Public Works Department
501 Poli Street
Ventura, CA 93001
805.654-7744
Fax 805.641-2775

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION CITY OF SAN BUENAVENTURA, CALIFORNIA

The City of Ventura is the proponent for the following proposed project:

A. **Project Description for Case #EIR-11-16-38097**. This environmental document analyzes the City's Westside Pedestrian and Bicycle Improvements Project.

B. **Proposed Finding**. In accordance with Section 15070 of the California Code of Regulations, the Public Works Department of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND) may be adopted.

C. **Fish and Wildlife Impacts.** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.

D. **Hazards.** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.

E. **Document Review and Comment**. The public review and comment period of the draft MND begins on December 2 and ends on December 23, 2016. To view the draft document, please visit the city's website at http://www.cityofventura.net/cd/planning/EIRs. Alternatively, the draft MND is available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on December 9) at the Public Works Counter, City Hall, 501 Poli Street, Ventura CA 93001. In addition, the draft MND will be available for review at the Ventura Avenue Branch Library at 606 N. Ventura Avenue.

F. **Public Hearing and Comments**. A public hearing will be held regarding adoption of the MND and approval of the project by the City Council. Separate public noticing will be provided prior to this public hearing. All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jeff Hereford, at (805) 654-7744. Written comments may be mailed (501 Poli Street, CA 93001), faxed (805/641-2775) or e-mailed (jhereford@ci.ventura.ca.us) to the City of Ventura, Public Works Department,

11-22-16
Date

Jeff Hereford
Jeff Hereford, Transportation Engineer

cc: County Clerk, and MND Distribution List.

DRAFT
MITIGATED NEGATIVE DECLARATION

VENTURA WESTSIDE
BICYCLE & PEDESTRIAN IMPROVEMENTS

Lead Agency:

City of San Buenaventura
501 Poli Street
Ventura, California 93001

Prepared by:

Padre Associates, Inc.
1861 Knoll Drive
Ventura, CA 93003
(805) 644-2220

November 2016

Project No. 1502-4831

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APPENDICES

1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

This Initial Study has been prepared for the Westside Pedestrian and Bicycle Improvements Project. Section 2.0 of this document provides a description of the proposed project. The City of San Buenaventura (City) is also the "lead agency" for the proposed project. As defined by Section 15367 of the CEQA Guidelines, the lead agency is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant impact on the environment." Based on the findings of the Impact Analysis (Section 6.0 of this Initial Study), it has been determined that the project would not have a significant impact on the environment. As such, a Mitigated Negative Declaration has been prepared for the project in accordance with CEQA.

The City has received a Federal grant (Active Transportation Program) to be administered by the California Department of Transportation (Caltrans). Therefore, the project must also comply with the National Environmental Policy Act (NEPA). However, NEPA compliance is the responsibility of Caltrans and is not addressed in this document.

1.2 PROJECT PROPONENT AND LEAD AGENCY

City of San Buenaventura
501 Poli Street
Ventura, California 93001

Contact: Jeff Hereford (805) 654-7744

1.3 PROJECT BACKGROUND AND OBJECTIVES

This project would serve to reduce multi-modal circulation deficiencies, and has received a grant through the Active Transportation Program (ATP). The ATP consolidates Federal and State transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account and State Safe Routes to School Program.

The objectives of the project are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase safety and mobility for pedestrians and bicyclists.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas emissions reduction goals.
- Enhance public health.

1.4 PROJECT PURPOSE AND NEED

The purpose of the project is to implement Policy 4A, Action 4.12 of the City's 2005 General Plan, which involves the design of roadway improvements and facility modifications to minimize the potential for conflicts between pedestrians, bicycles and automobiles.

1.5 PROJECT LOCATION

The proposed improvements are located in the Westside Planning Area of the City. Specifically, along Ventura Avenue between Kellogg Street and Leighton Drive, along De Anza Drive east of Ventura Avenue, and along Cedar Street between Ferro Drive and Prospect Street (see Figure 1).

1.6 PREPARERS OF THE INITIAL STUDY

This document was prepared for the City by Matt Ingamells, Rachael Letter and Lucas Bannon of Padre Associates, Inc.

2.0 PROJECT DESCRIPTION

This project would improve pedestrian and bicycle safety along Ventura Avenue, De Anza Drive and Cedar Street, from near Ferro Drive at the southern end to De Anza Drive at the northern end, while updating sidewalks and pedestrian crossings to meet Americans with Disabilities Act (ADA) standards. This segment of Ventura Avenue is a busy commercial district with heavy foot traffic, mainly from local residents who walk to these businesses. The proposed improvements would reduce vehicle speeds, reduce pedestrian and bicycle conflicts with vehicles, and create greater visibility of pedestrians and bicyclists, through this "pedestrian core" area. Other proposed improvements would assist with making vehicle travel patterns more clearly defined. This project would primarily use curb extensions, pedestrian median refuges, rectangular rapid flashing beacons (RRFB), and high visibility crosswalk striping to both slow vehicle travel speeds at pedestrian points of interaction, reducing crossing distance and exposure, and increase the visibility of crosswalk users.

