitigation of construction noise. The applicant indicated that it would be technically infeasible to install the required temporary sound attenuation barrier along the north and south edge of the project site; and

WHEREAS, an Addendum has been prepared to address these two changes, formally modifying the project description regarding site access and conducting an analysis of the potential environmental impacts for a modified Mitigation Measure N-6 (Construction Noise Reduction Techniques) and potential new roadway improvements (i.e., the use of Errington Road as a permanent secondary access road and/or installation of a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive); and

WHEREAS, the Addendum has been prepared in accordance with the relevant provisions of CEQA and the State CEQA Guidelines; and

WHEREAS, no other changes to the project or required mitigation measures have been requested or are considered as part of this action. The project is subject to all previously required mitigation measures from the certified Final EIR. The Mitigation Monitoring and Reporting Program (MMRP) adopted for the project on August 28, 2018, remains in effect, except for the revision to Mitigation Measure N-6; and

WHEREAS, notice of time and place of the hearing to consider the Addendum to the previously certified Final EIR (SCH# 2017032041) for the Sunshine Vista Homes Project was given at the time and in the manner prescribed by Section 14-10.900 of the Zoning Ordinance of the Watsonville Municipal Code; and

WHEREAS, the City Council has considered all written and verbal evidence regarding Addendum to the previously certified Final EIR at the public hearing and has made Findings in support of approving the Addendum for the project to allow construction of 150 dwelling units on individual parcels, consisting of 23 single-family units, 40 duplex-style townhouse units and 87 row-style townhouse units, on a 13± acre site (APNs 018-372-14 & 018-381-01) located at 511 Ohlone Parkway, Watsonville, California; and

WHEREAS, the City Council determines that the evidence in the record constitutes substantial evidence to support the actions taken and the Findings made in this resolution, that the facts stated in this resolution are supported by substantial evidence in the record, including testimony received at the public hearing, the staff presentation, the staff report and all materials in the project files. There is no substantial evidence, nor are there other facts, that detract from the Findings made in this resolution. This City Council expressly declares that it considered all evidence presented and reached these Findings after due consideration of all evidence presented to it.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

That the City Council (hereinafter the “Council”), in the exercise of its independent judgment as the decision-making body for the City of Watsonville as lead

agency, makes and adopts the following Findings and certifications in compliance with the requirements of CEQA:

1. The Council has reviewed and considered the Addendum to the previously certified Final EIR and finds that it is complete, correct, adequate and prepared in accordance with the requirements of CEQA, and hereby approves and adopts the Addendum, attached as Exhibit “A” and incorporated herein by reference for the project to allow construction of 150 dwelling units on individual parcels, consisting of 23 single-family units, 40 duplex-style townhouse units and 87 row-style townhouse units on a 13± acre site (APNs 018-372-14 & 018-381-01) located at 511 Ohlone Parkway, Watsonville, California.

2. Based on the information and analysis in the Final EIR and the Addendum, the Council finds that none of the conditions described in Section 15162 or 15163 of the State CEQA guidelines calling for a subsequent or supplemental EIR have occurred.

****



Sunshine Vista Phased Development Project

Addendum to the Environmental Impact Report
SCH#2017032041

prepared by
City of Watsonville
Community Development Department
250 Main Street
Watsonville, California 95076
Contact: Justin Meek, AICP, Principal Planner

prepared with the assistance of
Rincon Consultants
437 Figueroa Street, Suite 203
Monterey, California 93940

February 2019

Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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Appendix C Traffic Impact Analysis for Access Modifications

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Acronyms and Abbreviations

APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CEQA	California Environmental Quality Act
dBA	A-weighted decibels
EIR	Environmental Impact Report
FTA	Federal Transit Authority
GHG	Greenhouse Gas
Leq	equivalent sound level
LOS	Level of Service
MBARD	Monterey Bay Air Resources District
MMRP	Mitigation Monitoring and Reporting Program
SCH	State Clearinghouse
SWPPP	Stormwater Pollution Prevention Plan
VdB	Vibration decibels
WMC	Watsonville Municipal Code

1 Introduction

This Addendum was prepared in accordance with the California Environmental Quality Act (CEQA) and the *State CEQA Guidelines*. This document has been prepared to serve as an Addendum to the previously certified Final Environmental Impact Report (EIR) (State Clearinghouse [SCH] # 2017032041) for the Sunshine Vista Phased Development Project (Original Project). The City of Watsonville (City) was the lead agency for the certified Final EIR and is the lead agency for the environmental review in this Addendum.

This Addendum addresses the proposed modifications in relation to the previous environmental review document prepared for the Original Project. Section 15164 of the *State CEQA Guidelines* defines an Addendum as:

> *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*
>
> *….A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record.*

1.1 Background and Purpose of the EIR Addendum

The Final EIR for the Original Project (SCH # 2017032041) was certified on August 28, 2018, by the City of Watsonville City Council. The certified Final EIR consists of responses to public and agency comments received on the Draft EIR and the text of the Draft EIR revised based on responses to comments and other information. The certified Final EIR also includes a Mitigation Monitoring and Reporting Program (MMRP). Information and technical analyses from the certified Final EIR are utilized or referenced throughout this Addendum. Relevant passages from the certified Final EIR are cited and available for review at the City's Community Development Department offices located at, 250 Main Street, Watsonville, California 95076. In conjunction with certification of the Final EIR, the City Council also adopted a MMRP and approved the Original Project.

As approved, the Original Project includes the clean-up of the project site, including removal of all junk vehicles, trash, debris, and structures from past uses; soil-remediation; export of approximately 49,552 cubic yards of soil; temporary stormwater drainage measures; and regrading. The Original Project also includes development of the project site with 150 housing units, associated parking, utilities, stormwater management, and a public-access nature trail. Access to the residential development would be provided from a roadway extension from Loma Vista Drive, to the west of the project site. The project site is located at 511 Ohlone Parkway in Watsonville, Santa Cruz County, California, approximately 200 feet east of Ohlone Parkway and a half-mile east of Highway 1. The project site is comprised of two legal parcels: Assessor's Parcel Number (APN) 018-372-14 and APN 018-381-01. The project site has served as a car repair, maintenance, and disposal business since the 1960s. Specific known activities have included automotive dismantling, car crushing, car burning, automotive repair, automotive bodywork, automotive service, and storage of automotive waste fluid. Access for these past uses was provided via Errington Road.

The Original Project would be implemented in phases, with the site clean-up and remediation activities on APN 018-372-14 comprising phase one, and the remediation activities on APN 018-381-01 and residential development on APN 018-372-14 comprising phase two. Phase one was determined to be Categorically Exempt from CEQA, pursuant to Section 15330 of the State *CEQA Guidelines*. The City prepared a Notice of

Exhibit "A"
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Exemption for phase one of the project, which allowed it to commence during the EIR preparation period. However, the EIR addressed the potential impacts of the overall project – including phase one – to fully evaluate the maximum potential impacts of the entire project.

The project applicant now proposes minor modifications to the Original Project, herein referred to the "Modified Project." This document is an Addendum to the previously certified Final EIR and has been prepared by the City to evaluate the potential environmental impacts of the proposed Modified Project. This Addendum has been prepared in accordance with the relevant provisions of CEQA and Section 15164 of the *State CEQA Guidelines*. A detailed description of the Modified Project is provided in Section 2, *Project Description*, of this Addendum.

1.2 Basis for the Addendum

When an EIR has been certified and a project is modified or otherwise changed after certification, additional CEQA review may be necessary. The key considerations in determining the need for the appropriate type of additional CEQA review are outlined in Section 21166 of the Public Resources Code (CEQA) and Sections 15162, 15163 and 15164 of the *State CEQA Guidelines*.

Section 15162(a) of the *State CEQA Guidelines* provides that a Subsequent EIR is not required unless the following occurs:

> *(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> *(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> *(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:*
>
> > *(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;*
> >
> > *(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
> >
> > *(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
> >
> > *(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Pursuant to Section 15164(a) of the *State CEQA Guidelines*, an Addendum to an EIR may be prepared by the Lead Agency that prepared the original EIR if some changes or additions are necessary, but none of the conditions have occurred that require preparation of a Subsequent EIR. An Addendum must include a brief explanation of the agency's decision not to prepare a Subsequent EIR and be supported by substantial evidence in the record as a whole (Section 15164[e]). The Addendum to the EIR need not be circulated for

public review but it may be included in or attached to the Final EIR (Section 15164[c]). The decision-making body must consider the Addendum to the EIR prior to making a decision on the project (Section 15164[d]).

An Addendum to the certified Final EIR for the Original Project is appropriate to address the proposed Modified Project because the proposed modifications to the approved Original Project do not meet the conditions of Section 15162(a) for preparation of a Subsequent EIR. The proposed Modified Project would not result in new or more severe impacts related to: 1) substantial changes to the Original Project which requires major revisions to the certified Final EIR; 2) substantial changes to the circumstances under which the Original Project are being undertaken which will require major revisions to the certified Final EIR; or 3) new information of substantial importance showing significant effects not previously examined.

The certified Final EIR and this Addendum to the certified Final EIR serve as informational documents to inform decision-makers and the public of the potential environmental consequences of approving the proposed Modified Project. This Addendum neither controls nor determines the ultimate decision for approval of the proposed Modified Project, described herein in Section 2, *Project Description*. The information presented in this Addendum to the certified Final EIR will be considered by the City of Watsonville City Council alongside the certified Final EIR prior to making a decision on the Modified Project.

Exhibit "A"
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2 Project Description

The Modified Project would be located on the same project site as described and analyzed in the certified Final EIR for the Original Project. As described in the EIR, the project site is approximately 13 acres, consists of two assessor's parcels, and is located at 511 Ohlone Parkway in Watsonville, Santa Cruz County, California. Although the site address is Ohlone Parkway, the site is currently accessed from Errington Road. Figure 1 illustrates the location of the site within the region and Figure 2 shows the project site within the neighborhood context.

As described in Section 1, *Introduction*, the Modified Project consists of minor modifications to Original Project that was analyzed in the certified Final EIR and approved by the City of Watsonville City Council on August 28, 2018. As approved and analyzed in the certified Final EIR, the primary and only vehicle access to the project site, excluding emergency access, would be from a new roadway entrance. This roadway would extend Loma Vista Drive east through a sloped area within the existing Sea View Ranch residential development west of the project site. The proposed minor modifications to the Original Project would provide a secondary vehicle access from existing Errington Road, which currently provides access to the project site, as well as several other parcels adjacent to and south of the project site. Use of Errington Road for secondary access would also require modifying the existing intersection of Errington Road and Ohlone Parkway to add a stop sign on Errington Road. Additionally, this scenario would also include modifying the existing road striping or median, or both, on Ohlone Parkway to reinforce prohibitions of left turns from Ohlone Parkway onto Errington Road. Existing road striping currently prohibits left turns onto Errington Road from Ohlone Parkway, but tire wear through the striping suggests that left turns do occur.

The Modified Project also includes modifying the existing intersection of Loma Vista Drive and Ohlone Parkway with the addition of a new traffic roundabout. Currently, vehicle turning movements at this intersection are controlled by a stop sign on Loma Vista Drive, requiring vehicles to come to a complete stop before turning onto Ohlone Parkway. The roundabout would facilitate vehicle turning movements from Loma Vista Drive onto Ohlone Drive without the necessity for the complete stop that is required by the existing stop sign at this intersection. A conceptual plan of the roundabout is shown on Figure 3. A description of the site access improvements is provided as Appendix A.

Additionally, the Modified Project includes changes to Mitigation Measure N-6, on page 311 of the certified Final EIR. Measure N-6 is designed to reduce potential noise-related impacts at existing residences closest to the project site during construction of the project. Specifically, as provided in the certified Final EIR and stated in the approved MMRP, Mitigation Measure N-6 states:

MITIGATION MEASURE N-6. CONSTRUCTION NOISE REDUCTION TECHNIQUES

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.

Figure 1 Regional Location

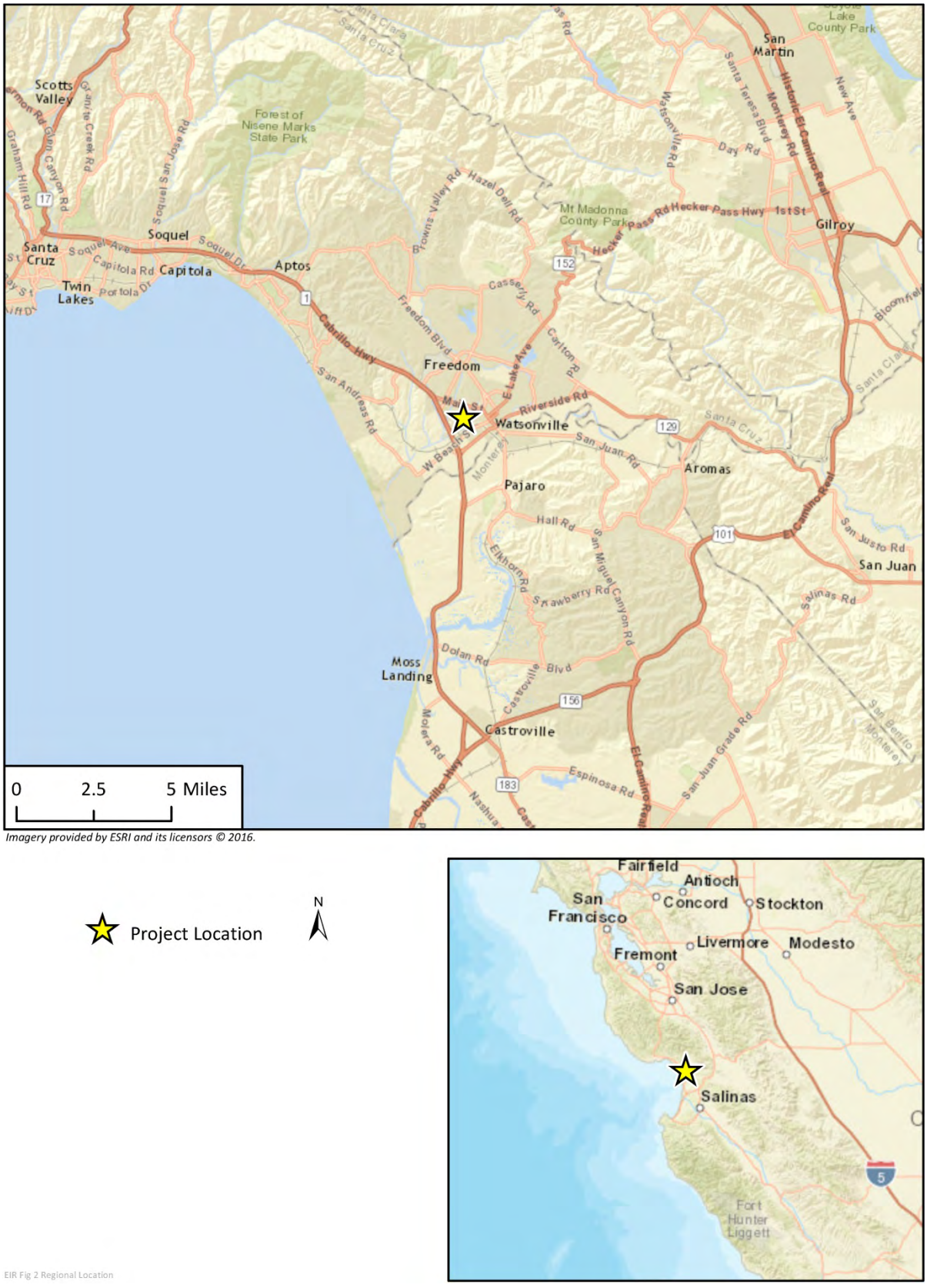


Figure 2 Project Site Location



Figure 3 Roundabout Conceptual Plan



- A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site prior to construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

The project applicant has informed the City that the third bullet item in approved Mitigation Measure N-6 requiring a temporary sound attenuation barrier is technically infeasible. Specifically, the applicant has notified the City that a temporary noise attenuation barrier at the north edge of the project site is infeasible because that area of the project site ranges from 50 to more than 70 feet lower in elevation than residences to the north. In order to break line of sight between the construction areas and the ground floor level of these residences, the attenuation barrier would need to be more than 70 feet tall in some areas, making its construction and installation technically infeasible. Rough grading of the project site requires construction activity up to the south and west edges of the project site, leaving no space for a noise attenuation barrier at these edges unless it were to be erected offsite, adjacent to the edge of the project site. A memorandum provided by the applicant providing additional explanation of the infeasibility of Mitigation Measure N-6 is provided in Appendix B.

In response to the project applicant demonstrating that a temporary noise attenuation barrier in accordance with Mitigation Measure N-6 is technically infeasible, the City ordered the applicant to have an acoustic engineer further evaluate the potential construction-related noise impacts of the project on nearby residences. Based on the results of this evaluation, which are presented later in the noise impacts analysis discussion of this Addendum, the City has developed the following modifications to Mitigation Measure N-6. Text shown in strikeout denotes deletions from the mitigation measures while text shown in underline denotes additions to the mitigation measure.

MITIGATION MEASURE N-6. CONSTRUCTION NOISE REDUCTION TECHNIQUES

- During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.
- A temporary sound attenuation barrier shall be erected along the ~~north, south, and~~ west edge of the project site ~~prior~~ immediately subsequent to the completion of the grading activities along the westerly edge of the project site ~~construction activity~~. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences to the west and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.
- During project construction, all unnecessary idling of equipment with internal combustion engines shall be prohibited.

- Heavy construction activity shall be limited to weekdays between 9:00 am and 5:00 pm and Saturdays between 9:00 am and 4:00 pm, with no construction on Sundays or holiday. This measure is applicable through the duration of all grading activities.
- The project applicant shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall be responsible for determining the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem to the satisfaction of the Community Development Director.
- The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices.

3 Impact Analysis

A comparative analysis of the potential impacts associated with the proposed Modified Project and those of the approved Original Project analyzed in the certified Final EIR has been undertaken using a checklist approach. The checklist, consistent with the format and environmental topics and questions of the checklist used in the certified EIR, is the checklist provided in Appendix G of the *State CEQA Guidelines*. The checklist considers the full range of environmental issues subject to analysis under CEQA (in rows), and then poses a series of questions (in columns) aimed at identifying the degree to which the issue was analyzed in the EIR. The checklist also includes a column identifying whether the proposed Modified Project constitutes new information of substantial importance relative to each environmental issue. The questions posed in each column are described below.

Where was impact analyzed?

This column provides a cross-reference to the portions of the certified Final EIR where information and analyses may be found relative to the environmental issue listed under each topic. The cross-references identified in this column correspond with page numbers and section numbers of the certified Final EIR.

Do proposed changes require major revisions to the certified EIR?

In accordance with Section 15162(a)(1) of the *State CEQA Guidelines*, this column indicates whether the proposed Modified Project would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Do new circumstances require major revisions to the certified EIR?

In accordance with Section 15162(a)(2) of the *State CEQA Guidelines*, this column indicates whether changes to the circumstances under which the Modified Project is undertaken or implemented have occurred that would involve new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts that, in turn, would require major revisions of the certified EIR.

Is there any new information resulting in new or substantially more severe significant impacts?

In accordance with Sections 15162(a)(3)(A) and 15162(a)(3)(B) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows additional or substantially more severe significant impacts not discussed in the certified EIR.

Do mitigation measures included in the certified EIR address and/or resolve impacts?

In accordance with Sections 15162(a)(3)(C) and 15162(a)(3)(D) of the *State CEQA Guidelines*, this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Final EIR was certified, shows that mitigation measures or alternatives in the certified EIR would now be feasible, or identifies new mitigation measures or alternatives not in the certified EIR that would reduce significant impacts, but which the applicant declines to adopt.

3.1 Aesthetics

Aesthetics	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Pages 99 through 109	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Pages 99 through 109	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	Pages 109 through 110	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Pages 110 through 111	No	No	No	N/A

a. Would the project have a substantial adverse effect on a scenic vista?

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. As described in the certified Final EIR, the project site is not within a State designated scenic highway. The Modified Project would not add new components to the Original Project that would be visible from scenic vistas, because the proposed modified Mitigation Measure N-6 does not include new permanent structures or facilities. Errington Road is an existing road and the modifications required to incorporate into secondary access to the project site would be at ground level and involve modifications to road materials, width, and the relocation of an existing retaining wall to outside the road right-of-way that would require minor grading. These modifications would not be visible from scenic vistas or obstruct scenic views. Likewise, the addition of a roundabout at Ohlone Parkway and Loma Vista Drive would not be within a scenic vista. Therefore, the Modified Project would result in no new or more severe impacts to scenic vistas or designated State Scenic Highways beyond those identified in the previously certified Final EIR.

c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The project site has retained the same general appearance as was analyzed in the certified Final EIR for the Original Project. The Modified Project would not change the site remediation and cleanup activities conducted as part of phase one of the project or the residential development on the project site during phase two. Modifications to Mitigation Measure N-6 would not add new components, structures, or facilities to the project site that could otherwise change the character or quality of the site it surroundings. The addition of a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would change the appearance of the intersection. However, the roundabout would include a landscaped central island area, and would generally improve the visual character and quality of the intersection. Additionally, the roundabout would not add new components to the site or surroundings that differ from the existing landscape or roads, intersections, sidewalks, and landscaping. The modifications to Errington Road involve changes to road materials, width, and the relocation of an existing retaining wall to outside the road right-of-way that would require minor grading. Modifications to the existing road striping or median, or both, on Ohlone Parkway would also be required to reinforce prohibitions of left turns from Ohlone Parkway onto Errington Road. These changes to Errington Road and Ohlone Parkway would be minimal and consistent with roadway features in the surrounding landscape. Therefore, the Modified Project would result in no new or more severe impacts to visual character and quality beyond those identified in the previously certified Final EIR.

d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The Modified Project would not add new sources or light or glare to the project site. The Modified Project would restrict construction activities to daylight hours, thereby avoiding the use of lighting at night during project construction. The Modified Project would not alter the Original Project in other ways with regard to light or glare. Therefore, the Modified Project would result in no new or more severe impacts to light and glare beyond those identified in the previously certified Final EIR.

3.2 Agriculture and Forestry Resources

Agriculture and Forestry Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Pages 381 through 382	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Pages 381 through 382	No	No	No	N/A
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	Pages 381 through 382	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Pages 381 through 382	No	No	No	N/A
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	Pages 381 through 382	No	No	No	N/A

a.	*Would the project convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?*
b.	*Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*
c.	*Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?*
d.	*Would the project result in the loss of forest land or conversion of forest land to non-forest use?*
e.	*Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?*

As described in the certified Final EIR, there are no areas of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the project site; nor are there Williamson Act lands within the project site. As the project site does not constitute forest land and is not zoned for forest land or timber land production, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would it result in the loss of forest land or conversion of forest land to non-forest use. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. Therefore, the Modified Project would also have no impact on Farmland or agricultural uses or forest land, consistent with the Original Project.

3.3 Air Quality

Air Quality	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Pages 129 through 130	No	No	No	N/A
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Pages 130 through 133	No	No	No	N/A
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	Pages 134 through 135	No	No	No	N/A
d. Expose sensitive receptors to substantial pollutant concentrations?	Pages 135 through 136	No	No	No	N/A
e. Create objectionable odors affecting a substantial number of people?	Pages 136 through 137	No	No	No	N/A

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

As noted on page 127 of the certified Final EIR, a project would conflict with or obstruct implementation of the Monterey Bay Air Resources District's *Air Quality Management Plan* (AQMP) if it is inconsistent with the population growth assumptions included in the AQMP (MBARD 2008). As described in the certified Final EIR, the residential development included in the Original Project would generate approximately 570 additional residents in Watsonville. This population growth is consistent with the population growth assumptions included in the AQMP. The Modified Project would not generate, directly or indirectly, additional population growth beyond what was analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would not conflict with or obstruct the implementation of any Bay Area Air Quality Management

District plans. As the Modified Project would not conflict with or obstruct the implementation of applicable air quality plans, impacts would be less than significant and the same as the Original Project. The Modified Project would result in no new or more severe impacts related to conflicts with applicable air quality plans beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Modified Project would require additional construction activities for the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive, and for minor modifications to Errington Road for secondary access to the project site. As shown in Table 9 on page 131 of the certified Final EIR, construction of the Original Project would result in a maximum of 20.8 pound per day of PM_{10} emissions. This is approximately 25 percent of the significance threshold set by the Monterey Bay Air Resources District (MBARD), which is 82 pounds per day. The additional operation of construction equipment necessary for the roundabout and Errington Road modifications would be minimal, and not contribute to exceeding the 82 pounds per day threshold for PM10. MBARD has not established significance thresholds for other criteria pollutants. However, as the additional construction activities required under the Modified Project would be minimal, pollutant emissions would be commensurate and minimal. Additionally, the Modified Project includes modifications to Mitigation Measure N-6 that prohibit the unnecessary idling of equipment during construction, which could slightly reduce construction emissions. Impacts would be less than significant, and the Modified Project would result in no new or more severe impacts related to air quality impacts and criteria pollutant emissions beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project expose sensitive receptors to substantial pollutant concentrations?

The proposed traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would be in similar proximity to residences as the construction activities on the project site and analyzed in the certified Final EIR. As described above, the Modified project would result in the same operational emissions as the Original Project, and construction emissions would be similar to the Original Project. No new sensitive receptors have been constructed in proximity to the project site since certification of the Final EIR in August 2018. Therefore, the Modified Project would result in no new or more severe impacts related to exposure of sensitive receptors to air pollution beyond those identified in the previously certified Final EIR for the Original Project.

e. Create objectionable odors affecting a substantial number of people?

The Modified Project would result in no new or more severe impacts related to odors beyond those identified in the previously certified Final EIR for the Original Project. The Modified Project would not involve the use of construction equipment or materials that were not accounted for in the Original Project and analyzed in the EIR. The proposed modifications to Errington Road and the proposed traffic roundabout would occur within the same proximity to existing residences as the construction activities anticipated and evaluated in the EIR. Therefore, no new odors or groups of people beyond those analyzed in the certified EIR for the Original Project would result from the Modified Project.

3.4 Biological Resources

Biological Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 152 through 167	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Pages 166 through 172	No	No	No	Yes
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Pages 172 through 173	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	Page 173	No	No	No	N/A

Biological Resources					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 174	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	Page 382	No	No	No	N/A

a. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The California Department of Fish and Wildlife's *California Natural Diversity Database* was queried on October 25, 2018, to determine if records of special-status species have been recorded in proximity to the project site since the certification of the Final EIR in August 2018. Similarly, the U.S. Fish and Wildlife Service's *Information for Planning and Consultation* system was queried on October 25, 2018, to identify any species listed, proposed for listing, or candidates for listing as threatened or endangered under the Federal Endangered Species Act within proximity to the project site that were otherwise not previously analyzed in the certified EIR for the Original Project. According to the *California Natural Diversity Database* (California Department of Fish and Wildlife 2018) and the *Information for Planning and Consultation* system (United States Fish and Wildlife Service 2018), no special-status species have been recorded in proximity to the project site that were not previously analyzed in the certified EIR. Vegetation cover on the project site has also not changed since the EIR was certified in August 2018.

The Modified Project would occur within the same project site as the Original Project, as well as within the existing roadway of Errington Road, Ohlone Parkway, and Loma Vista Drive. These roads are existing roads that do not provide habitat for wildlife. Because the Modified Project would not involve impacts to wildlife or

associated habitats beyond what was previously analyzed in the certified EIR, and there are no wetlands or riparian habitat within existing roadways, the Modified Project would result in no new disturbance or impacts to special status species or their habitat, vegetation cover, riparian habitat or other sensitive natural communities, or wetlands. Mitigation measures identified in the certified Final EIR to reduce or avoid impacts to these biological resources would also be required for the Modified Project. These mitigation measures include:

- MM BIO-1 Pre-Disturbance Santa Cruz Tarplant Survey and Mitigation Planning
- MM BIO-2a. Worker Environmental Awareness Program
- MM BIO-2b. Determination of Appropriate Relocation Site(s)
- MM BIO-2c. Pre-Activity Western Pond Turtle Survey
- MM BIO-2d. Exclusion Fence
- MM BIO-2e. Prevention of Entrapment
- MM BIO-2f. Delineation of Work Area
- MM BIO-2g. Food Trash Removal
- MM BIO-2h. Biological Monitoring
- MM BIO-2i. Work Window
- MM BIO-2j. Documentation and Reporting
- MM BIO-2k. Pre-Construction California Red-Legged Frog Surveys
- MM BIO-2l. California Red-Legged Frog Habitat Avoidance and Minimization
- MM BIO-2m. On Site Riparian Enhancement
- MM BIO-3 Nesting Bird Avoidance
- MM BIO-4 Prevent the Spread of Invasive Species
- MM BIO-5. Riparian Woodland Protection and Restoration
- MM BIO-6. Riparian Ruderal Grassland Community Restoration
- MM BIO-7. Perennial Freshwater Marsh Community Restoration

With implementation of the required mitigation measures listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Project would result in no new or more severe impacts on special-status species, riparian habitat and sensitive natural communities, or wetlands beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The Modified Project would include additional construction activities outside the project site boundaries, but these activities would be within the existing roadway of Errington Road, Ohlone Parkway, and Loma Vista Drive. These existing roadways do not provide migratory wildlife corridors nor are

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they wildlife nursery sites. Therefore, the Modified Project would result in no new disturbance or impacts on wildlife and fish movement or migratory wildlife corridors.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As described on page 174 of the certified EIR, Watsonville Municipal Code (WMC) Section 7-6.402 prohibits locating cut or fill slopes within the riparian corridor buffer along Watsonville Slough. Approximately 0.93 acre of the riparian buffer along Watsonville Slough would be permanently impacted during phase two of the Original Project. The Modified Project would not alter the design of the project, and this approximately 0.93-acre area of riparian buffer would continue to be permanently impacted. However, the Modified Project would result in no new or additional impacts to the riparian buffer along Watsonville Slough. Consistent with the Original Project, impacts would be less than significant. Because the Modified Project would result in no new construction disturbance or operational activities that were not previously analyzed in the certified EIR, the Modified Project would have no new or more severe impacts related to local policies or ordinances protecting biological resources.

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site and surrounding segments of Ohlone Parkway, Loma Vista Drive, and Errington Road are not within a Habitat Conservation Plan or Natural Community Conservation Plan area. There would be no impact in this regard as a result of the Modified Project. As described in the certified EIR, the Original Project would also have no impact related to conflicts with an adopted plan.

3.5 Cultural Resources

Cultural Resources	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	Pages 188 through 189	No	No	No	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	Pages 188 through 189	No	No	No	Yes
c. Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Pages 189 through 191	No	No	No	Yes
d. Disturb any human remains, including those interred outside of formal cemeteries?	Page 191	No	No	No	N/A
e. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k); or	Pages 192 through 193	No	No	No	Yes

Cultural Resources					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	Pages 192 through 193	No	No	No	Yes

a. Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

c. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

d. Would the project disturb any human remains, including those interred outside of formal cemeteries?

e1. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)

e2. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Cultural resources and tribal cultural resources are site specific. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The proposed modifications to Mitigation Measure N-6 would not result in additional ground disturbance beyond that analyzed in the in certified Final EIR. The proposed traffic roundabout would occur within the existing roadway of Ohlone Parkway and Loma Vista Drive, and the modifications to Errington Road would also occur within existing roadway. Because existing roadways have been previously disturbed and developed, the potential to encounter cultural resources, paleontological resources, human remains, or tribal cultural resources is considered low. Nonetheless, mitigation measures identified in the certified Final EIR to reduce or avoid impacts to potentially unknown cultural or paleontological resources and tribal cultural resources required for the Original Project would also be required for the Modified Project. These mitigation measures include:

- MM CR-1a. Archaeological Resources Construction Monitoring
- MM CR-1b. Unanticipated Discovery of Cultural Resources
- MM CR-2a. Worker Environmental Awareness Program Training
- MM CR-2b. Unanticipated discovery of paleontological resources
- MM CR-4. Native American Construction Monitoring

With implementation of the required mitigation measures listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project as identified in the certified EIR. The Modified Project would result in no new or more severe impacts on cultural and paleontological

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resources, human remains, or cultural tribal resources beyond those identified in the previously certified Final EIR for the Original Project.

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3.6 Geology and Soils

Geology and Soils	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Expose people or structures to potentially substantial adverse effects, including the risk of loss, injury, or death involving:					
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	Pages 382 through 383	No	No	No	N/A
2. Strong seismic ground shaking?	Pages 202 through 203	No	No	No	N/A
3. Seismic-related ground failure, including liquefaction?	Pages 382 through 383	No	No	No	N/A
4. Landslides?	Pages 203 through 205	No	No	No	Yes
b. Result in substantial soil erosion or the loss of topsoil?	Pages 205 through 206	No	No	No	Yes

Geology and Soils	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
c. Be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	Pages 203 through 205	No	No	No	Yes
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	Page 206	No	No	No	N/A
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Pages 382 through 383	No	No	No	N/A

a.1 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4 Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

Potential risks and susceptibility to earthquakes and seismicity is site specific and related to proximity of the project site to faults. The Modified Project would be located on the same project site as the Original Project analyzed in the certified EIR, and on existing roadway segments adjacent to the project site. Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides at the project site described for the Original Project in the certified EIR would also be applicable to the Modified Project. The Modified Project would not increase the number of structures or

residents on the project site relative to the Original Project. Therefore, the Modified Project would not increase the number of people or structures potentially exposed to seismic risks compared to the Original Project. Consistent with the Original Project, implementation of Mitigation Measure GEO-2 Design-level Geotechnical Investigation and Final Grading Plan, would be required to reduce impacts related to landslides to less than significant. With implementation of mitigation, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project result in substantial soil erosion or the loss of topsoil?

The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged. The Modified Project does not designate any new areas for construction or development that were not contemplated and analyzed for development in the certified Final EIR, and would not result in additional ground disturbance. Therefore, the Modified Project would not result increased potential for soil erosion. Consistent with the Original Project, implementation of Mitigation Measure HWQ-1 Raingarden Operations and Maintenance Manual, would be required to reduce impacts related to soil erosion to less than significant. With implementation of mitigation, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project be located on a geologic unit or soil that is made unstable as a result of the project, and potentially result in on or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Geologic units and soil types are site specific. The Modified Project would be located at the same project site as the Original Project, plus on immediately adjacent existing roadway segments. The Modified Project does not designate any new areas for construction or development that were not contemplated and analyzed for development in the certified Final EIR, or that are not currently developed with existing Ohlone Parkway, Loma Vista Drive, or Errington Road. Therefore, the potential for the Modified Project to result in unstable soils or to be damaged from expansive soils would be the same as the Original Project analyzed in the certified Final EIR. Mitigation Measure GEO-2 Design-level Geotechnical Investigation and Final Grading Plan, as described in the certified EIR for the Original Project, would also be required for the Modified Project. With implementation of mitigation, impacts would be less than significant. The Modified Project would result in no new or more severe impacts related to unstable or expansive soils beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Septic tanks or alternative wastewater disposal systems would not be utilized for the Modified Project. Therefore, no geological impact due to wastewater disposal systems would occur. As described in the certified EIR, the Original Project would also have no impacts related to septic tanks or alternative wastewater disposal systems.

3.7 Greenhouse Gas Emissions

Greenhouse Gas Emissions					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Pages 224 through 228	No	No	No	N/A
b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?	Pages 224 through 228	No	No	No	N/A

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Conflict with any applicable plan, policy, or regulation adopted for the purposes of reducing the emissions of greenhouse gases?

As described in the certified Final EIR, construction of the Original Project would generate approximately 54.8 metric tons of greenhouse gas (GHG) emissions per year, measured as carbon dioxide equivalent (CO_2e), amortized over the life of the project. The additional construction required for the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive and the minor modifications to Errington Road for secondary site access would result in a negligible increase in construction duration, and would require the same types of equipment that would be required for construction of the Original Project. Additionally, construction GHG emissions would be temporary for the duration of construction. Therefore, construction of the Modified Project would not substantially increase GHG emissions relative to the Original Project. The Modified Project would not change the operational GHG emissions relative to the Original Project. With no change to operational emissions, the construction emissions of the Original Project could increase by more than several hundred percent before applicable emissions thresholds are exceeded. The negligible increase from construction of the traffic roundabout and Errington Road improvements would not increase construction GHG emissions by several hundred percent. Therefore, the Modified Project would result in no new or more severe impacts related to GHG emissions beyond those identified in the previously certified Final EIR for the Original Project.

3.8 Hazards and Hazardous Materials

Hazards and Hazardous Materials	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 236 through 237	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Page 237 and Pages 239 through 240	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Pages 238 through 239	No	No	No	N/A
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	Pages 238 through 239	No	No	No	N/A
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	Page 236	No	No	No	N/A

Hazards and Hazardous Materials

	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	Page 236	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Page 236	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	Page 240	No	No	No	N/A

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Modified Project would not modify the operational uses of the Original Project, which consist of residential development. The construction of the traffic roundabout and Errington Road modifications would not require the use of or other types of hazardous materials or construction equipment beyond those analyzed for the Original Project in the certified EIR. Compliance with regulations pertaining to the transport, handling, and disposal of hazardous materials would be mandatory and minimize impacts of upset or hazards, regardless of the potential implementation of the Modified Project or Original Project. Therefore, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

As described in the certified EIR, there were no known hazardous material sites of lists compiled pursuant to Government Code Section 65962.5 when the Final EIR was prepared, but the project site does contain hazardous waste consisting of contaminated soils. The project site is also within 0.25 mile of a school. In order to determine if known hazardous materials contamination at the project site has been identified since certification of the Final EIR in August 2018, the following databases and listings compiled pursuant to Government Code Section 65962.5 were queried on October 30, 2018:

- United States Environmental Protection Agency
    - Superfund Enterprise Management System database (2018a)
    - Comprehensive Environmental Response, Compensation, and Liability Information System database (2018b)
- State Water Resources Control Board
    - GeoTracker database (2015) search for leaking underground storage tanks and other cleanup sites
- Department of Toxic Substances Control
    - EnviroStor database (2018a) for hazardous waste facilities or known contamination sites
    - Hazardous Waste and Substances Site List (Cortese) (2018b)

According to these databases, no hazardous material sites have been identified on or within proximity to the project site since certification of the Final EIR in August 2018. The Modified Project would occur on the same project site as the Original Project, within the same approximate footprint as the Original Project. The Modified Project would also involve construction activities on segments of Ohlone Parkway, Loma Vista Drive, and Errington Road adjacent to the project site analyzed in the EIR. These roadway segments are not identified as hazardous sites in the aforementioned databases.

Under the Modified Project, remediation of the contaminated soils on the project site would proceed in accordance with an existing voluntary Remedial Action Agreement between the applicant and the Santa Cruz County Environmental Health Division, dated August 19, 2016, consistent with the Original Project analyzed in the certified Final EIR. Therefore, consistent with findings of the certified EIR for the Original Project, the Modified Project would also have no new or more severe impacts related to hazardous waste sites or hazardous emissions in proximity to schools. Impacts would be less than significant.

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

As described on page 236 of the certified Final EIR, the project site is located within two miles of the Watsonville Municipal Airport, but it is not within a safety zone associated with this airport. There are no

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private airstrips within the vicinity of the project site. Therefore, consistent with the Original Project and findings of the certified EIR, the Modified Project would also have no impacts related to safety hazards pertaining to airports or private airstrips.

g. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The Modified Project would not change the secondary vehicle access restricted for emergency response vehicles. However, the Modified Project would provide additional vehicle access to the project site via Errington Road, which could facilitate evacuation of the project site in the event of an emergency, such as a wildfire. This would be a slightly beneficial impact relative to the Original Project.

Construction of the traffic roundabout at the intersection of Ohlone Parkway and Loma Vista Drive would temporarily restrict or slow traffic operations on these roadways at this intersection. Neither Ohlone Parkway nor Loma Vista Drive is designated as an evacuation route in an adopted emergency response or evacuation plan. However, first responders would likely use Ohlone Parkway in the event of an emergency, such a structural fire or health incident in the residential neighborhoods along Ohlone Parkway. Access for traffic and emergency vehicles along Ohlone Parkway throughout construction activities would be maintained by allowing vehicles to drive on various subgrade sections prior to pavement being installed (Appendix A). Signage and traffic control flagmen would be employed to ensure safe routing of vehicles.

h. Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The Modified Project would not increase the number of structures or residences relative to the Original Project, and would be located at the same project site as the Original Project analyzed in the certified EIR. Therefore, the Modified Project would result in no new or more severe impacts related to exposure to wildlife fire hazards beyond those identified in the previously certified Final EIR for the Original Project.

3.9 Hydrology and Water Quality

Hydrology and Water Quality	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements?	Pages 252 through 254	No	No	No	Yes
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	Pages 256 through 257	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	Pages 254 through 256	No	No	No	Yes
d. Substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	Pages 254 through 256	No	No	No	Yes

Hydrology and Water Quality					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	Pages 254 through 256	No	No	No	Yes
f. Otherwise substantially degrade water quality?	Pages 252 through 254	No	No	No	Yes
g. Place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?	Page 257	No	No	No	N/A
h. Place structures in a 100-year flood hazard area that would impede or redirect flood flows?	Pages 383 through 384	No	No	No	N/A
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?	Pages 383 through 384	No	No	No	N/A
j. Result in inundation by seiche, tsunami, or mudflow?	Pages 383 through 384	No	No	No	N/A

a. Would the project violate any water quality standards or waste discharge requirements?

f. Would the project otherwise substantially degrade water quality?

Similar to the Original Project, a stormwater pollution prevention plan (SWPPP) would also be required for construction of the Modified Project. The SWPPP would include best management practices (BMPs) to prevent soil erosion and resultant sedimentation of streams and surface waters during construction. The SWPPP would also contain BMPs to prevent leaking of pollutants such as oil, grease, and chemicals from construction equipment from discharging to surface waters or groundwater. With mandatory

implementation of the SWPPP and associated BMPs, construction of the Modified Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality.

Operation of the Modified Project would not change the amount of impervious surface on the project site or the types of residential uses on the project site. The Original Project includes onsite raingardens to treat stormwater runoff, and these raingardens would not be changed or altered under the Modified Project. The proposed traffic roundabout at Ohlone Parkway and Loma Vista Drive could result in slightly more impervious asphalt surface than the existing intersection configuration. Similarly, a segment of Errington Road would be converted from gravel surface to paved asphalt surface under the Modified Project, resulting in an incremental increase in impervious surface. Consistent with the Original Project, the Modified Project would be required to comply the City of Watsonville Excavations, Grading, Filling, and Erosion Control Ordinance (WMC Chapter 7-6), which contains requirements for erodible areas, slopes, concentrated runoff, and building runoff, and BMPs for erosion control.

Mitigation Measure HWQ-1, Raingarden Operations and Maintenance Manual, required for the Original Project would also be required for the Modified Project. As described in the certified EIR, implementation of Mitigation Measure HWQ-1 would mandate that the onsite raingardens be properly maintained to retain their stormwater storage and treatment capabilities. With implementation or the required mitigation listed above, impacts of the Modified Project would be less than significant, consistent with impacts of the Original Project, as identified in the certified EIR. The Modified Project would result in no new or more severe impacts related to water quality and wastewater discharge requirements beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

As described above, the Modified Project would result in an incremental increase in impervious surface associated with the proposed traffic roundabout and modifications to Errington Road. These additional impervious areas would reduce the infiltration capacity of the area adjacent to the project site. However, as described on pages 256 and 257 of the certified Final EIR, the major water-bearing groundwater aquifers within the Watsonville Planning Area are recharged within zones north of the City, away from the project site. The Modified Project would not change the number of residential units or associated population relative to the Original Project and analyzed in the certified Final EIR. Therefore, the Modified Project would result in no increases in long-term water demand. Impacts on groundwater supplies and groundwater recharge would be less than significant, consistent with the Original Project. The Modified Project would therefore have no new or substantially more severe significant impacts beyond those previously identified for the Original Project in the certified Final EIR.

c. Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

d. Would the project substantially alter the existing drainage pattern of the site or area, including the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

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The Modified Project does not involve additional construction activities or work within Watsonville Slough beyond what was analyzed for the Original Project in the certified Final EIR. The Modified Project would not involve work within any other surface waters, including streams or rivers. Construction of the Modified Project would disturb the same area of the project site as the Original Project, resulting in no additional soil disturbance or potential for soil erosion on the project site. The proposed roundabout would occur within the existing roadways of Ohlone Parkway and Loma Vista Drive, resulting in no increase potential for soil erosion during construction. Regardless, similar to the Original Project, a SWPPP would also be required for construction of the Modified Project. The SWPPP would include BMPs to prevent soil erosion and resultant sedimentation of streams and surface waters during construction. Therefore, construction of the Modified Project would not increase potential for substantial erosion compared to the Original Project.

The Modified Project would not increase the sources of polluted runoff compared to the Original Project because it includes the same uses as analyzed for the Original Project. Additionally, the Modified Project would not increase the amount of impervious surface on the project site, and therefore would not increase the amount of stormwater runoff on the project site compared to the Original Project. The Modified Project would not change the raingardens that would be used to treat onsite stormwater runoff under the Original Project. Mitigation Measure HWQ-1, Raingarden Operations and Maintenance Manual, required for the Original Project would also be required for the Modified Project. As described in the certified EIR, implementation of Mitigation Measure HWQ-1 would mandate that the onsite raingardens be properly maintained to retain their stormwater storage and treatment capabilities.

The proposed traffic roundabout at Ohlone Parkway and Loma Vista Drive could result in slightly more impervious asphalt surface than the existing intersection configuration. Similarly, a segment of Errington Road would be converted from gravel surface to paved asphalt surface under the Modified Project, resulting in an incremental increase in impervious surface. The increased impervious surface would result in an incremental and commensurate increase in stormwater runoff. However, the Modified Project would not alter the existing storm drain systems in place along these roadways, and would not introduce new types of pollutants. Therefore, the Modified Project would result in no new or more severe impacts related to erosion and runoff from altered drainage patterns beyond those identified in the previously certified Final EIR for the Original Project. Impacts would be less than significant with implementation of Mitigation Measure HWQ-1, consistent with the Original Project.

e. Would the project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The Modified Project would result in no new or more severe impacts related to substantial additional sources of polluted runoff beyond those identified in the previously certified Final EIR for the Original Project. As described above, the Modified Project would involve development within the same footprint of the project site with impervious surface as the Original Project analyzed in the certified EIR. The Modified Project would not increase the sources of polluted runoff on site compared to the Original Project because it includes the same uses as analyzed for the Original Project, with the exception of solar panel arrays. The solar panel arrays would be installed over the impervious parking lots and structures, and would not create additional impervious surface. Additionally, consistent with the Original Project, the Modified Project would not be connected to or serviced by an existing or planned stormwater drainage system, but instead would utilize onsite biofiltration systems. As described above, Mitigation Measure HWQ-2 would be required for the Modified Project and would reduce the rate and amount of post-development runoff on- and offsite to the maximum extent feasible and would minimize the potential for stormwater to come in contact with onsite pollutants or to transport pollutants offsite.

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g. Would the project place housing in a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map?
h. Would the project place structures in a 100-year flood hazard area that would impede or redirect flood flows?
i. Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including that occurring as a result of the failure of a levee or dam?
j. Would the project result in inundation by seiche, tsunami, or mudflow?

The Modified Project would not alter activities included in the Original Project that would be located in a 100-year floodplain. As described on pages 383 and 384 of the certified Final EIR, the project site is not located in an area that it is subject to flooding as a result of the failure of a levee or dam or within a tsunami inundation area. Therefore, the Modified Project would have no new or more severe impacts related to flood hazard areas or inundation beyond those identified in the previously certified Final EIR for the Original Project.

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3.10 Land Use and Planning

Land Use and Planning	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Pages 276 through 277	No	No	No	N/A
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	Pages 277 through 295	No	No	No	N/A
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	Pages 384 through 385	No	No	No	N/A

a. Would the project physically divide an established community?

The Modified Project would result in no new or more severe impacts related to dividing established communities beyond those identified in the previously certified Final EIR. The Modified Project would be located at the same project site as the Original Project; the project location would be unchanged from analyzed in the certified EIR. The Modified Project would include additional work offsite, at the intersection of Ohlone Parkway and Loma Vista Drive, and within the existing roadway of Errington Road. As these are existing roadways, the Modified Project would result in no new or more severe impacts related to dividing established communities beyond those identified in the previously certified Final EIR.

b. Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The findings of the certified EIR indicate that Original Project would be consistent with City's land use plans and zoning code. The Modified Project would involve the same operational uses and activities included in the Original Project and analyzed in the certified EIR, with additional modifications to existing roadways to

improve traffic circulation. Therefore, the operation of the Modified Project would also be consistent with the City's land use plans and zoning code. As described later, in Section 3.12, Noise, the proposed modifications to Mitigation Measure N-6 would not result in new or potentially more severe conflicts with the WMC or General Plan. Therefore, the Modified Project would result in no new or more severe impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

The project site and surrounding segments of Ohlone Parkway, Loma Vista Drive, and Errington Road are not within a Habitat Conservation Plan or Natural Community Conservation Plan area. There would be no impact in this regard as a result of the Modified Project. As described in the certified EIR, the Original Project would also have no impact related to conflicts with an adopted plan.

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3.11 Mineral Resources

Mineral Resources					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	Page 385	No	No	No	N/A
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	Page 385	No	No	No	N/A

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The Modified Project would occur on the same project site as the Original Project, as well as on existing roadway segments next to the project site. As described on page 385 of the certified Final EIR, there are no areas of the project site mapped as Mineral Resource Zone 2, which are areas that the State has identified as having significant mineral resources or high likelihood for significant mineral resources, and lands otherwise designated as having statewide or regional significance relative to mineral resources. There are no known mineral resources of value on the project site, nor are there any ongoing or prior mineral extractions on site. Therefore, consistent with the findings of the certified EIR for the Original Project, the Modified Project would have no impact on mineral resources of value or important mineral resource recovery sites.

3.12 Noise

Noise					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Pages 305 through 310	No	No	No	N/A
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	Page 307	No	No	No	N/A
c. A substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?	Pages 308 through 310	No	No	No	N/A
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	Pages 310 through 312	No	No	No	Yes
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	Pages 385 through 386	No	No	No	N/A
f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?	Pages 385 through 386	No	No	No	N/A

a. Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

c. Would the project result in a substantial permanent increase in ambient noise levels above those existing prior to implementation of the project?

As described in Impact N-1 on pages 305 and 306 of the certified Final EIR, neither the General Plan nor the WMC specify a noise level for construction activities. However, WMC Section 5-8.02 prohibits any noise that is louder than necessary and disturbs the quiet of residential properties and public ways between the hours of 10:00 PM and 7:00 AM in such a manner as to be plainly audible at a distance of 50 feet from the sensitive receptor. Construction of the Modified Project would not occur between the hours of 5:00 PM and 9:00 AM on weekdays or between 4:00 PM and 9:00 AM on Saturdays. Therefore, consistent with the Original Project and as analyzed in the certified Final EIR, project construction would not exceed the standards established in the General Plan or noise ordinance of the WMC.

The proposed traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would not shift vehicle trips on either of these roads to be within closer proximity to the surrounding residences when compared to the existing intersection configuration. Additionally, according to a traffic impact analysis prepared by Keith Higgins, Traffic Engineer, specifically for the site access changes included in the Modified Project, approximately 20 percent of project-generated trips would use Errington Road for site access. Thus, 20 percent fewer vehicle trips would occur on Loma Vista Drive and at its intersection with Ohlone Parkway than were previously analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would result in similar or slightly less operational noise at the sensitive receptors located along Loma Vista Drive and included in the certified Final EIR.

The certified Final EIR did not evaluate the potential for Errington Road to be used as secondary vehicle access to the project site. As described above, approximately 20 percent of the total project-related vehicle trips would utilize Errington Road for site access under the Modified Project. These vehicle trips would generate noise at the residences located along either side of Errington Road. Residences along Errington Road are within as close as 22 feet of the roadway centerline. The certified Final EIR evaluated the traffic noise levels at residential receptors as close as 20 feet and found noise levels would not exceed standards or increase substantially.

Because the Modified Project would not shift vehicle trips closer to sensitive noise receptors or increase the volume of traffic generate by the project, and would not involve other new operational sources, impacts would be less than significant, consistent with impacts of the Original Project, as identified in the certified Final EIR. The Modified Project would result in no new or substantially more severe significant impacts related to conflict with applicable noise standards or permanent increases in ambient noise levels beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

As described in Impact N-2 on page 307 of the certified Final EIR, construction of the Original Project would generate groundborne vibration levels that exceed 72 vibration decibels (VdB) at the nearest sensitive receptors, which are residences 50 feet to the west of the project site. A vibration level of 72 VdB is the threshold established by the Federal Transit Authority (FTA) for residential structures where people normally sleep, as well as hotels. As described on page 307 of the certified Final EIR, the Original Project would have less than significant groundborne vibration impacts because construction would be temporary and intermittent, and resultant vibration levels would not exceed levels that would affect fragile buildings or occur during hours when people normally sleep.

The Modified Project would not require additional types of construction equipment from what was analyzed for the Original Project in the certified Final EIR. Therefore, there would be no new sources of groundborne vibration resulting project construction. Modifications to Errington Road required for secondary access would require grading and compaction activities, as well as paving. These activities are consistent with the construction activities that would occur on the project site under the Original Project. However, these activities would occur within approximately 30 feet of residences, which is closer than the 50 feet analyzed for the Original Project in the certified Final EIR. According to the FTA, large bulldozers generate 87 VdB at 25 feet from the dozer. Therefore, groundborne vibrations levels at receptors 30 feet from Errington Road could experience vibration levels equal to or slightly less than 87 VdB, which is approximately 6 VdB higher than vibration levels that would have resulted from the Original Project. However, the construction of the Modified Project would not change the overall duration of construction, and construction would not occur during hours when people normally sleep. Additionally, 87 VdB is below the FTA's threshold for structural damage, which is approximately 94 VdB for non-engineered timber and masonry buildings, such as residential structures. Therefore, impacts would be less than significant, and the Modified Project would result in no new or substantially more severe significant impacts related to vibration beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

As described on pages 298 and 299 of the certified Final EIR, noise-sensitive receptors closest to the project site include existing multi-family residences in the Sea View Ranch residential neighborhood, located approximately 50 feet west of the project site on Paraiso Court. Additional multi-family residences are located, approximately 300 feet southwest on Del Rio Court, approximately 350 feet south of the project site on El Capitan Court, and approximately 350 feet north of the project site across Watsonville Slough on Rio Del Pajaro Court. No new sensitive receptors have been constructed within closer proximity to the project site since certification of the Final EIR in August 2018.

As described in Impact N-6 on pages 310 through 312 of the certified Final EIR, ambient noise levels would increase from approximately 51 A-weighted decibels (dBA) equivalent sound level (Leq) to up to an estimated 87 dBA Leq at 50 feet and 72 dBA Leq at 300 feet during phase one activities and construction of phase two of the Original Project. Impacts were found to be less than significant with implementation of Mitigation Measure N-6 in the certified Final EIR. Implementation of Mitigation Measure N-6 would reduce noise levels by approximately 18 dBA, including an estimated 10 dBA reduction due to installation of a temporary noise attenuation barrier along the north, south, and west edge of the project site.

As described above in Section 2, *Project Description*, the project applicant has informed the City that full implementation of adopted Mitigation Measure N-6 is not possible because erecting a temporary sound attenuation barrier is technically infeasible along the north and south edges of the project site. Additionally, rough grading must be completed along the westerly edge of the project site before a temporary sound attenuation barrier can be erected along the west edge.

In response to the project applicant demonstrating that a temporary noise attenuation barrier in accordance with Mitigation Measure N-6 is technically infeasible, the City ordered the applicant to have an acoustic engineer further evaluate the potential construction-related noise impacts of the project on nearby residences. Accordingly, the project applicant contracted Sonic ESD, an acoustical consulting firm, to take physical measurements with a calibrated noise meter at the residential receptors north and west of the project site. Measurements were not taken at the residential receptors south of the project site because they are approximately the same distance from the project site as the receptors to the north. Measurements were taken on October 19, 2018, while a bulldozer was operated on the project site in order to capture the resultant noise levels at these receptors without a noise attenuation barrier in place.

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The noise measurements indicate that without a temporary noise attenuation barrier, construction noise levels at the residential receptors north of the project site would be approximately 60 dB during construction activities required for the project. This noise level is lower than the estimated construction noise levels of the Original Project, which were estimated at 72 dBA at these receptors. Thus, impacts of the Modified Project would be less than the Original Project, prior to implementation of Mitigation Measure N-6. However, 60 dB would still be above the ambient noise levels at these receptors, which is estimated at approximately 51 dBA. Therefore, the Modified Project also includes revisions to Mitigation Measure N-6 that prohibit equipment idling when not in use and restrict the hours that construction would be permissible. These revisions to Mitigation Measure N-6 would also similarly reduce noise impacts at the receptors to the south and southwest of the project site because they are also approximately 300 feet away. Additionally, restricting construction hours would reduce noise impacts at receptors to the west while grading activities along Errington Road are completed. With implementation of revised Mitigation Measure N-6, as described above in Section 2, Project Description, impacts would be less than significant. Therefore, the Modified Project would have no new or substantially more severe significant impacts beyond those identified in the previously certified Final EIR.

e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

f. For a project near a private airstrip, would it expose people residing or working in the project area to excessive noise?

The Modified Project would occur on the same project site as the Original Project, as well as on existing roadway segments next to the project site. As described on page 386 of the certified Final EIR, there are no private airstrips in the vicinity of the project site. The Watsonville Municipal Airport is located 1.7 miles northeast of the project site, but the project site is outside the airport noise contours for 2007 and 2030 as illustrated in Figures 4 and 5 of the Watsonville Municipal Airport Master Plan (Watsonville Municipal Airport 2003). The Modified Project would not expose people to excessive noise levels from an airport. Therefore, consistent with the findings of the certified EIR for the Original Project, the Modified Project would have no impact.

3.13 Population and Housing

Population and Housing	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Page 386	No	No	No	N/A
b. Displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?	Page 386	No	No	No	N/A
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	Page 386	No	No	No	N/A

a. Would the project induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

b. Would the project displace substantial amounts of existing housing, necessitating the construction of replacement housing elsewhere?

c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Original Project includes the development of 150 new residences on the project site. The Modified Project does not include changes to the number of residences. The changes to site access, including construction of a roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would not displace existing housing or people. Because no new housing or displacement is proposed, impacts of the Modified Project would be consistent with the Original Project. The Modified Project would have no new or substantially more severe significant impacts that previously identified for the Original Project in the certified Final EIR.

3.14 Public Services

Public Services						
		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:						
a.	Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
1	Fire protection?	Pages 330 and 331	No	No	No	N/A
2	Police protection?	Pages 331 and 332	No	No	No	N/A
3	Schools?	Pages 332 and 333	No	No	No	N/A
4	Parks?	Pages 333 and 334	No	No	No	N/A
5	Other public facilities?	Pages 334 and 335	No	No	No	N/A

a.1 Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered Police facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times or other performance objectives for police protection?

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools?

As described in Impact PSU-1 on pages 330 and 331 of the certified Final EIR, the Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. Therefore, the Modified Project would not increase the demand for fire or police services or for school facilities compared to the Original Project analyzed in the certified Final EIR. Consistent with the Original Project, impacts would be less than significant. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered park or recreational facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks?

As described above, the Modified Project would not induce population growth beyond what was analyzed for the Original Project in the certified Final EIR. The Modified Project would not change the amount of open space or recreational amenities included in the Original Project. Therefore, the Modified Project would not generate increased demand for park or recreational facilities. The Modified Project would result in no new or more severe significant impacts related to the provision of new or altered parks and recreational facilities beyond those identified in the previously certified Final EIR for the Original Project.

a.5. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered [other] governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities?

As described in Impact PSU-1 on pages 330 and 331 of the certified Final EIR, the Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. Therefore, the Modified Project would not increase the demand for other governmental facilities, such as libraries, compared to the Original Project analyzed in the certified Final EIR. Consistent with the Original Project, impacts would be less than significant. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.15 Recreation

Recreation					
	Where was Impact Analyzed in the EIR?	**Do Proposed Changes Require Major Revisions to the EIR?**	**Do New Circumstances Require Major Revisions to the EIR?**	**Any New Information Resulting in New or Substantially More Severe Significant Impacts?**	**Do EIR Mitigation Measures Address and/or Resolve Impacts?**
Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Pages 333 and 334	No	No	No	N/A
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Pages 333 and 334	No	No	No	N/A

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The Original Project would develop 150 residences on the project site, resulting in approximately 570 new residents. The Modified Project does not include changes to the number of residences or resultant residents. The Modified Project also does not include changes to the open space or recreational amenities to be provided on the project site. Accordingly, the Modified Project would not generate increased demand or use of parks and recreational facilities compared to the Original Project. The Modified Project would result in no new or more severe impacts related to recreation beyond those identified in the previously certified Final EIR for the Original Project.

3.16 Transportation/Traffic

Transportation/Traffic	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?	Pages 363 through 366	No	No	No	N/A
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?	Pages 363 through 366	No	No	No	N/A
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Page 387	No	No	No	N/A
d. Substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Pages 369 through 371	No	No	No	Yes

Transportation/Traffic						
		Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
e.	Result in inadequate emergency access?	Pages 371 and 372	No	No	No	N/A
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	Pages 372 and 373	No	No	No	N/A

a. Would the project cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system and/or conflict with General Plan Policy CIR-16, which seeks to maintain an adequate Level of Service (LOS) at signalized and unsignalized intersections, or reduce the effectiveness of existing transit services or pedestrian/bicycle facilities?

b. Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the Napa County Transportation and Planning Agency for designated roads or highways?

As described in Impact TRA-2 of pages 363 and 364 of the certified Final EIR, the Original Project would generate 1,064 total daily vehicle trips at full buildout and occupancy of the 150 residential units, including 81 AM peak hour trips and 102 PM peak hour trips. The Modified Project does not include changes to the number of residential units or resultant residents. Therefore, compared to the Original Project, the Modified Project would create no additional vehicle trips, including trips during either the AM or PM peak hours.

A traffic impact analysis was prepared by Keith Higgins, Traffic Engineer, specifically for the site access changes included in the Modified Project. This traffic impact analysis is included in Appendix C. According to the traffic impact analysis, approximately 20 percent of project-generated trips would use Errington Road for site access. Thus, 20 percent fewer vehicle trips would occur on Loma Vista Drive than were previously analyzed for the Original Project in the certified Final EIR. Therefore, the Modified Project would result in similar or slightly less operational vehicle trips at the intersection of Ohlone Parkway and Loma Vista Drive. Additionally, the proposed roundabout at this intersection is intended to improve traffic circulation. Therefore, compared to the Original Project, the Modified Project would result in improved traffic operations at the intersection of Ohlone Parkway and Loma Vista Drive.

The traffic impact analysis determined that the Modified Project would result in 19 vehicles trips on Errington Road during AM peak hour and 22 trips during PM peak hour. The traffic impact study concluded that the intersection of Errington Road and Ohlone Parkway would operate acceptably with the addition of these project vehicle trips. According to the traffic impact analysis, the addition of secondary vehicle access via Errington Road would not change the project trip generation or distribution and assignment at any of the other study intersections in the traffic study prepared for the Original Project and included in the certified Final EIR. Because trip generation and distribution would not change at other study intersections,

implementation of Mitigation Measure TRA-2a and TRA-2b would be required for the Modified Project, consistent with the Original Project. With implementation of mitigation, impacts would be less than significant, consistent with the Original Project. The Modified Project would result in no new or more severe impacts related to conflicts with applicable LOS standards or street capacity beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

As described on page 387 of the certified Final EIR, the Original Project would have no impact on air traffic patterns or levels. The Modified Project would occur within the same project site as the Original Project, as well as on adjacent roadway segments. Consistent with the Original Project, the Modified Project would not be located in airport zone. Therefore, the Modified Project would result in no new or more severe impacts related to safety risks pertaining to air traffic patterns beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project substantially increase hazards due to a design feature, (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would improve traffic flow and safety at this intersection compared to existing conditions and conditions under operation of the Original Project. Currently, there is a raised, landscaped median along Ohlone Parkway extending north of its intersection with Errington Road that has a supplemental painted island at its southerly terminus at Errington Road. The median and striping are designed to prohibit southbound Ohlone Parkway left turns onto Errington Road. However, there currently are no signs or other indications that this turning movement is prohibited. Tire marks across the painted island clearly indicate the wheel tracks of vehicles making this maneuver despite being prohibited. The Modified Project would include repainting the existing median striping at the intersection of Ohlone Parkway and Errington Road to reinforce prohibitions to left turn movements onto Errington Road from southbound Ohlone Parkway. Compared to existing conditions, and conditions under operation of the Original Project, this would be a slight improvement to safety. The Modified Project also include removing vegetation from the median near this intersection to increase sight distance for vehicles making left turn movements from Errington Road onto Ohlone Parkway, which would improve safety at the intersection.

Construction of the Modified Project would generate the approximate same number of large truck trips as the Original Project and analyzed in the certified Final EIR. Therefore, implementation of Mitigation Measure TRA-4 would be required for the Modified Project, consistent with the Original Project. This mitigation measure requires a flagger where trucks enter Ohlone Parkway and also requires truck traffic to avoid travel near Landmark Elementary School. Within implementation of Mitigation Measure TRA-4, impacts would be less than significant. Therefore, the Modified Project would result in no new or more severe impacts related to traffic hazards beyond those identified in the previously certified Final EIR for the Original Project.

e. Would the project result in inadequate emergency access?

As described on pages 371 and 372 of the certified Final EIR, the Original Project provides two means for emergency access to the project site: 1) Loma Vista Drive; and 2) an emergency vehicle/restricted access road between the project site and the Sunshine Garden residential project, which is currently being constructed to the southeast. With these two access points, the Original Project was determined to have less than significant impacts, as described in Impact TRA-5 on pages 371 and 372 of the certified Final EIR.

The Modified Project does not propose eliminating either of these emergency access routes onto the project site. Additionally, the Modified Project would provide for a third emergency access option via Errington Road.

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Therefore, the Modified Project would result in no new or more severe impacts related to inadequate emergency access beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway would modify the pedestrian crosswalks, provide pedestrian refuge as median islands, and generally improve pedestrian safety at this intersection. Pedestrian facilities would not be provided on Errington Road, consistent with existing conditions. Therefore, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

3.17 Utilities and Service Systems

Utilities and Service Systems	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	Pages 335 and 336	No	No	No	N/A
b. Require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Page 336	No	No	No	N/A
c. Require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Pages 336 and 337	No	No	No	N/A
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Pages 337 through 341	No	No	No	N/A
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Page 336	No	No	No	N/A

Utilities and Service Systems	Where was Impact Analyzed in the EIR?	Do Proposed Changes Require Major Revisions to the EIR?	Do New Circumstances Require Major Revisions to the EIR?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do EIR Mitigation Measures Address and/or Resolve Impacts?
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	Pages 341 and 342	No	No	No	N/A
g. Comply with federal, state, and local statutes and regulations related to solid waste?	Pages 342 and 343	No	No	No	N/A

a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The Modified Project would not increase the number of residences developed on the project site or the resultant number of new residents. Accordingly, compared with the Original Project, the Modified Project would not generate increased volumes of wastewater, or wastewater containing substantially more or different levels of potential contaminants and pollutants. The Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project.

b. Would the project require or result in the construction of a new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

e. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As described in Impact PSU-7 on page 336 of the certified Final EIR, the Original Project would generate approximately 1,901 gallons of wastewater per day based on the development of 150 new residences. The Modified Project would not change the number of new residences developed on the project site. The Modified Project would generate similar volumes of wastewater as the Original Project analyzed in the certified EIR because no new or additional uses would occur on site. Therefore, the Modified Project would result in no new or more severe impacts related to wastewater treatment capacity beyond those identified in the previously certified Final EIR for the Original Project.

c. Would the project require or result in the construction of a new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The Modified Project would not increase the amount of impervious surface or resultant stormwater runoff from the project site compared with the Original Project and analyzed in the certified Final EIR. However, the Modified Project includes converting a currently unpaved segment of Errington Road to an asphalt pavement

surface. The runoff from this segment of the road would be conveyed to an existing stormwater ditch adjacent to the west side of this road segment, which currently captures runoff from the road. The proposed new traffic roundabout at the intersection of Loma Vista Parkway and Ohlone Parkway would not substantially increase the amount of impervious surface compared to the existing configuration at this intersection. Therefore, the Modified Project would not increase the amount of runoff from the project such that the construction new storm water drainage facilities not previously analyzed in the certified Final EIR or already constructed would be required. The Modified Project would result in no new or more severe impacts related to storm water drainage facilities beyond those identified in the previously certified Final EIR for the Original Project.

d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As described on page 338 of the Final EIR, site grading of the Original Project and infrastructure installation would require dust suppression and other water uses. These are estimated to be nominal, and would not continue beyond the construction phases of the Original Project. The additional construction required for the proposed new traffic roundabout at the intersection of Loma Vista Parkway and Ohlone Parkway, and the construction of improvements to Errington Road for secondary access would require water for dust suppression. This additional water use would be an incremental and short-term increase in water demand.

As described above, compared to the Original Project, the Modified Project would not increase the number of residences developed on the project site or the resultant number of new residents. The Modified Project would also not change the landscaping or open space provided on the project site, some of which will require irrigation. The proposed new traffic roundabout at the intersection of Loma Vista Drive and Ohlone Parkway could be landscaped and may require irrigation. However, like the Original Project, the irrigation required for the central area of the roundabout would be subject to the City's Water Efficient Landscaping Ordinance (WMC Chapter 6-3.8). This Ordinance includes a maximum allowable water application rate for drip and sprinkler irrigation systems based on the square footage of the landscaping. Additionally, the traffic roundabout would be an incremental and minimal increase in landscaped area.

As described on page 341 of the certified Final EIR, the water demand of the Original Project would be less than one percent of difference in water supply and demand during year three of a multiple dry period. Therefore, the incremental increase in demand for irrigation of the proposed new traffic roundabout, and the short-term demand for construction application would not exceed the City's water supply, including during an extended drought period. The Modified Project would result in no new or more severe significant impacts related to water supplies beyond those identified in the previously certified Final EIR for the Original Project.

f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g. Would the project comply with federal, state, and local statutes and regulations related to solid waste?

The Modified Project would not generate additional solid waste compared to the Original Project analyzed in the certified EIR. Therefore, the Modified Project would result in no new or more severe impacts related to landfill capacity or regulations pertaining to solid waste beyond those identified in the previously certified Final EIR for the Original Project.

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3.18 Cumulative Impacts

As described above in Sections 3.1 through 3.17, the Modified Project would result in no new or more severe direct or indirect impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the cumulative contribution of the Modified Project impacts would be the same as or less than analyzed in the certified EIR for the Original Project. No new reasonably foreseeable future projects have been identified within proximity to the project site that were not previously considered in the cumulative impacts analysis in the certified EIR. Therefore, no new or more severe cumulative impacts would result from the Modified Project beyond those identified in the certified EIR.

4 Other CEQA Required Discussions

The Modified Project would not substantially change the discussion and findings presented for the Original Project in Section 5, *Other CEQA Required Discussions*, of the certified EIR. These other required discussions include significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, and energy effects. As described above in Sections 3.1 through 3.18, the Modified Project would result in no new or more severe direct, indirect, or cumulative impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the Modified Project would also result in no new or more severe significant and unavoidable impacts, growth inducing effects, irreversible environmental effects, or energy effects beyond those previously discussed in the certified EIR.

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5 Comparison of Alternatives

The Modified Project would not significantly change the alternatives analysis and comparison of alternatives in the certified Final EIR. As described in Section 3, *Impact Analysis*, of this Addendum, the Modified Project would result in no new or more severe impacts beyond those identified in the previously certified Final EIR for the Original Project. Therefore, the potential impacts of the Modified Project are within the scope of the impact comparison among the alternatives already considered in the certified Final EIR. As no new or more severe impacts have been identified as a result of the Modified Project, the Modified Project would not require comparison of any new alternatives or alternatives which are considerably different from or inconsistent with those already analyzed in the certified Final EIR. These alternatives include: Alternative 1- No Project Alternative; Alternative 2- Riparian Impact Minimization Alternative; and Alternative 3- Industrial Development Alternative. Therefore, no additional alternatives or further comparison of alternatives is required.

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6 Conclusion

As established in the discussions above regarding the potential effects of the Modified Project, substantial changes are not proposed to the Original Project nor have substantial changes occurred that would require major revisions to the certified Final EIR prepared for the Original Project. Impacts beyond those identified and analyzed in the certified Final EIR would not be expected to occur as a result of the Modified Project. Overall, the proposed modifications to the Original Project that constitute the Modified Project would result in no new information of substantial importance that would have new, more severe impacts, new mitigation measures, or new or revised alternatives from what was identified for the Original Project in the certified Final EIR. Therefore, the City concludes that the analyses conducted and the conclusions reached in the Final EIR certified on August 28, 2018, remain valid. As such, the proposed project would not result in conditions identified in *State CEQA Guidelines* Section 15162, and supplemental environmental review or a Subsequent EIR is not required for the proposed modifications to the Project. Again, it should be noted that the Modified Project would be subject to all previously required mitigation measures from the certified Final EIR for the Original Project. The MMRP adopted for the Original Project on August 28, 2018, would be applicable to the Modified Project. Based on the above analysis, this Addendum to the previously certified EIR for the project has been prepared in accordance with Section 15164 of the *State CEQA Guidelines*.

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Appendix A

Description of Errington Road and Roundabout Improvements

IFLAND ENGINEERS

Civil Engineering | Structural Design | Development Planning
5300 Soquel Avenue, Suite 101
Santa Cruz, CA 95062
P.831.426.5313 F.831.426.1763
www.iflandengineers.com

MEMORANDUM

TO:	Rincon Consultants	***FROM:***	Ifland Engineers
RE:	Errington Road Sunshine Vista – Watsonville, CA	***PROJECT #:***	16076
		DATE:	11/5/18

The purpose of this memo is to provide an outline of the improvements to Errington Road necessary to meet the City of Watsonville Condition of Approval (COA) #8 (Option 1) as contained in Resolution No. 141-18; providing secondary access to a 20-year road standard between the project site (APN's 018-372-14 and 018-381-01), owned by CA Sunshine Development, LLC, and Ohlone Parkway via Errington Road. The following discussion is intended to assist Rincon Consultants in developing required documentation to facilitate preparation of Amendment #4 to the Environmental Impact Report (EIR) for the subject development.

Errington Road is located within an existing 30-foot Right-of-Way (ROW) over APN's 018-651-33 and 018-661-31 (Parcel E of adjacent Sea View Ranch development; refer to the final map for Tract 1442, recorded in Volume 103 of Maps, Page 33, Santa Cruz County Records) which lies immediately west and southwest of the subject project, and provides access between the site and Ohlone Parkway. Immediately south of the subject property and east of the ROW is APN 018-372-17, owned by the Campos Trust.

The existing road is a mix of paved asphalt and compacted baserock. The paved section is that which runs from Ohlone Parkway easterly to where Errington Road turns northward. The paved road is bounded by a freestanding CMU block wall to the south and an existing concrete v-ditch to the north.

The road width is approximately 23 feet, the south edge of which is situated approximately 4 feet from the face of wall. Immediately north of the wall is a 30" wide concrete swale that lies between the wall and AC pavement. The v-ditch along the north side of the road is 3 feet wide and 1 foot deep (see Figure 1).



Figure 1

The section of road running in a generally north-south direction along the easterly side of Sea View Ranch is constructed of compacted baserock and is approximately 18’-3” feet wide as measured from the face of an existing vehicular guardrail to the face of an existing retaining wall along the easterly side of the road that varies in height up to approximately 4 feet (see Figure 2).



Figure 2

A concrete v-ditch runs along the westerly side of the road and conveys storm runoff to a catch basin located within the v-ditch at the point where the road turns roughly 90-degrees and heads westerly toward Ohlone Parkway (see Figure 3).



Figure 3

Immediately west of the v-ditch is a 6' high wood fence. The distance from the fence to the face of the existing retaining wall on the east side of the road is approximately 24'-3". The retaining wall is located approximately 5' into the ROW based on topographic survey data prepared by MidCoast Engineers and provided to us for project design purposes.

To comply with COA #8, certain improvements would need to be made to Errington Road as described herein. However, limitations in the rights conferred by the ROW grant limit the type of work that CA Sunshine Development, LLC can construct.

The paved portion of roadway described above would remain in place without alteration given the constraints presented by the existing v-ditch and CMU wall. For the portion of Errington Road lying in a north-south orientation, the existing concrete v-ditch would remain and establish the finished road grade. The existing baserock would be excavated to a depth specified by the project geotechnical engineer, scarified, and compacted as directed by the geotechnical engineer. New asphaltic concrete (AC) pavement would be placed over the compacted baserock and sloped so that storm runoff flows into the v-ditch for conveyance to the aforementioned catch basin. Minor grading along the east side of the road may be necessary to accomplish this. The improved road width would be approximately 23 feet, measured from the face of guardrail to the easterly boundary of the ROW. However, to accomplish this, the existing retaining wall situated within the ROW would need to be demolished and moved easterly to just outside the ROW boundary. Grading east of the wall of approximately 100 cubic yards would be necessary to accommodate its new location. Additional grading of 100-150 cubic yards may be necessary to construct the new road to its intended width. The total length of improved road from the paved portion to the future entrance into the Sunshine Vista development is approximately 550 lineal feet.

Condition of Approval #8 is clear that no public sidewalk or street trees are required (see Figure 4). Additionally, the ROW grant does not allow for installation of utilities. Therefore, street lighting would not be provided.

Improvement Plans shall be submitted before reviewing Final Map and include the following:

8. **Off-site Improvements: Secondary Access and/or Roundabout.** Applicant shall (a) provide secondary access via Errington Road within the 30-foot wide right-of-way on the east side of a 1.7± acre property owned by the Sea View Ranch Homeowners Association (APN 018-661-31) and/or (b) install a roundabout at the intersection of Ohlone Parkway and Loma Vista Drive. If the applicant is required to select option "a," the existing dirt road shall be improved to a 20-year road standard and the CC&Rs shall identify the HOA established for the project site as the responsible party for maintenance of the roadway. Since primary pedestrian access would be provided via the extension of Loma Vista Drive to the project site, this secondary access road will not be required to provide sidewalk and street trees. If the applicant is required to select option "b," the applicant shall design and construct a roundabout as part of the first phase of development. In addition, the City shall determine a cost sharing arrangement with the applicant for installing the roundabout as part of a separate Development Agreement (see Condition of Approval No. 6). (CDD-E)

Figure 4

We trust this information is sufficient for your needs. Should you require any additional information please contact us at your convenience.

Sincerely,

IFLAND ENGINEERS

IFLAND ENGINEERS

Civil Engineering | Structural Design | Development Planning
5300 Soquel Avenue, Suite 101
Santa Cruz, CA 95062
P.831.426.5313 F.831.426.1763
www.iflandengineers.com

MEMORANDUM

TO:	Rincon Consultants	***FROM:***	Ifland Engineers
RE:	Roundabout Improvements at Ohlone Parkway/Loma Vista Drive Sunshine Vista – Watsonville, CA	***PROJECT #:***	16076
		DATE:	11/5/18

The purpose of this memo is to provide an outline of the roundabout improvements to Ohlone Parkway necessary to meet the City of Watsonville Condition of Approval (COA) #8 as contained in Resolution No. 141-18. The following discussion is intended to assist Rincon Consultants in developing required documentation to facilitate preparation of Amendment #4 to the Environmental Impact Report (EIR) for the subject development.

Ohlone Parkway is a fully improved road providing access to several residential subdivisions, a public school, shopping center, and connection between Highway 152/Main Street to the north and West Beach Street to the south of the proposed Sunshine Vista development.

At the subject intersection, Ohlone Parkway consists of one through travel lane in each direction, left turn lanes onto Loma Vista in both directions, public sidewalks/bike trails, and bus stops in both directions north and south of the intersection. Eastbound Loma Vista consists of a combination through and left turn lane, and a dedicated right turn lane. Westbound Loma Vista consists of a single lane in each direction. Accessible curb ramps at located at all four corners and crosswalks provide connectivity between sidewalks along Ohlone Parkway and across Ohlone Parkway on the north side of the intersection. Landscape improvements associated with residential developments are located on all corners except the northwest corner which abuts undeveloped property.

In order to comply with Option B of COA #8, construction of a roundabout at the subject intersection may be required by the City of Watsonville. This would necessitate substantial removal and replacement of existing curb, gutter, sidewalk, AC pavement, bus stops and associated concrete bus pads, landscaping, signs, drainage infrastructure, fire hydrants, street lights, utility vaults, and street medians. Existing structures such as manholes and valves within the intersection will require, at minimum, adjustment to grade of the new roundabout, if not relocation.

A conceptual layout of roundabout improvements is enclosed as Exhibit A. The area of work consists of approximately 55,000 SF of disturbed area and runs a distance of approximately 550 lineal feet along Ohlone Parkway. No substantial changes in road grades are anticipated. Therefore, grading is expected to be modest. Instead, the bulk of the work will consist of removing pavement, curbs and sidewalks and reconstructing them in a roundabout configuration. Bus stops will be relocated approximately 100 feet further north and south of their present locations to accommodate lane transitions exiting the roundabout.

Access for traffic and emergency vehicles along Ohlone Parkway throughout the construction activities will be maintained by allowing vehicles to drive on various subgrade sections prior to pavement being installed. Signage and traffic control flagmen will be employed to make sure the vehicles are routed through safely.

Phase 1 will consist of closing the western half of Ohlone Parkway and rerouting the traffic onto the eastern half. Once pavement is removed, traffic will be shifted back onto the western half to allow for removal of the eastern half. Vehicles will be traveling on the existing compacted subbase at this time. After the asphalt on the eastern half is removed, the contractor will excavate the remaining material down to the proposed finish subgrade elevation. This section will be fine graded and compacted prior to shifting the westbound traffic back onto it.

Phase 2 will follow the same sequence but will include importing Class 2 aggregate baserock and hot mix asphalt.

In Phase 3, the contractor will route traffic on the new asphalt pavement around the outer edges of the proposed roundabout location to complete the construction in the middle.

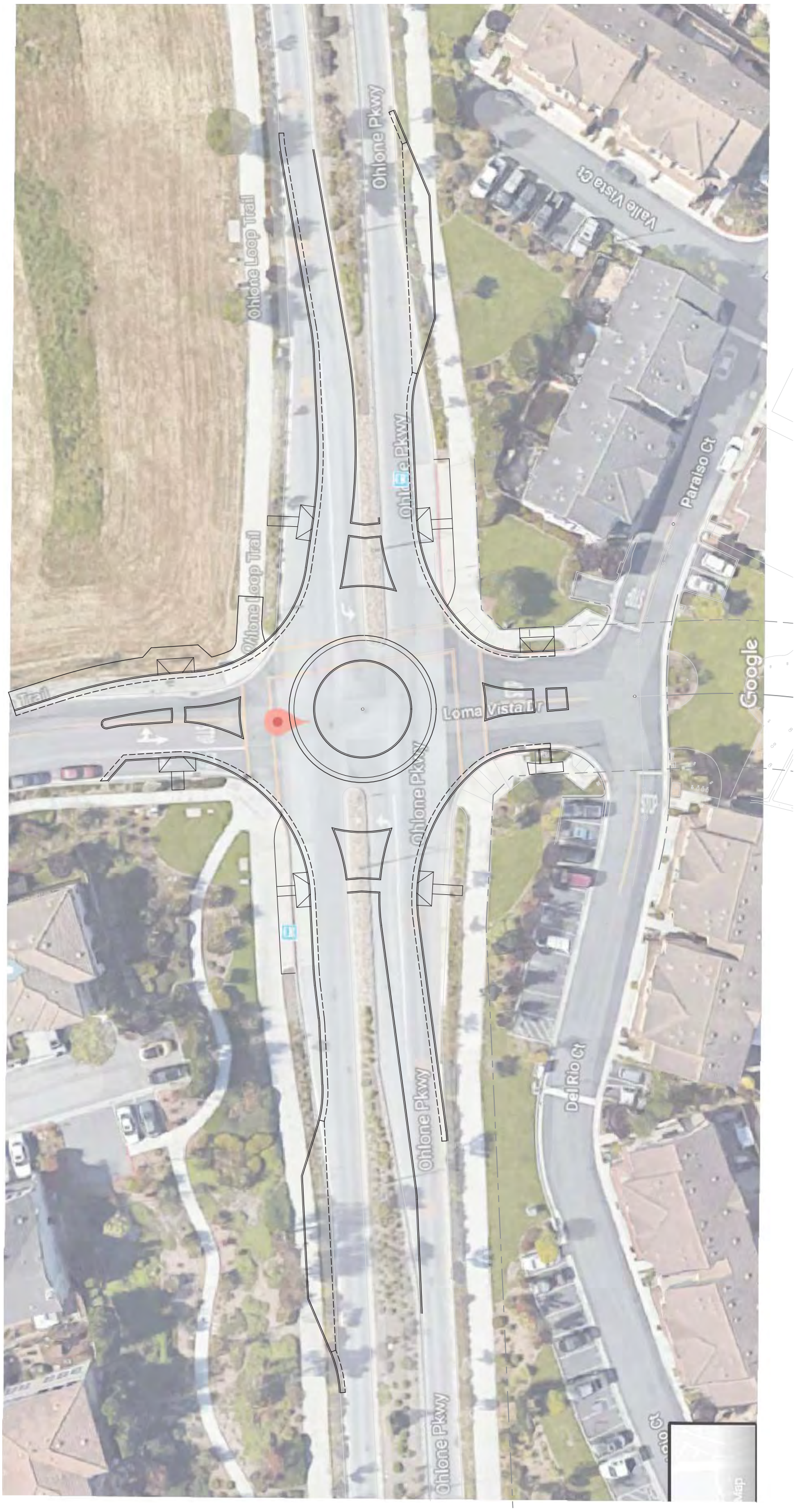
We trust this information is sufficient for your needs. Should you require any additional information please contact us at your convenience.

Sincerely,

IFLAND ENGINEERS

C:\- PROJECTS\16076 SUNSHINE VISTA\DWGS\PLANNING\EXHIBITS\ROUNDABOUT\V-SITE-TURN.dwg 01Oct18 02:02:34 AM RTso ©IFLAND ENGINEERS, INC.

© UNPUBLISHED WORK OF IFLAND ENGINEERS, INC. AND MAY NOT BE DUPLICATED OR MODIFIED WITHOUT THE WRITTEN CONSENT OF IFLAND ENGINEERS, INC.



GRAPHIC SCALE: 1 INCH = 20 FEET

NOT FOR CONSTRUCTION

JOB NO. 16076	SHEET EX-1	CONCEPTUAL DESIGN	DATE 10/01/18	DESIGN RICH TSO	DRAWN STAFF

PRELIMINARY ROUNDABOUT STUDY

SUNSHINE VISTA

WATSONVILLE, CALIFORNIA

IFLAND ENGINEERS
CIVIL ENGINEERING ■ LAND PLANNING ■ STRUCTURAL DESIGN
5300 SOQUEL AVE, SUITE 101
SANTA CRUZ, CA 95062
TEL (831) 426-5313
FAX (831) 426-1763
www.iflandengineers.com

BY	REVISION	DATE

Appendix B

Memorandum Evaluating the Feasibility of Mitigation Measure N-6

WALD RUHNKE & DOST
ARCHITECTS LLP

2340 Garden Road
Suite 100
Monterey, CA
93940-5347
T: (831) 649-4642
F: (831) 649-3530
www.wrdarch.com

October 24, 2018

Justin Meek, AICP, Principal Planner
Community Development Department
City of Watsonville
250 Main Street
Watsonville, CA 95076

Sunshine Vista Homes: 511 Ohlone Parkway, Watsonville, CA
(APN's 018-372-14 & 018-381-01)

Re: Tentative Map, Tract No. 1607: Condition 39 (Construction Noise Reduction Techniques (MM N-6):

- *During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.*

- *The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.*

- *A temporary sound attenuation barrier shall be erected along the north, south, and west edge of the project site prior to construction activity. This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.*

- *The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices. (CDD-B, PW).*

Dear Mr. Meek,

California Sunshine Development LLP engaged the services of an acoustical engineer (Sonics ESD), who conducted both on-site testing and computer modeling to determine the potential impacts and mitigations of construction equipment noise to adjacent residences in accordance with Tentative Map Condition 39. As a result of

the testing and modeling, coupled with aspects of the mitigations that are technically infeasible and which create constructability conflicts, an amendment to Condition 39 is hereby requested.

Interior Noise Tolerances:

While Condition 39 did not determine a baseline to establish interior noise tolerances for the adjacent residences, the 2005 Watsonville General Plan establishes maximum residential interior noise levels to be 45 dB. The acoustic testing performed for this project uses this standard as a baseline for evaluating an acceptable level of tolerance.

Testing Methodology:

The grading phase of construction tends to create the highest noise levels because of the operation of heavy equipment. The on-site testing was performed on Friday, October 19 and included baseline sound readings from a Caterpillar CAT325FL excavator operating at one baseline location and at several other test site locations. The noise levels from the excavator was deemed to be less than a Caterpillar D6 dozer and consequently the testing results were extrapolated from the noise levels of the CAT325FL and adjusted to simulate the noise levels from a D6 dozer. The test results are summarized as follows:

Testing Results at North Side:

At the north side, adjacent residents are located at approximately 345-feet away from the source of equipment noise. Two separate locations were tested: Test Site A (located at the walking path of the adjacent residents at an elevation of 8-feet below the first floor and at approximately 10-feet below the height of the equipment) resulted in maximum Lin dB of 65.3dB and ambient Lin dB of 59.1dB. Maximum Lin interior noise levels at Test Site A are assumed to be between 41.3 dB to 45.3dB and ambient Lin dB of between 35.1 dB to 39.1 dB. These levels are within acceptable tolerances.

Test Site B (located at the walking path of the adjacent residents at an elevation of 8-feet below the first floor and at approximately the same height of the equipment) resulted in maximum Lin dB of 64.8dB and ambient Lin dB of 60.1dB. Maximum Lin interior noise levels at Test Site A are assumed to be between 40.8 dB to 44.8 dB and ambient Lin dB of between 36.1 dB to 40.1 dB. These levels are within acceptable tolerances.

Given that the sound levels at the north side are at acceptable thresholds we request that the requirement for a sight-line barrier at the north side also be removed from Condition 39. It should be noted that such a sight-line barrier is technically infeasible to construct.

Testing Results at South Side:

At the south side, adjacent residents are located at approximately 575-feet away from the source of equipment noise. It was assumed by prima facie evidence that with a greater distance than the north side, the testing results at the south side would be less than the levels from the north side and on-site testing at the south side was therefore not performed. Computer modeling at the south side resulted in maximum Lin dB of 62 dB and ambient Lin dB of 62 dB. Maximum Lin interior noise levels at Test Site C are assumed to be between 38 dB to 42 dB and ambient Lin dB of between 38 dB to 42 dB. These levels are within acceptable tolerances.

Given that the sound levels at the south side are at acceptable tolerances we request that the requirement for a sight-line barrier at the south side also be removed from Condition 39. Such a barrier at the south side would offer little benefit as the nearest residences at the south side are at a significant distance away.

Testing Results at West Side:

At the west side, adjacent residents are located approximately 68-feet from the source of equipment noise. One location was tested: Test Site C (located at the open space area of the Casitas) resulted in maximum Lin dB of 70.3dB and ambient Lin dB of 61.9dB. Maximum Lin interior noise levels at Test Site C are assumed to be between 46.3 dB to 50.3 dB and ambient Lin dB of between 37.9 dB to 41.9 dB. The maximum Lin dB levels of between 46.3 dB to 50.3 dB are not within acceptable tolerances.

To mitigate at this location, we propose a 565-linear foot by a maximum 10-foot high composite acoustic barrier consisting of a retaining wall that ranges between 0 to 4-feet high and topped with a cyclone fence that is draped with a mass loaded vinyl acoustic material to achieve a maximum barrier height of 10-feet. The barrier is proposed to be located at the westerly boundary between the Sea View Ranch Casitas and Sunshine Vista Homes.

Installing an acoustic barrier at the west side of the site prior to the commencement of the earthwork activities will create insurmountable conflicts for the contractor. The earthwork extends all the way to the boundary between Sea View Ranch and Sunshine Vista and there would be physically no room to install the fence within Sunshine Vista's side of the boundary line and for the contractor to also perform the work. The barrier would interfere with the earthwork activities to such an extent that the contractor would not be able to perform the limited amount of grading nor construct the retaining wall at this location.

Due to this conflict we propose that the acoustic barrier be installed immediately subsequent to the construction of the retaining wall. We estimate that the time necessary for the limited amount of grading to facilitate the construction of the retaining wall at this location to be approximately 10 working days upon commencement of the work.

Conclusion:

The City of Watsonville prohibits offensive noise between the hours of 10:00 PM and 7:00 AM. The prohibition of offensive noise during nighttime hours would limit the effects of nighttime construction noise, thereby reducing impacts to residential uses during the hours people are typically in their homes or normally sleep. Daytime noise would exceed acceptable thresholds at the westerly side for the approximate 10-day period during the limited grading activities that are to occur prior to the installation of the westerly acoustic barrier. Therefore, impacts are potentially significant and additional mitigation is required to the approved conditions noted in Condition 39.

As a result of the additional mitigation required, the results of the on-site acoustic testing and computer modeling, and the technical infeasibility and constructability conflicts with complying with the exact language of Condition 39, we propose the following amended language for your consideration:

Condition 39 (Construction Noise Reduction Techniques (MM N-6):

- *During project construction, all equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.*

- *The contractor shall provide staging areas onsite to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.*

- *A temporary sound attenuation barrier shall be erected along the ~~north, south, and~~ west edge of the project site ~~prior~~ immediately subsequent to the completion of the westerly retaining wall. ~~construction activity.~~ This barrier must break the line of sight between construction areas and the ground floor level of adjacent residences to the west and shall be designed to achieve the maximum sound attenuation feasible. Barrier design and its acoustic properties shall be based on a site-specific acoustic analysis prepared by a qualified acoustic engineer prior to issuance of grading or construction permits.*

- *The project applicant and/or construction contractor(s) must use the newest available power construction equipment with standard recommended noise shielding and muffling devices. (CDD-B, PW).*

- *Construction Hours. Hours of construction for the first 10 days of construction activities shall be limited to the hours between 9:00 AM and 5:00 PM on weekdays and 9:00 AM to 4:00 PM on Saturdays.*

Attached to this letter are the following exhibits and documents that support the above findings:

1. Site testing diagram of Baseline and Test Sites A & B
2. dB cross sections (west side)
3. Site plan showing location of the acoustic barrier at the west side
4. Manufacturer cut sheets: Acousticblok Inc, *Acoustifence AF6X30IR*
5. Computer modeling results of Test Site C

We appreciate your prompt attention to this request and your cooperation in amending Condition 39.

If you have any questions, please contact Peter Silva at 831-649-4642 or email peters@wrdarch.com.

Sincerely,

Wald, Ruhnke & Dost Architects, LLP

Peter J. Silva
Architect

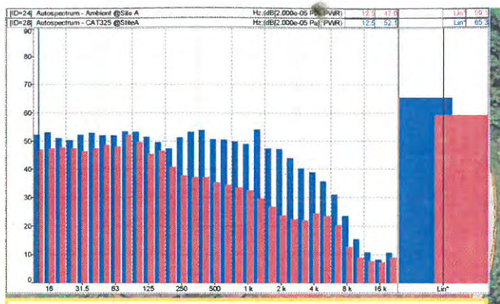
Attachments

SUNSHINE VISTA HOME SITE TESTING

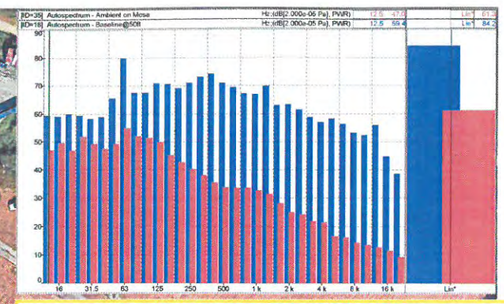
EQUIPMENT/CONDITIONS

Caterpillar CAT325FL Temp: 67F-81F Wind: W/NW: 5-7 MPH Ground: Irregular

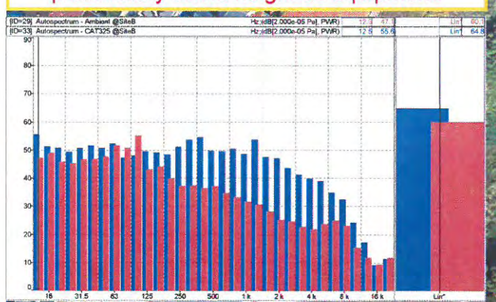
All measurements shown are Leq (equivalent continuous sound level) averaged over a 60sec period as the vehicle moved back and forth at each location. For calculation and modeling purposes all levels have been left as Lin dB (linear weighted) as barriers and acoustic flanking calculations require frequencies not covered by dBA. Measurements indicate that a single Dozer or Grater will be 5dB-10dB louder at 50ft then the CAT325FL was. Multiple vehicles working at the same time will have an accumulative impact on overall sound levels around the project site based on relative positions and activities. A 1KHz tonal component was noted from the vehicles safety system.



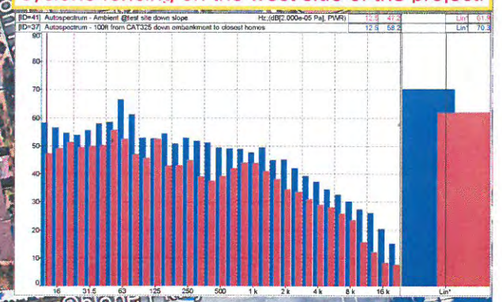
TEST SITE A
Distance: ~345ft
Lin dB MAX: 65.3dB Lin dB Amb: 59.1dB
Description: Samples were taken along walking path North of Property, at an elevation 8ft below first floor of adjacent houses and proximately 10ft below the height of the equipment.



BASELINE EQUIPMENT TEST
CATIPILAR 325F L
Distance: ~50ft
Lin dB MAX: 84.2dB Lin dB Ambient: 61.3dB
Description: Baseline measurements of the provided CAT325F L Excavator were taken at a distance of 50ft from equipment as it was moving back and forth on the Mesa. This was to correlate data acquired on site with USDOT/FHA Construction Noise Handbook measurements.



TEST SITE B
Distance: ~345ft
Lin dB MAX: 64.8dB Lin dB Amb: 60.1dB
Description: Samples were taken along walking path North of Property, at an elevation 8ft below first floor of adjacent houses and proximately same height as equipment.



TEST SITE C
Distance: 100ft
Lin dB MAX: 70.3dB Lin dB Amb: 61.9dB
Description: Samples were taken on the right of way to be cut though from Ohlone Parkway at an elevation aproximately 30ft below the equipment active on the property side of the cyclone fencing on the west side of the project.

Appendix C

Traffic Impact Analysis for Access Modifications

Keith Higgins

Traffic Engineer

August 21, 2018

Steve Svete
Rincon Consultants
437 Figueroa Street, Suite 203
Monterey, CA 93940

Re: Sunshine Vista Errington Road Access, Watsonville, CA

Dear Steve:

As you requested, this letter provides an analysis of access and egress modifications for the proposed Sunshine Vista residential development east of Ohlone Parkway in Watsonville. I previously prepared a traffic impact analysis for the project in January 2017.

As currently proposed, the project would have a single vehicular access via an extension of Loma Vista Drive east of Paraiso Court, one block east of Ohlone Parkway. During the June 26, 2018 City Council hearing a request was made to consider an evaluation of a potential secondary access via Errington Road, an existing roadway south of the project site. The request included a review of operations with and without the conversion of the Ohlone Parkway / Loma Vista Drive intersection into a roundabout. This letter evaluates the potential new secondary access with project traffic and how operations of the primary access (Ohlone Parkway / Loma Vista Drive) would change with the new secondary access. Geometric issues and available sight distance at the Errington Road intersection with Ohlone Parkway are also reviewed. **Exhibit 1** depicts the study area and the potential locations of both the primary and secondary access points.

A. PROPOSED ACCESS CHANGE

The potential secondary access would be via Errington Road, an existing roadway that intersects Ohlone Parkway between Loma Vista Drive and Lighthouse Drive. This roadway also provides access to an existing industrial building south of the project site. The primary access via Loma Vista Drive would be retained.

B. INTERSECTION VOLUMES

The intersection volumes evaluated in this analysis are depicted in the following exhibits:

- Existing Volumes -- **Exhibit 2**
- Revised Project Trip Assignment with Errington Road Access – **Exhibit 3**
- Existing Plus Project Volumes (With Errington Road Access) – **Exhibit 4**
- Cumulative Without Project Volumes – **Exhibit 5**
- Cumulative Plus Project Volumes (With Errington Road Access) – **Exhibit 6**

The sources and derivations of these volumes are described below.

1. Existing Volumes

Exhibit 2 depicts the existing volumes at the study intersection. The existing volumes at the Ohlone Parkway / Loma Vista Drive intersection are referenced from the January 2017 traffic report.

The existing volumes on Errington Road are due solely to an existing industrial building (545 Errington Road) located south of the project site. **Exhibit 1** provides more detail regarding the location of this building relative to the project. It is unclear if the building was occupied at the time of the traffic volume counts for the January 2017 report. To be conservative, the traffic volumes on Errington Road were estimated based on the potential trip generation of the building, using trip rates from *Trip Generation Manual,* 10th Edition, published in 2017 by the Institute of Transportation Engineers. These trips were split roughly 50% to and from the north and 50% to and from the south on Ohlone Parkway.

2. Revised Project Trip Assignment with Errington Road and Existing Plus Project Volumes (With Errington Road Access)

Exhibit 3 illustrates the revised project trip assignment volumes with both a primary (Loma Vista Drive) and secondary (Errington Road) access. The secondary access will shift an estimated 80% of the traffic to and from the south away from the primary access compared to the January 2017 report – this comprises over 20% of the total project traffic. The addition of the secondary access would not change the project trip generation or distribution and assignment at any of the other study intersections in the January 2017 report.

The revised project trip assignments were added to the Existing volumes to create the Existing Plus Project volumes contained in **Exhibit 4**.

3. Cumulative Without Project Volumes

The Cumulative Without Project volumes at the Ohlone Parkway / Loma Vista Drive intersection are referenced from the January 2017 traffic report.

The Cumulative Without Project volumes at the Ohlone Parkway / Errington Road intersection are depicted in **Exhibit 5**. These volumes were derived using the cumulative traffic growth at the adjacent Ohlone Parkway intersections from the January 2017 report, which was added to the existing volumes in **Exhibit 2**.

4. Cumulative Plus Project Volumes

The revised project trip assignments in **Exhibit 3** were added to the Cumulative Without Project volumes in **Exhibit 5** to create the Cumulative Plus Project volumes contained in **Exhibit 6**.

C. INTERSECTION OPERATIONS

Exhibit 7 summarizes the intersection operations under all four of the analysis scenarios at the following two intersections:

1. Ohlone Parkway / Loma Vista Drive
2. Ohlone Parkway / Errington Road

The operations at all other intersections studied in the January 2017 report would be identical with the addition of the secondary access via Errington Road.

Exhibit 7 has been organized into four parts, to depict four potential options that combine potential project access and intersection control modifications. These four options are as follows:

- Option 1: January 2017 Report – This option represents the project access and intersection controls as evaluated in the January 2017 report. The sole project access would be via an extension of Loma Vista Drive. The existing side-street stop control at the Ohlone Parkway / Loma Vista Drive intersection would also remain.

- Option 2: Roundabout – This option retains the same single project access as Option 1 but converts the Ohlone Parkway / Loma Vista Drive intersection into a roundabout. The roundabout conversion is currently the responsibility of the Manabe Ow Specific Plan developers once a certain square footage of industrial buildings has been constructed in the Specific Plan area.

- Option 3: Errington Road Access – This option retains the side-street stop intersection control under Option 1 but adds Errington Road as a secondary access to the project site.

- Option 4: Roundabout and Errington Road Access – This option combines the Roundabout conversion from Option 2 with the secondary Errington Road access from Option 3.

The level of service calculations for Option 1 (all) and Option 3 (Existing and Cumulative Plus Project conditions for Ohlone Parkway / Loma Vista Drive only) are cited from the January 2017 traffic report. **Appendix A** (Option 2), **Appendix B** (Option 3) and **Appendix C** (Option 4) contain the remaining level of service calculations.

The Ohlone Parkway / Loma Vista Drive intersection will operate at LOS A as a roundabout and LOS B with side street LOS D or better under all analysis scenarios for all four options. Both study intersections are projected to operate at or better than their level of service standards of LOS D (overall) and LOS E (side-street operations).

Currently, pedestrians must cross Ohlone Parkway at an uncontrolled crosswalk at this location. Vehicular travel speeds will be substantially reduced with a roundabout. The roundabout would have the additional

benefit of improving provisions for pedestrians crossing Ohlone Parkway at this intersection. This is important for because there is a high number of school pedestrians that cross Ohlone Parkway at this location due to the proximity of Landmark Elementary School. However, Sunshine Vista will generate very little additional pedestrian activity at this crosswalk because it is on the same side of Ohlone Parkway as the school.

D. ERRINGTON ROAD INTERSECTION GEOMETRICS AND SPACING

The Ohlone Parkway / Errington Road intersection is located just north of the Ohlone Parkway / Lighthouse Drive intersection. Errington Road intersects Ohlone Parkway on the east with a concrete driveway apron. This implies stop control. The Lighthouse Drive approaches to Ohlone Parkway are stop-controlled. Ohlone Parkway is uncontrolled at both locations. A southbound Ohlone Parkway left turn lane is provided at Lighthouse Drive. This left turn lane extends to Errington Road, thus also serving as a median acceleration lane for left turns from Errington Road onto southbound Ohlone Parkway. The raised, landscaped median along Ohlone Parkway north of Errington Road has a supplemental painted island at its southerly terminus at Errington Road that is designed to prohibit southbound Ohlone Parkway left turns onto Errington Road. However, there are no signs or other indications that this movement is prohibited. Tire marks across the painted island clearly indicate the wheel tracks of vehicles making this maneuver.

The intersections are located approximately 185 feet apart – as measured between the centers of the intersections – or approximately 155 feet apart – as measured between the nearest edges of the two intersections. When traveling from south to north on Ohlone Parkway, there is an approximately 3% uphill grade between the intersections. Ohlone Parkway is classified as a minor arterial roadway south of Harkins Slough Road and has a posted speed limit of 35 miles per hour (mph) in this area.

Exhibit 8 summarizes the unsignalized intersection spacing guidelines for various states and from various publications. There is no consensus on what a minimum spacing should be between adjacent unsignalized city street intersections or between city street intersections and driveways. Neither the City of Watsonville,[1] Caltrans,[2] nor the American Association of State Highway Transportation Officials (AASHTO)[3] have any official guidelines for intersection spacings of this type.

Public agencies and publications that do have guidelines for city street intersection spacings are varied in their recommendations and the basis for those recommendations. At the short end, the Georgia Department of Transportation[4] allows an intersection spacing of 150 feet for a 35-mph roadway and 185 feet for a 40-mph roadway. At the high end, the Minnesota Department of Transformation[5] recommends intersection

[1] *City of Watsonville Public Improvement Standards,* City of Watsonville, 2018.
[2] *Highway Design Manual,* 6th Edition, California Department of Transportation (Caltrans), Last Updated November 2017.
[3] *A Policy on Geometric Design of Highways and Streets,* 6th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011.
[4] *Access Management Manual,* Second Edition, Transportation Research Board, 2014
[5] Ibid.

spacings of a quarter-mile (1,320 feet) on minor arterial roadways. Other guidelines are based on horizontal grade changes or available sight distance between adjacent intersections.

It is important to emphasize that agencies either only have guidelines or no guidelines at all because there is not a hard science on which to establish precise distances. A review of most arterials and collectors in nearby cities will indicate that very few have guidelines for this access management item.

As noted previously, the Manabe Ow Specific Plan development – located on Ohlone Parkway south of Lighthouse Drive – is required to convert the Ohlone Parkway / Loma Vista Drive and Ohlone Parkway / Lighthouse Drive intersections into roundabouts once a certain amount of its total industrial space has been constructed.

In *Roundabouts: An Informational Guide,*[6] intersections are recommended to be located more than 50 feet from the outside edge of the roundabout, plus the necessary distance to provide left or right turn lanes at the downstream intersection. In this case, Errington Road is downstream from Lighthouse Drive, but is a T-intersection that intersects to the right relative to northbound vehicles exiting the future roundabout. There will no longer be a left turn lane between Errington Road and Lighthouse Drive once the Ohlone Parkway / Lighthouse Drive intersection is converted into a roundabout. Therefore, the existing spacing will be adequate to serve Errington Road with a roundabout at Lighthouse Drive.

E. OHLONE PARKWAY / ERRINGTON ROAD SIGHT DISTANCE

A second issue regarding traffic operations at the Ohlone Road / Errington Road intersection is the adequacy of sight distance. The sight distance for traffic exiting Errington Road is based on a 40-mph design speed along Ohlone Parkway (35 mph posted speed). The Caltrans Highway Design Manual recommends a minimum 300 feet of sight distance for this design speed. To and from the south of Errington Road, the 385 feet of sight distance is provided, which is more than acceptable. This sight line passes through the adjacent Ohlone Parkway / Lighthouse Drive intersection, from which there would also be oncoming vehicles turning from Lighthouse Drive onto Ohlone Parkway at about 185 feet south of Errington Road. These turning vehicles, however, would be traveling under 25 mph. The Caltrans sight distance standards for 25 mph are only 275 feet (preferred) and 150 feet (minimum), the latter of which would also be met. These lower standards would also apply to all opposing traffic from the south after the Ohlone Parkway / Lighthouse Drive intersection is converted into a roundabout.

Vehicles turning left from Errington Road to proceed southbound on Ohlone Parkway can enter the left turn lane that serves southbound left turns onto Lighthouse Drive. These vehicles must yield to southbound Ohlone Parkway traffic while waiting in the southbound left turn lane to enter the southbound through lane. Sight distance to and from the north along Ohlone Parkway between these vehicles and southbound Ohlone Parkway through traffic is only about 200 feet, which is less than the 300 feet of sight distance required for a 40-mph design speed. This is due to the vegetation in the median and on the east frontage of Ohlone

[6] *Roundabouts: An Informational Guide,* Second Edition, Transportation Research Board, 2010.

Parkway. Vehicles generally continue south in the left turn lane before entering the southbound travel lane. This provides greater clearance to the vegetation and can achieve 250 feet of sight distance, accommodating a travel speed of 35 miles per hour. This vegetation should be trimmed for about 150 feet from the south end of the median – removing all leaves and branches along the west half of the median between a height of three feet and six feet above the median surface. The extent of vegetation removal will need to be determined in consultation with Watsonville Public Works Department.

F. ERRINGTON ROAD STOP SIGNS

New stop signs could be added along Errington Road, at the discretion of the City of Watsonville. More specifically, stop signs could be added at the following locations:

1. Secondary Project Access at Errington Road. The Errington Road secondary access would extend along the existing paved roadway between the project and Ohlone Parkway. It would use the existing roadways with the 30-foot wide right-of-way on the east and south sides of the Sea View Ranch Homeowners Association. A stop sign could be added to the southbound approach on the north leg of Errington third leg at the existing intersection that includes an east leg that serves as the driveway for the existing industrial building at 545 Errington Road. This would reduce the speed of vehicles travel out of the process access and when turning right onto Errington Road.

2. Errington Road at Ohlone Parkway. There is currently no stop sign on Errington Road at Ohlone Parkway. Section 21804 of the California Vehicle Code requires vehicles exiting Errington Road to yield to vehicles approaching on Ohlone Parkway. The addition of a stop sign would require vehicles to stop. This would clarify this requirement for vehicles exiting Errington Road onto Ohlone Parkway.

G. CONCLUSIONS

Based on the above analysis and discussions, the following conclusions have been reached:

1. Secondary Access: There are no significant differences in intersection operations between the primary only or primary/secondary access options. Therefore, no significant traffic impacts will be associated with the provision of Errington Road as a secondary project access. It is at the discretion of the City of Watsonville regarding whether to include this secondary access as a part of the project.
2. Overall Operations: There are no significant differences in operations under any development scenario between the existing side-street stop control or a conversion to a roundabout. A roundabout will improve provisions for pedestrians crossing Ohlone Parkway at Loma Vista Drive. The project will add very few pedestrians to this movement. It is at the discretion of the City of Watsonville to implement the roundabouts with the Sunshine Vista Phased Development project or until required by the Manabe Ow Specific Plan.
3. Intersection Spacing: The spacing along Ohlone Parkway between Errington Road and Lighthouse Avenue is acceptable.

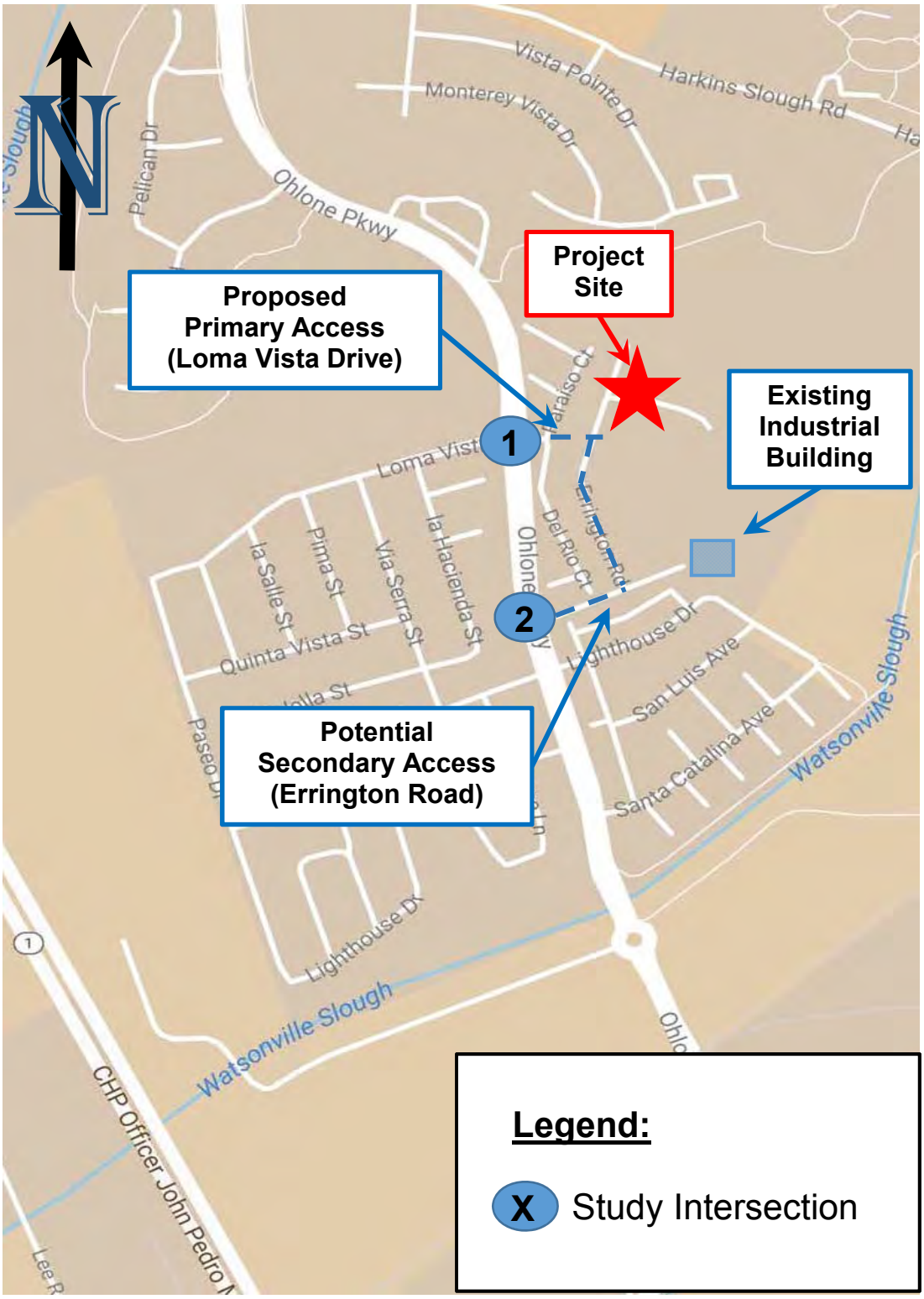
4. Errington Road Design Recommendations:
   The following are design modifications that are recommended to be implemented if Errington Road is used as a secondary access for the project. The City should also consider implementing these if Errington Road is not used as a secondary access for the project.
   a. Southbound Left Turn Issues: At the discretion of the City of Watsonville, reinforce that the southbound Ohlone left turn movement at Errington Road is prohibited. This would include the following improvements:
      i. Refresh the existing median striping at the Ohlone Parkway / Errington Road intersection. Consider providing a physical barrier such as curbing or channelizers to physically prevent the southbound left turn movement.
      ii. Remove the existing Ohlone Parkway directional sign for "511-555 Ohlone Parkway" from the street light pole located at the southern end of the raised median.
      iii. Trim the vegetation in the median of Ohlone Parkway north of Errington Road to improve sight distance to/from the north. All leaves and branches should be trimmed between three and six feet above the median surface.
   b. Secondary Access: Stop signs could be added at the following locations, at the discretion of the City of Watsonville:
      i. Along the secondary access route on Southbound Errington Road at the Errington Road - 555 Ohlone Parkway T-intersection.
      ii. Errington Road at Ohlone Parkway.

If you have any questions regarding the contents of this letter or need additional information, please do not hesitate to contact me at your convenience. Thank you for the opportunity to assist you with this project.

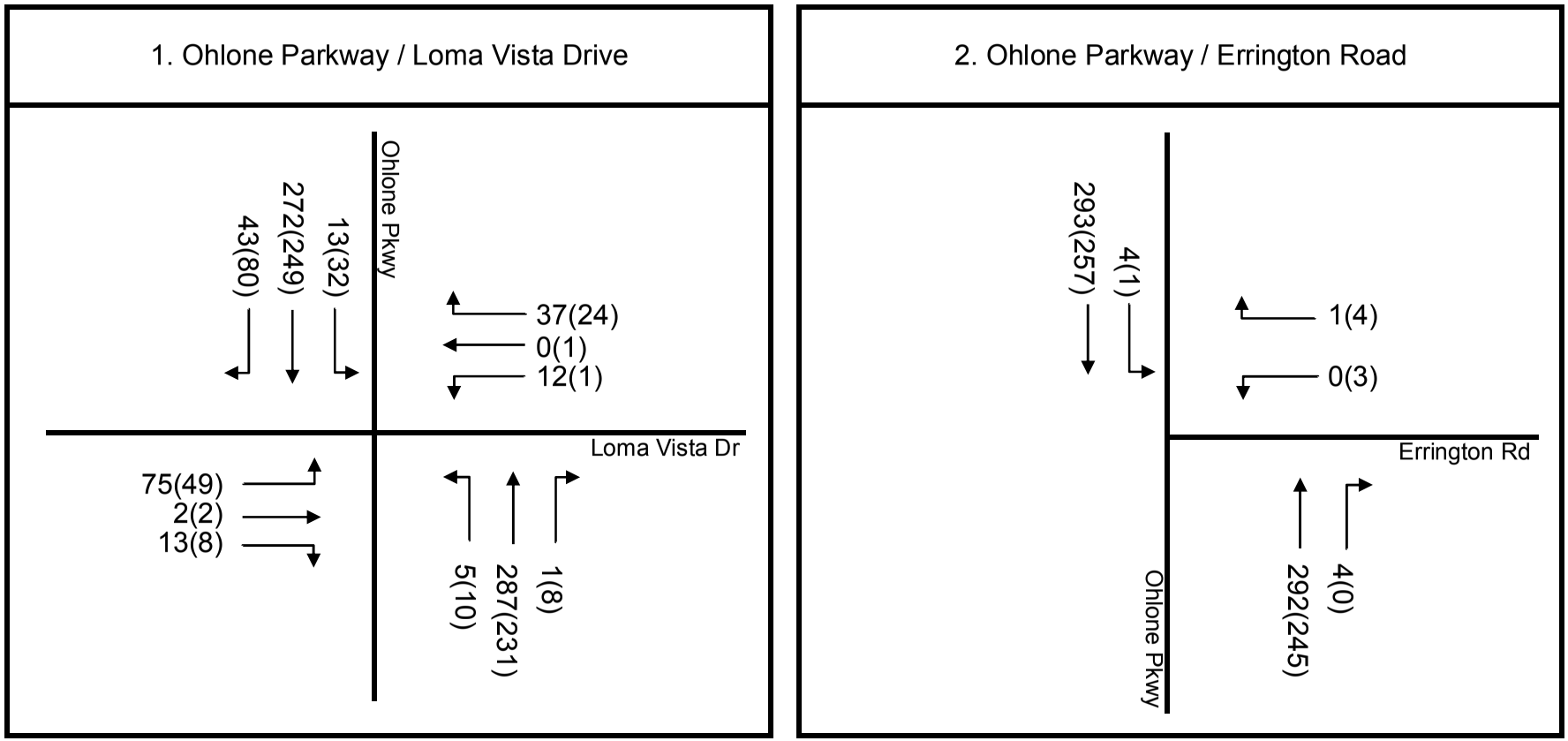
Respectfully submitted,

Keith B. Higgins

Keith B. Higgins, PE, TE



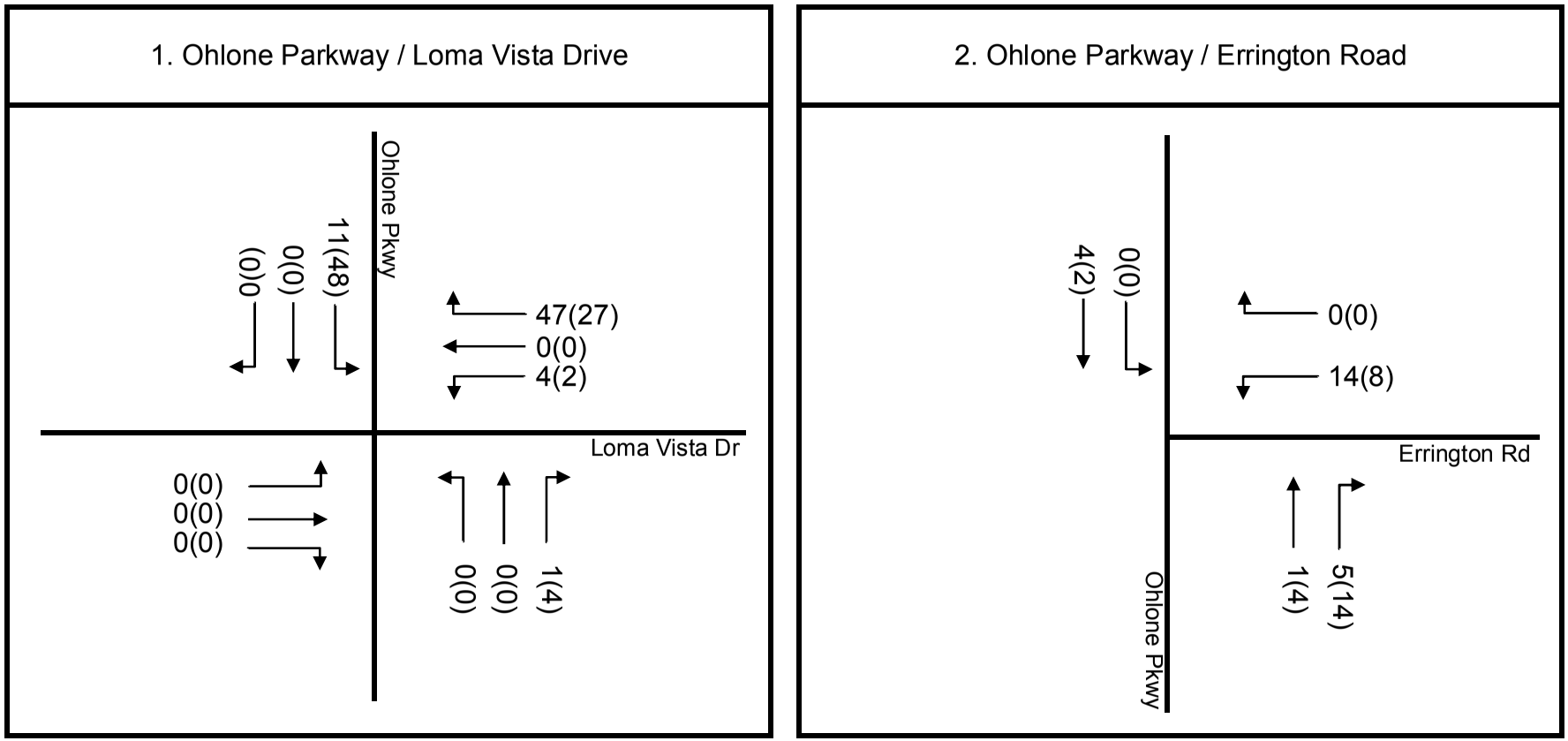
Basemap Source: Google Maps, 2018.



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

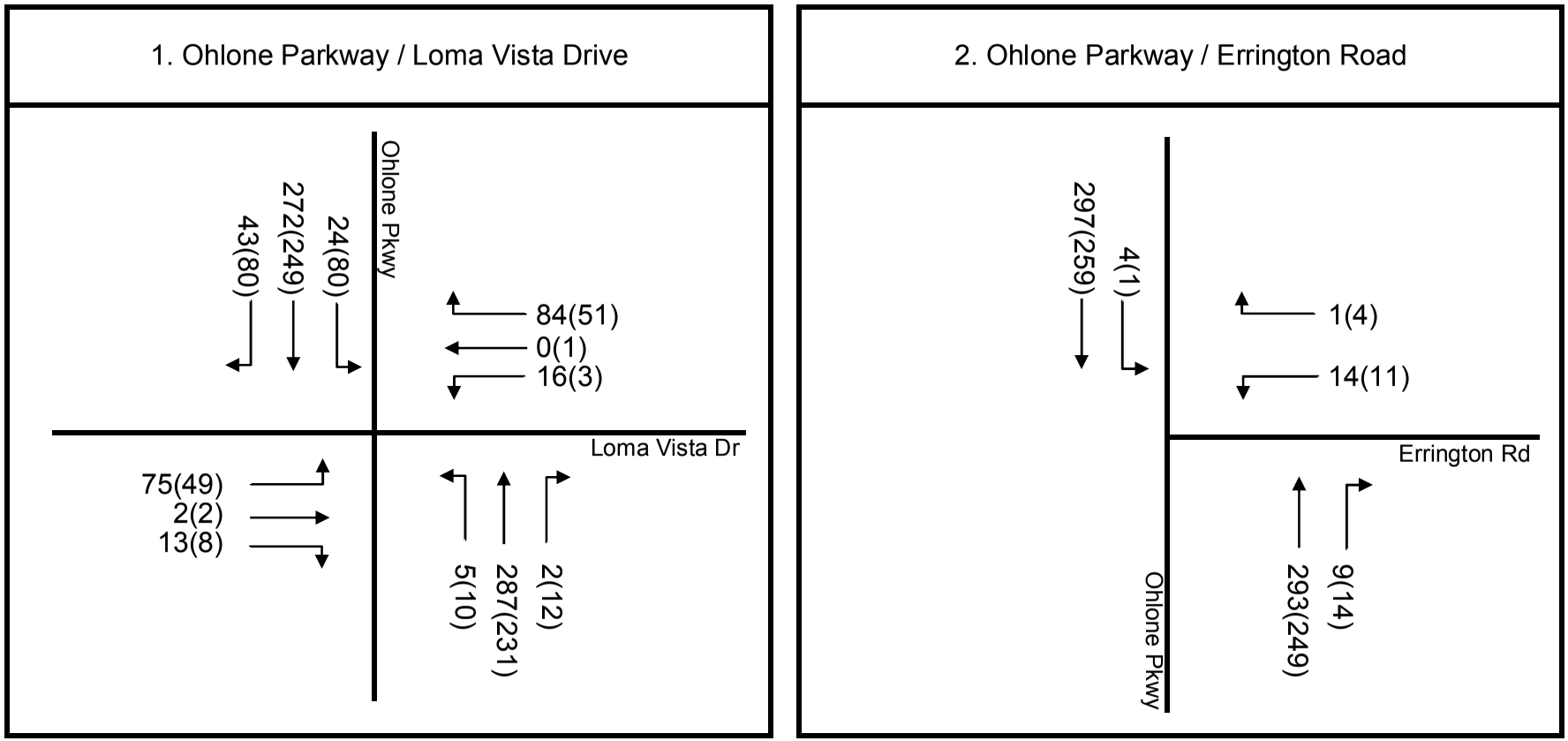
Exhibit 2
Existing Conditions
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

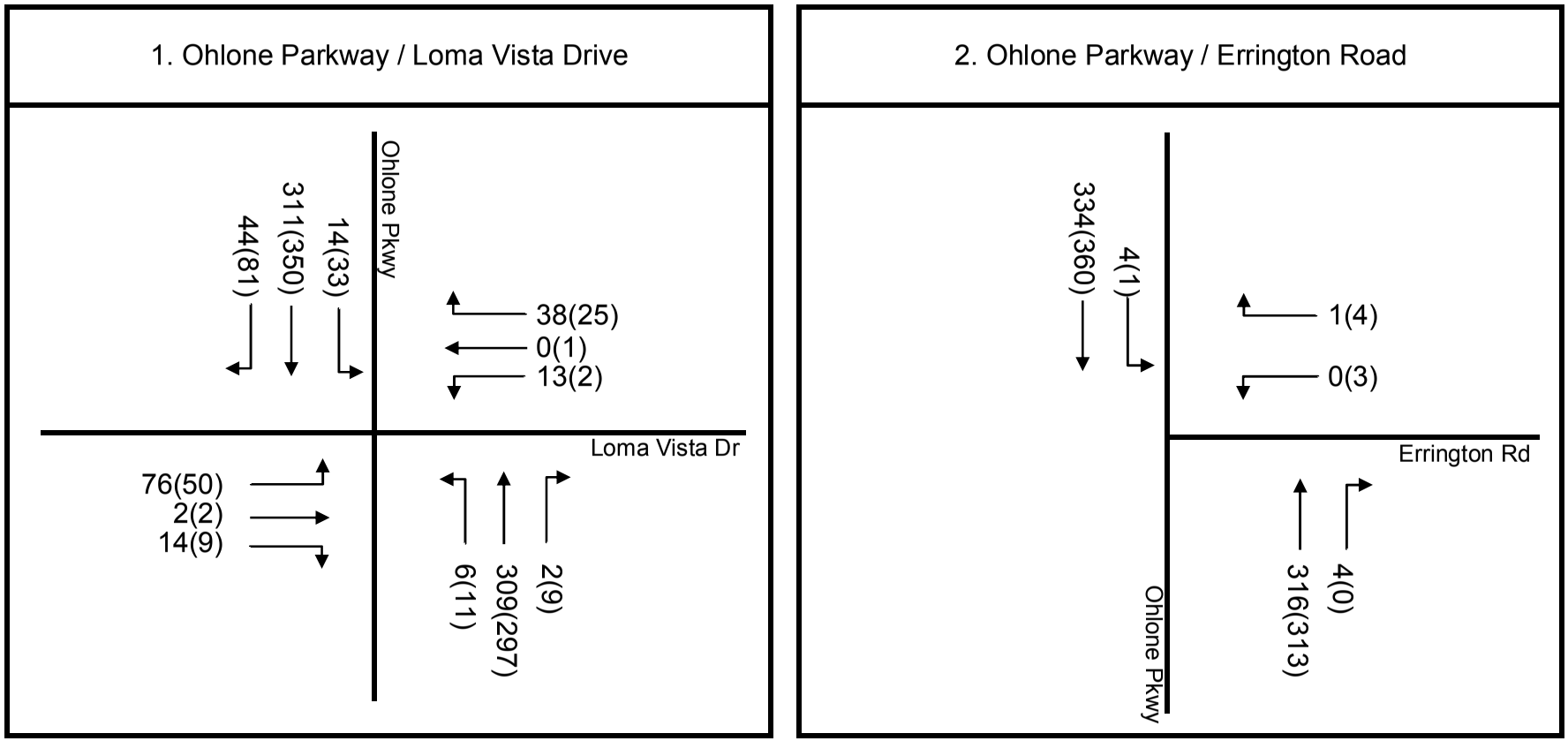
Exhibit 3
Project Trip Assignment
(Two Project Access Points)
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

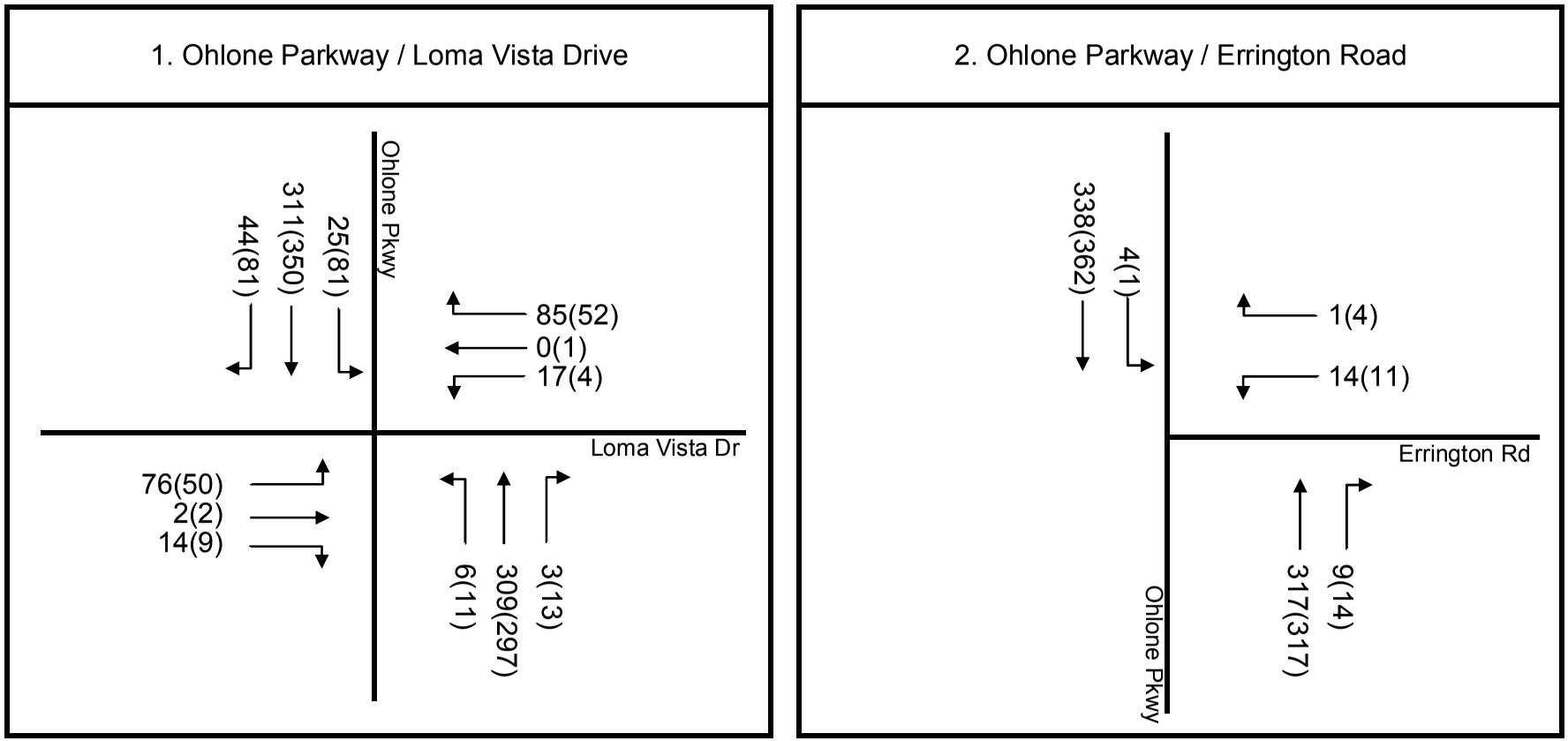
Exhibit 4
Existing Plus Project Conditions
(Two Project Access Points)
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

Exhibit 5
Cumulative Without Project Conditions
AM & PM Peak Hour Volumes



Note: XX (YY) = AM (PM) Peak Hour Volumes

Keith Higgins
Traffic Engineer

Exhibit 6
Cumulative Plus Project Conditions
(Two Project Access Points)
AM & PM Peak Hour Volumes

Option 1: January 2017 Report													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Two-Way Stop	E/E	AM	16.9/11.7	C/B	19.4/13.0	C/B	21.5/13.6	C/B	21.6/13.7	C/B
					PM	16.1/10.4	C/B	19.8/12.0	C/B	25.7/13.5	D/B	25.8/13.6	D/B

Option 2: Roundabout													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Roundabout	D	AM	4.8	A	5.0	A	5.1	A	5.3	A
					PM	4.8	A	5.2	A	5.5	A	5.9	A

Option 3: Errington Road Access													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Two-Way Stop	E/E	AM	16.9/11.7	C/B	19.3/11.9	C/B	21.5/13.6	C/B	21.5/12.4	C/B
					PM	16.1/10.4	C/B	19.6/10.7	C/B	25.7/13.5	C/B	25.5/11.7	D/B
2	Ohlone Parkway	Errington Road	One-Way Stop	E	AM	9.8	A	12.9	B	10.0	B	13.6	B
					PM	10.6	B	11.5	B	11.6	B	13.0	B

Option 4: Roundabout and Errington Road Access													
	N-S Street	E-W Street	Existing Intersection Control	LOS Standard	Peak Hour	Existing Conditions		Existing Plus Project Conditions		Cumulative Without Project Conditions		Cumulative With Project Conditions	
						Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Ohlone Parkway	Loma Vista Drive	Roundabout	D	AM	4.8	A	5.0	A	5.1	A	5.2	A
					PM	4.8	A	5.1	A	5.5	A	5.9	A
2	Ohlone Parkway	Errington Road	One-Way Stop	E	AM	9.8	A	12.9	B	10.0	B	13.6	B
					PM	10.6	B	11.5	B	11.6	B	13.0	B

Notes:

1. L, T, R = Left, Through, Right
2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound
3. Overall City of Watsonville level of service standard is LOS D. Side-street standard is assumed as LOS E.
4. For one- and two-way stop intersections, delays are side-street operations, in seconds per vehicle (sec/veh). For roundabouts, delays are overall operations, also in seconds per vehicle (sec/veh).
5. Analysis performed using 2010 Highway Capacity Manual methodologies.
6. Level of service calculations can be found in the following locations:
   a. Option 1 (all), Option 3 (Existing and Cumulative Without Project for Ohlone / Loma Vista only): *Sunshine Vista Phased Development Project Traffic Impact Analysis,* Keith Higgins Traffic Engineer, January 22, 2017.
   b. Option 2: **Appendix A**.
   c. Option 3 (Remaining calculations): **Appendix B**.
   d. Option 4: **Appendix C**.

Source	Standard	Notes
Unsignalized Intersections		
1. *City of Watsonville Public Improvement Standards*	None	Does not address interection or drieway spacing.
2. Caltrans *Highway Design Manual*	None	Only provides standards adjacent to freeway ramp intersections
3. *A Policy on Geometric Design of Highways and Streets* (AASHTO)	None	Only provides general guidance regarding intersection spacing
4. *Access Management Manual* (Ideal Spacing)	35 mph - 275 feet 40 mph - 345 feet	35 mph is current speed limit on Ohlone Parkway.
5. *Access Management Manual* (Stopping Sight Distance)	35 mph - 257 feet 40 mph - 315 feet	35 mph is current speed limit on Ohlone Parkway; There is a 3% grade on Ohlone Parkway between Lighthouse Drive and Errington Road.
6. *Access Management Manual* (Minor Arterials)	Full Access - 1,320 feet Directional Access Only- 660 feet Right-In, Right-Out Only - 330 feet	Minor Arterial is current roadway classification for Ohlone Parkway; Standards based partially on Oregon Department of Transportation standards.
7. Georgia Department of Transportation	35 mph - 150 feet 40 mph - 185 feet	Standards assume one intersection has right turn lanes (which are present at the Ohlone / Lighthouse intersection).
8. Minnesota Department of Transportation (Minor Arterial)	1/4 mile (1,320 feet)	Minor Arterial is the current roadway classification for Ohlone Parkway.
9. Virginia Department of Transportation (Minor Arterial, 35-45 mph)	Unsignalized - 660 feet Full Access Driveway - 470 feet Right-In, Right-Out Driveway - 250 feet	Minor Arterial is current roadway classification for Ohlone Parkway; 35 mph is current speed limit on Ohlone Parkway.
Roundabouts:		
10. *Roundabouts: An Informational Guide*	50 feet from exit of roundabout, plus bay taper and length of turn lane at adjacent intersection	Applies to all roadway classifications and speeds.

Notes:

1. Sources for standards in table:
   Source 1: *City of Watsonville Public Improvement Standards,* City of Watsonville, 2018.
   Source 2: *Highway Design Manual,* 6th Edition, California Department of Transportation (Caltrans), Last Updated November 2017.
   Source 3: *A Policy on Geometric Design of Highways and Streets,* 6th Edition, American Association of State Highway and Transportation Officials (AASHTO), 2011.
   Sources 4-9: *Access Management Manual,* Second Edition, Transportation Research Board, 2014.
   Source 10: *Roundabouts: An Informational Guide,* Second Edition, Transportation Research Board, 2010.
2. mph = miles per hour.

Keith Higgins
Traffic Engineer

Exhibit 8
Summary of
Intersection Spacing
Standards

Appendix A

Level of

Service

Calculations

Option 2: Roundabout

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.3
8	T1	287	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
18	R2	1	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	34.2
Approach		293	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
East: Loma Vista Drive											
1	L2	12	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
6	T1	1	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
16	R2	37	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	33.7
Approach		50	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.0
North: Ohlone Parkway											
7	L2	13	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.3
4	T1	272	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.2
14	R2	43	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	34.2
Approach		328	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.1
West: Loma Vista Drive											
5	L2	75	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.2
2	T1	2	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
12	R2	13	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	32.2
Approach		90	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
All Vehicles		761	2.0	0.247	4.8	LOS A	1.3	33.8	0.23	0.12	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.2
8	T1	287	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.1
18	R2	7	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	34.1
Approach		299	2.0	0.246	5.1	LOS A	1.3	32.3	0.28	0.15	35.1
East: Loma Vista Drive											
1	L2	30	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	34.4
6	T1	1	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	34.3
16	R2	84	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	33.3
Approach		115	2.0	0.125	5.1	LOS A	0.5	13.4	0.48	0.38	33.6
North: Ohlone Parkway											
7	L2	24	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	35.1
4	T1	272	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	35.0
14	R2	43	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	34.0
Approach		339	2.0	0.260	5.0	LOS A	1.4	35.9	0.16	0.06	34.9
West: Loma Vista Drive											
5	L2	75	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.1
2	T1	2	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.1
12	R2	13	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	32.2
Approach		90	2.0	0.094	4.6	LOS A	0.4	9.9	0.44	0.33	33.0
All Vehicles		843	2.0	0.260	5.0	LOS A	1.4	35.9	0.28	0.16	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.2
8	T1	309	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
18	R2	2	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	34.1
Approach		317	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
East: Loma Vista Drive											
1	L2	13	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
6	T1	1	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
16	R2	38	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.7
Approach		52	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.9
North: Ohlone Parkway											
7	L2	14	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
4	T1	311	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
14	R2	44	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.0
Approach		369	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.9
West: Loma Vista Drive											
5	L2	76	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.1
2	T1	2	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
12	R2	14	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	32.1
Approach		92	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
All Vehicles		830	2.0	0.279	5.1	LOS A	1.6	39.6	0.24	0.13	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (Without Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.1
8	T1	309	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.0
18	R2	8	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	34.0
Approach		323	2.0	0.266	5.4	LOS A	1.4	35.7	0.29	0.16	35.0
East: Loma Vista Drive											
1	L2	31	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	34.3
6	T1	1	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	34.2
16	R2	85	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	33.3
Approach		117	2.0	0.130	5.2	LOS A	0.5	14.0	0.49	0.40	33.5
North: Ohlone Parkway											
7	L2	25	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.9
4	T1	311	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.9
14	R2	44	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	33.8
Approach		380	2.0	0.293	5.4	LOS A	1.7	41.9	0.18	0.06	34.7
West: Loma Vista Drive											
5	L2	76	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	33.0
2	T1	2	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	33.0
12	R2	14	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	32.1
Approach		92	2.0	0.100	4.8	LOS A	0.4	10.5	0.47	0.36	32.9
All Vehicles		912	2.0	0.293	5.3	LOS A	1.7	41.9	0.29	0.17	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.4
8	T1	231	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
18	R2	8	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	34.3
Approach		249	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
East: Loma Vista Drive											
1	L2	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.8
6	T1	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.7
16	R2	24	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.6
Approach		26	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.7
North: Ohlone Parkway											
7	L2	32	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	35.0
4	T1	249	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.9
14	R2	80	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	33.9
Approach		361	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.7
West: Loma Vista Drive											
5	L2	49	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.4
2	T1	2	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.3
12	R2	8	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	32.4
Approach		59	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.2
All Vehicles		695	2.0	0.271	4.8	LOS A	1.5	38.2	0.18	0.08	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.2
8	T1	231	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.1
18	R2	26	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	34.1
Approach		267	2.0	0.226	5.1	LOS A	1.1	28.7	0.32	0.18	35.0
East: Loma Vista Drive											
1	L2	11	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	35.2
6	T1	1	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	35.1
16	R2	51	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	34.0
Approach		63	2.0	0.063	4.2	LOS A	0.3	6.6	0.41	0.28	34.3
North: Ohlone Parkway											
7	L2	80	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.5
4	T1	249	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.4
14	R2	80	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	33.4
Approach		409	2.0	0.310	5.5	LOS A	1.8	45.8	0.13	0.04	34.2
West: Loma Vista Drive											
5	L2	49	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.3
2	T1	2	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.2
12	R2	8	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	32.3
Approach		59	2.0	0.062	4.4	LOS A	0.3	6.4	0.44	0.32	33.1
All Vehicles		798	2.0	0.310	5.2	LOS A	1.8	45.8	0.24	0.13	34.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
8	T1	297	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
18	R2	9	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	34.0
Approach		317	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.0
East: Loma Vista Drive											
1	L2	2	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.5
6	T1	1	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.4
16	R2	25	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.4
Approach		28	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.5
North: Ohlone Parkway											
7	L2	33	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
4	T1	350	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
14	R2	81	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	33.6
Approach		464	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.4
West: Loma Vista Drive											
5	L2	50	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.2
2	T1	2	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.1
12	R2	9	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	32.2
Approach		61	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.0
All Vehicles		870	2.0	0.349	5.5	LOS A	2.2	54.7	0.20	0.10	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (Without Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.9
8	T1	297	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.8
18	R2	27	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	33.8
Approach		335	2.0	0.284	5.7	LOS A	1.5	38.5	0.34	0.20	34.7
East: Loma Vista Drive											
1	L2	12	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	35.0
6	T1	1	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	34.9
16	R2	52	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	33.8
Approach		65	2.0	0.070	4.5	LOS A	0.3	7.2	0.46	0.34	34.1
North: Ohlone Parkway											
7	L2	81	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	34.1
4	T1	350	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	34.0
14	R2	81	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	33.1
Approach		512	2.0	0.389	6.4	LOS A	2.5	64.3	0.15	0.05	33.9
West: Loma Vista Drive											
5	L2	50	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	33.0
2	T1	2	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.9
12	R2	9	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.1
Approach		61	2.0	0.072	4.9	LOS A	0.3	7.3	0.50	0.40	32.9
All Vehicles		973	2.0	0.389	5.9	LOS A	2.5	64.3	0.26	0.14	34.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix B

Level of

Service

Calculations

Option 3: Errington Road Access

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	292	4	4	293
Future Vol, veh/h	0	1	292	4	4	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	292	4	4	293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	294	0	0	296	0
Stage 1	294	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	467	745	-	-	1265	-
Stage 1	756	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	745	-	-	1265	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1265	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	9.8	7.9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	2	13	16	0	84	5	287	2	24	272	43
Future Vol, veh/h	75	2	13	16	0	84	5	287	2	24	272	43
Conflicting Peds, #/hr	8	0	0	8	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	75	2	13	16	0	84	5	287	2	24	272	43

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	701	661	313	664	681	305	326	0	0	298	0	0
Stage 1	353	353	-	307	307	-	-	-	-	-	-	-
Stage 2	348	308	-	357	374	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	353	383	727	374	373	735	1234	-	-	1263	-	-
Stage 1	664	631	-	703	661	-	-	-	-	-	-	-
Stage 2	668	660	-	661	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	302	368	716	354	359	725	1223	-	-	1254	-	-
Mov Cap-2 Maneuver	302	368	-	354	359	-	-	-	-	-	-	-
Stage 1	655	613	-	695	654	-	-	-	-	-	-	-
Stage 2	584	653	-	630	601	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.3	11.9	0.1	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1223	-	-	303	716	621	1254	-	-
HCM Lane V/C Ratio	0.004	-	-	0.254	0.018	0.161	0.019	-	-
HCM Control Delay (s)	8	-	-	20.9	10.1	11.9	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0.1	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	293	9	4	297
Future Vol, veh/h	14	1	293	9	4	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	293	9	4	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	603	298	0	0	302	0
Stage 1	298	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	462	741	-	-	1259	-
Stage 1	753	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	741	-	-	1259	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1259	-
HCM Lane V/C Ratio	-	-	0.032	0.003	-
HCM Control Delay (s)	-	-	12.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	316	4	4	334
Future Vol, veh/h	0	1	316	4	4	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	316	4	4	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	318	0	0	320	0
Stage 1	318	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	428	723	-	-	1240	-
Stage 1	738	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	723	-	-	1240	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1240	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	10	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	76	2	14	17	0	85	6	309	3	25	311	44
Future Vol, veh/h	76	2	14	17	0	85	6	309	3	25	311	44
Conflicting Peds, #/hr	8	0	0	8	0	0	11	0	9	9	0	11
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	2	14	17	0	85	6	309	3	25	311	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	727	352	731	748	328	366	0	0	321	0	0
Stage 1	394	394	-	332	332	-	-	-	-	-	-	-
Stage 2	373	333	-	399	416	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	351	692	337	341	713	1193	-	-	1239	-	-
Stage 1	631	605	-	681	644	-	-	-	-	-	-	-
Stage 2	648	644	-	627	592	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	271	337	681	318	327	703	1182	-	-	1230	-	-
Mov Cap-2 Maneuver	271	337	-	318	327	-	-	-	-	-	-	-
Stage 1	622	587	-	672	636	-	-	-	-	-	-	-
Stage 2	563	636	-	596	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.5	12.4	0.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1182	-	-	272	681	585	1230	-	-
HCM Lane V/C Ratio	0.005	-	-	0.287	0.021	0.174	0.02	-	-
HCM Control Delay (s)	8.1	-	-	23.5	10.4	12.4	8	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	0.1	0.6	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	317	9	4	338
Future Vol, veh/h	14	1	317	9	4	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	317	9	4	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	322	0	0	326	0
Stage 1	322	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	423	719	-	-	1234	-
Stage 1	735	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	719	-	-	1234	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1234	-
HCM Lane V/C Ratio	-	-	0.035	0.003	-
HCM Control Delay (s)	-	-	13.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	245	0	1	257
Future Vol, veh/h	3	4	245	0	1	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	245	0	1	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	504	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	528	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	794	-	-	1321	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1321	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	49	2	8	3	1	51	10	231	12	80	249	80
Future Vol, veh/h	49	2	8	3	1	51	10	231	12	80	249	80
Conflicting Peds, #/hr	15	0	0	0	0	15	20	0	14	14	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	2	8	3	1	51	10	231	12	80	249	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	767	746	309	725	780	266	349	0	0	257	0	0
Stage 1	469	469	-	271	271	-	-	-	-	-	-	-
Stage 2	298	277	-	454	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	319	342	731	340	327	773	1210	-	-	1308	-	-
Stage 1	575	561	-	735	685	-	-	-	-	-	-	-
Stage 2	711	681	-	586	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	273	309	719	313	296	754	1190	-	-	1293	-	-
Mov Cap-2 Maneuver	273	309	-	313	296	-	-	-	-	-	-	-
Stage 1	561	517	-	720	671	-	-	-	-	-	-	-
Stage 2	648	667	-	542	496	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	10.7	0.3	1.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1190	-	-	274	719	682	1293	-	-
HCM Lane V/C Ratio	0.008	-	-	0.186	0.011	0.081	0.062	-	-
HCM Control Delay (s)	8.1	-	-	21.1	10.1	10.7	8	-	-
HCM Lane LOS	A	-	-	C	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.7	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	249	14	1	259
Future Vol, veh/h	11	4	249	14	1	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	249	14	1	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	256	0	0	263	0
Stage 1	256	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	783	-	-	1301	-
Stage 1	787	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	783	-	-	1301	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1301	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	313	0	1	360
Future Vol, veh/h	3	4	313	0	1	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	313	0	1	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	727	-	-	1247	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1247	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	2	9	4	1	52	11	297	13	81	350	81
Future Vol, veh/h	50	2	9	4	1	52	11	297	13	81	350	81
Conflicting Peds, #/hr	15	0	0	0	0	15	20	0	14	14	0	20
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	50	-	-	-	115	-	-	115	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	2	9	4	1	52	11	297	13	81	350	81

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	940	919	411	898	953	333	451	0	0	324	0	0
Stage 1	573	573	-	340	340	-	-	-	-	-	-	-
Stage 2	367	346	-	558	613	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	244	271	641	260	259	709	1109	-	-	1236	-	-
Stage 1	505	504	-	675	639	-	-	-	-	-	-	-
Stage 2	653	635	-	514	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	243	630	237	233	692	1091	-	-	1222	-	-
Mov Cap-2 Maneuver	206	243	-	237	233	-	-	-	-	-	-	-
Stage 1	491	463	-	660	625	-	-	-	-	-	-	-
Stage 2	589	621	-	471	443	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25.5	11.7	0.3	1.3
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1091	-	-	207	630	592	1222	-	-
HCM Lane V/C Ratio	0.01	-	-	0.251	0.014	0.096	0.066	-	-
HCM Control Delay (s)	8.3	-	-	28.1	10.8	11.7	8.2	-	-
HCM Lane LOS	A	-	-	D	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1	0	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	317	14	1	362
Future Vol, veh/h	11	4	317	14	1	362
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	317	14	1	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	324	0	0	331	0
Stage 1	324	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	717	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	717	-	-	1228	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1228	-
HCM Lane V/C Ratio	-	-	0.032	0.001	-
HCM Control Delay (s)	-	-	13	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Appendix C

Level of

Service

Calculations

Option 4: Roundabout and

Errington Road Access

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.3
8	T1	287	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
18	R2	1	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	34.2
Approach		293	2.0	0.238	5.0	LOS A	1.2	31.1	0.27	0.13	35.2
East: Loma Vista Drive											
1	L2	12	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
6	T1	1	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.8
16	R2	37	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	33.7
Approach		50	2.0	0.054	4.4	LOS A	0.2	5.5	0.46	0.33	34.0
North: Ohlone Parkway											
7	L2	13	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.3
4	T1	272	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.2
14	R2	43	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	34.2
Approach		328	2.0	0.247	4.8	LOS A	1.3	33.8	0.11	0.03	35.1
West: Loma Vista Drive											
5	L2	75	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.2
2	T1	2	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
12	R2	13	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	32.2
Approach		90	2.0	0.091	4.4	LOS A	0.4	9.7	0.42	0.30	33.1
All Vehicles		761	2.0	0.247	4.8	LOS A	1.3	33.8	0.23	0.12	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	292	4	4	293
Future Vol, veh/h	0	1	292	4	4	293
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	292	4	4	293

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	595	294	0	0	296	0
Stage 1	294	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	467	745	-	-	1265	-
Stage 1	756	-	-	-	-	-
Stage 2	751	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	465	745	-	-	1265	-
Mov Cap-2 Maneuver	465	-	-	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	751	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0.1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	745	1265	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	9.8	7.9	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	5	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
8	T1	287	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
18	R2	2	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	34.1
Approach		294	2.0	0.241	5.1	LOS A	1.2	31.6	0.28	0.15	35.2
East: Loma Vista Drive											
1	L2	16	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	34.8
6	T1	1	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	34.7
16	R2	84	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	33.7
Approach		101	2.0	0.109	4.9	LOS A	0.5	11.6	0.47	0.37	33.9
North: Ohlone Parkway											
7	L2	24	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	35.1
4	T1	272	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	35.1
14	R2	43	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	34.0
Approach		339	2.0	0.257	4.9	LOS A	1.4	35.4	0.12	0.04	34.9
West: Loma Vista Drive											
5	L2	75	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.2
2	T1	2	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.1
12	R2	13	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	32.2
Approach		90	2.0	0.092	4.5	LOS A	0.4	9.8	0.43	0.31	33.0
All Vehicles		824	2.0	0.257	5.0	LOS A	1.4	35.4	0.26	0.15	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	293	9	4	297
Future Vol, veh/h	14	1	293	9	4	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	293	9	4	297

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	603	298	0	0	302	0
Stage 1	298	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	462	741	-	-	1259	-
Stage 1	753	-	-	-	-	-
Stage 2	748	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	460	741	-	-	1259	-
Mov Cap-2 Maneuver	460	-	-	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.9	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	472	1259	-
HCM Lane V/C Ratio	-	-	0.032	0.003	-
HCM Control Delay (s)	-	-	12.9	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.2
8	T1	309	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
18	R2	2	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	34.1
Approach		317	2.0	0.258	5.2	LOS A	1.4	34.5	0.27	0.14	35.1
East: Loma Vista Drive											
1	L2	13	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
6	T1	1	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	34.7
16	R2	38	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.7
Approach		52	2.0	0.058	4.5	LOS A	0.2	5.9	0.47	0.35	33.9
North: Ohlone Parkway											
7	L2	14	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
4	T1	311	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	35.1
14	R2	44	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.0
Approach		369	2.0	0.279	5.2	LOS A	1.6	39.6	0.12	0.03	34.9
West: Loma Vista Drive											
5	L2	76	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.1
2	T1	2	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
12	R2	14	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	32.1
Approach		92	2.0	0.097	4.7	LOS A	0.4	10.3	0.45	0.34	33.0
All Vehicles		830	2.0	0.279	5.1	LOS A	1.6	39.6	0.24	0.13	34.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	316	4	4	334
Future Vol, veh/h	0	1	316	4	4	334
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	316	4	4	334

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	660	318	0	0	320	0
Stage 1	318	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	428	723	-	-	1240	-
Stage 1	738	-	-	-	-	-
Stage 2	719	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	426	723	-	-	1240	-
Mov Cap-2 Maneuver	426	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	719	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	723	1240	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	10	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (With Errington Road Access)
AM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	6	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.1
8	T1	309	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.0
18	R2	3	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	34.0
Approach		318	2.0	0.262	5.3	LOS A	1.4	35.0	0.29	0.15	35.0
East: Loma Vista Drive											
1	L2	17	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	34.7
6	T1	1	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	34.6
16	R2	85	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	33.6
Approach		103	2.0	0.114	5.1	LOS A	0.5	12.1	0.49	0.39	33.8
North: Ohlone Parkway											
7	L2	25	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	35.0
4	T1	311	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	34.9
14	R2	44	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	33.9
Approach		380	2.0	0.288	5.3	LOS A	1.6	41.4	0.13	0.04	34.8
West: Loma Vista Drive											
5	L2	76	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	33.1
2	T1	2	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	33.0
12	R2	14	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	32.1
Approach		92	2.0	0.098	4.8	LOS A	0.4	10.4	0.46	0.35	32.9
All Vehicles		893	2.0	0.288	5.2	LOS A	1.6	41.4	0.27	0.15	34.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	14	1	317	9	4	338
Future Vol, veh/h	14	1	317	9	4	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	1	317	9	4	338

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	668	322	0	0	326	0
Stage 1	322	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	423	719	-	-	1234	-
Stage 1	735	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	421	719	-	-	1234	-
Mov Cap-2 Maneuver	421	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	433	1234	-
HCM Lane V/C Ratio	-	-	0.035	0.003	-
HCM Control Delay (s)	-	-	13.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.4
8	T1	231	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
18	R2	8	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	34.3
Approach		249	2.0	0.201	4.6	LOS A	1.0	25.3	0.24	0.12	35.3
East: Loma Vista Drive											
1	L2	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.8
6	T1	1	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	35.7
16	R2	24	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.6
Approach		26	2.0	0.026	3.8	LOS A	0.1	2.6	0.40	0.25	34.7
North: Ohlone Parkway											
7	L2	32	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	35.0
4	T1	249	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.9
14	R2	80	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	33.9
Approach		361	2.0	0.271	5.1	LOS A	1.5	38.2	0.09	0.02	34.7
West: Loma Vista Drive											
5	L2	49	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.4
2	T1	2	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.3
12	R2	8	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	32.4
Approach		59	2.0	0.059	4.1	LOS A	0.2	6.1	0.40	0.27	33.2
All Vehicles		695	2.0	0.271	4.8	LOS A	1.5	38.2	0.18	0.08	34.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	245	0	1	257
Future Vol, veh/h	3	4	245	0	1	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	245	0	1	257

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	504	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	528	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	527	794	-	-	1321	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	652	1321	-
HCM Lane V/C Ratio	-	-	0.011	0.001	-
HCM Control Delay (s)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Existing Plus Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	10	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.3
8	T1	231	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.2
18	R2	12	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	34.1
Approach		253	2.0	0.214	5.0	LOS A	1.1	26.9	0.32	0.18	35.1
East: Loma Vista Drive											
1	L2	3	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	35.6
6	T1	1	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	35.5
16	R2	51	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	34.4
Approach		55	2.0	0.055	4.1	LOS A	0.2	5.7	0.41	0.27	34.5
North: Ohlone Parkway											
7	L2	80	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.5
4	T1	249	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.4
14	R2	80	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	33.4
Approach		409	2.0	0.307	5.4	LOS A	1.8	45.5	0.10	0.02	34.2
West: Loma Vista Drive											
5	L2	49	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.3
2	T1	2	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.2
12	R2	8	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	32.3
Approach		59	2.0	0.062	4.3	LOS A	0.3	6.4	0.44	0.31	33.1
All Vehicles		776	2.0	0.307	5.1	LOS A	1.8	45.5	0.22	0.11	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	249	14	1	259
Future Vol, veh/h	11	4	249	14	1	259
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	249	14	1	259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	517	256	0	0	263	0
Stage 1	256	-	-	-	-	-
Stage 2	261	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	518	783	-	-	1301	-
Stage 1	787	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	517	783	-	-	1301	-
Mov Cap-2 Maneuver	517	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	569	1301	-
HCM Lane V/C Ratio	-	-	0.026	0.001	-
HCM Control Delay (s)	-	-	11.5	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Without Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
8	T1	297	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.1
18	R2	9	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	34.0
Approach		317	2.0	0.256	5.2	LOS A	1.4	34.3	0.26	0.13	35.0
East: Loma Vista Drive											
1	L2	2	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.5
6	T1	1	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	35.4
16	R2	25	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.4
Approach		28	2.0	0.030	4.1	LOS A	0.1	3.0	0.44	0.30	34.5
North: Ohlone Parkway											
7	L2	33	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
4	T1	350	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.6
14	R2	81	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	33.6
Approach		464	2.0	0.349	5.9	LOS A	2.2	54.7	0.11	0.03	34.4
West: Loma Vista Drive											
5	L2	50	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.2
2	T1	2	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.1
12	R2	9	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	32.2
Approach		61	2.0	0.067	4.6	LOS A	0.3	6.9	0.47	0.35	33.0
All Vehicles		870	2.0	0.349	5.5	LOS A	2.2	54.7	0.20	0.10	34.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	4	313	0	1	360
Future Vol, veh/h	3	4	313	0	1	360
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	4	313	0	1	360

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	675	313	0	0	313	0
Stage 1	313	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	419	727	-	-	1247	-
Stage 1	741	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	419	727	-	-	1247	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	553	1247	-
HCM Lane V/C Ratio	-	-	0.013	0.001	-
HCM Control Delay (s)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

MOVEMENT SUMMARY

Site: 1 [O/LV]

1. Ohlone Parkway / Loma Vista Drive
Cumulative Plus Project Conditions (With Errington Road Access)
PM Peak Hour - Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Ohlone Parkway											
3	L2	11	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.9
8	T1	297	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.9
18	R2	13	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	33.8
Approach		321	2.0	0.273	5.6	LOS A	1.4	36.4	0.34	0.20	34.8
East: Loma Vista Drive											
1	L2	4	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	35.3
6	T1	1	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	35.3
16	R2	52	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	34.2
Approach		57	2.0	0.061	4.4	LOS A	0.2	6.3	0.45	0.33	34.3
North: Ohlone Parkway											
7	L2	81	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	34.2
4	T1	350	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	34.1
14	R2	81	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	33.1
Approach		512	2.0	0.386	6.3	LOS A	2.5	63.8	0.12	0.03	33.9
West: Loma Vista Drive											
5	L2	50	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	33.0
2	T1	2	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	33.0
12	R2	9	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	32.1
Approach		61	2.0	0.071	4.9	LOS A	0.3	7.2	0.50	0.39	32.9
All Vehicles		951	2.0	0.386	5.9	LOS A	2.5	63.8	0.24	0.13	34.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 6.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	4	317	14	1	362
Future Vol, veh/h	11	4	317	14	1	362
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	4	317	14	1	362

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	324	0	0	331	0
Stage 1	324	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	717	-	-	1228	-
Stage 1	733	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	412	717	-	-	1228	-
Mov Cap-2 Maneuver	412	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1228	-
HCM Lane V/C Ratio	-	-	0.032	0.001	-
HCM Control Delay (s)	-	-	13	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

City of Watsonville
Police Department

M E M O R A N D U M

DATE: **March 4, 2019**

TO: **Matthew D. Huffaker, City Manager**

FROM: **David Honda, Chief of Police**
Robert Berry, Public Works Project Manager

SUBJECT: **Award the Bid for the Watsonville Police Department Locker Rooms Expansion, Project No. CB 19-01 to CRW Industries, Inc. in the amount of $337,296**

AGENDA ITEM: **March 12, 2019** **City Council**

RECOMMENDATION:
Staff recommends that the City Council adopt the Resolution that:

1. Awards the bid for construction for the Watsonville Police Department Locker Rooms Expansion, Project No. CB 19-01 to CRW Industries, Inc., in the amount of $337,296.
2. Authorizes the City Manager to execute all necessary agreements.

DISCUSSION:
On January 22, 2019, the City Council adopted Resolution No. 2-19 (CM) calling for Bids for the Watsonville Police Department Locker Rooms Expansion, Project No. CB 19-01. The Engineer's estimate for the project was $315,000. The Department's locker rooms do not have the capacity to support additional hiring for both male and female officers and professional staff requiring locker space. In addition, the female locker room is overdue for renovation to address basic locker room needs. Work will include adding additional lockers, upgrading the floors in both locker rooms, updating electrical fixtures and bringing both rooms up to current ADA standards. The project will increase locker space in the men's locker room from 79 to 90 lockers, and the women's locker room from 12 to 27 lockers. The project includes design and permitting costs, improvements and repairs to the underfloor plumbing and outside sewer system, and the hiring of miscellaneous contractors necessary to complete the total scope of work involved in the Watsonville Police Department Locker Rooms Expansion.

Bids were opened on February 26, 2019 at 11:00 AM. These bids include the base bid and the two add alternates. There were four bids submitted for this project. The summary of the bids are as follows:

NO.	COMPANY	LOCATION	BID AMOUNT
1	CRW Industries, Inc.	Scotts Valley, CA	$337,296
2	Knowlton Construction	Watsonville, CA	$375,738
3	Tombleson Incorporated	Salinas, CA	$383,296
4	C2 Builders Incorporated	Royal Oaks, CA	$396,500

STRATEGIC PLAN:
City Council's adoption of this resolution is consistent with the Council's goal of improving the City's infrastructure and image by improving the safety, accessibility, and providing amenities for the benefit of City employees and the public.

FINANCIAL IMPACT:
The Engineer's estimated project cost is $315,000, which will be funded by the General Fund and Measure G. In 2014, voters approved Measure G, a public safety sales tax which has provided additional funding for public safety related expenditures and allowed the Police Department to hire additional police officers and professional staff. If the contingency/reserve fund is fully funded, any additional unanticipated sales tax revenue can be used for additional public safety facilities, personnel, equipment, and youth programs. The lowest bid for project was $337,296, which is within the total project cost allocation of $400,000.

ALTERNATIVES:
The City Council may choose to not award the bid and reject all bids.

ATTACHMENTS:
Plans are available in the City Clerk's Office for review.

cc: City Attorney

RESOLUTION NO._____ (CM)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WATSONVILLE AWARDING $337,296 BID TO CRW INDUSTRIES, INC., A CORPORATION, FOR THE WATSONVILLE POLICE DEPARTMENT LOCKER ROOMS EXPANSION, PROJECT NO. CB-19-01 ($252,972 WILL BE FUNDED FROM THE SALES TAX MEASURE G FUND [0310] AND $84,324 FROM THE GENERAL FUND [0150]

WHEREAS, Resolution No. 2-19 (CM) adopted by the City Council of the City of Watsonville on January 22, 2019, approved plans and specifications and authorized calling for bids for the Watsonville Police Department Locker Rooms Expansion, Project No. CB-19-01; and

WHEREAS, the bids received for the Watsonville Police Department Locker Rooms Expansion, Project No. CB-19-01 were opened in the "Old City Council Chambers", City Hall, 250 Main Street, Watsonville, California, on Tuesday, February 26, 2019, at 11:00 A.M., and later tabulated by the Purchasing Officer for the consideration of the City Manager and submission to the City Council; and

WHEREAS, the City Manager has recommended that the bid from CRW Industries, Inc., a corporation, [Contractor License #402484], for the Watsonville Police Department Locker Rooms Expansion, Project No. CB-19-01 in the amount of $337,296, be accepted as the low responsible bid.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF WATSONVILLE, CALIFORNIA, AS FOLLOWS:

1. That the bid of CRW Industries, Inc., a corporation, for the Watsonville Police Department Locker Rooms Expansion, Project No. CB-19-01 in the amount of $337,296 be accepted, and the execution of a contract by the City Manager is hereby authorized.

2. That all other bids are hereby rejected.

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