2.1 PROJECT ELEMENTS

The proposed project is comprised of improvements to the following two roadway segments and six intersections:

- Cedar Street between Prospect Street and Ferro Drive.
- De Anza Drive between Ventura Avenue and Cameron Street (De Anza Middle School).
- Ventura Avenue/Kellogg Street intersection.
- Ventura Avenue/Warner Street intersection.
- Ventura Avenue/Vince Street intersection.
- Ventura Avenue/Sunnyway Drive/Lewis Street intersection.
- Ventura Avenue/Forbes Lane intersection.
- Ventura Avenue/Leighton Drive/Pleasant Place intersection.

A project location map is provided as Figure 1. Concept plans for these improvements are provided in Appendix A.

2.1.1 Cedar Street

The project would include sidewalk improvements and roadway widening from just north of the Ferro Drive intersection north to the Prospect Street intersection, to provide an ADA-compliant pedestrian path and on-road bicycle facilities. Figures 2.a and 2.b provides photographs of the segment of Cedar Street to be improved. The sidewalks would be depressed at driveways similar to a curb ramp. The existing roadway surface would be widened or rehabilitated as needed and striped with one 11-foot-wide southbound traffic lane, one 12-foot-wide northbound traffic lane, a five-foot-wide southbound bike lane and a five-foot-wide sidewalk. The northbound (downhill) traffic lane would be shared with bicycles (sharrow). The roadway surface would be provided with a Type II slurry seal and appropriate traffic striping and bike lane markings. Utilities potentially requiring relocation include one fire hydrant and two utility poles.

2.1.2 De Anza Drive

This 620 foot-long roadway links Ventura Avenue to De Anza Middle School and consists of two 24-foot-wide, one-way traffic lanes separated by a 70 foot-wide landscaped median. Both traffic lanes would be improved with a slurry seal and re-striped with a 5 foot-wide bike lane. All work would occur within the City right-of-way, and no ground disturbance would be required.

2.1.3 Ventura Avenue/Kellogg Street Intersection

This component focuses on sidewalk improvements, including a curb extension to provide an ADA-compliant path of travel on the west side of Ventura Avenue. This would reduce confusion and conflicts between pedestrians and vehicles. Figure 2.c provides a photograph of this intersection, including the existing RRFB. Additional curb extensions on the northeast and southeast corners of the intersection are proposed that would shorten pedestrian crossings and reduce vehicular speeds. A new crosswalk would connect the proposed curb extensions across Kellogg Street. A raised pedestrian refuge median island on Ventura Avenue on the south side of the Kellogg Street intersection would be provided to both improve pedestrian crossing safety and facilitate more clearly defined traffic movements in and out of a driveway adjacent to the intersection. The existing RRFB would be upgraded to provide audible message push buttons, and relocated to conform to the new curb location.

2.1.4 Ventura Avenue/Warner Street Intersection

Curb extensions would be constructed on the southeast and southwest corners of the intersection (marked crosswalk side) to shorten pedestrian crossing distances and improve safety. Figure 2.d provides a recent photograph of this intersection. The curb extensions would narrow the effective width of Ventura Avenue and reduce vehicle speeds. The existing RRFB would be upgraded to provide audible message push buttons, and relocated to conform to the new curb location.

2.1.5 Ventura Ave/Vince Street Intersection

Curb extensions would be constructed on the southeast and southwest corners of the intersection, and would shorten pedestrian crossings and reduce vehicular speeds on Ventura Avenue. Figure 3.a provides a recent photograph of this intersection. The crosswalk across the northern part of the intersection would be removed and replaced by a crossing on the southern portion of the intersection. Additionally, crosswalks would be added on Vince Street on both the east and west sides of Ventura Avenue. A RRFB would be provided with audible message push buttons.

2.1.6 Ventura Avenue/Sunnyway Drive/Lewis Street Intersection

Curb extensions would be constructed on both sides of Ventura Avenue south of Lewis Street. Figure 3.b provides a recent photograph of the Lewis Street intersection, with Sunnyway Drive in the background. A new RRFB with audible message push buttons would be provided just north of the Sunnyway Drive intersection. A new crosswalk would be constructed to connect the curb extensions, with a pedestrian refuge island to be provided as a median in Ventura Avenue. A new crosswalk would be provided across East Lewis Street.

2.1.7 Ventura Avenue/Forbes Lane Intersection

Curb extensions would be constructed on the northwest and southwest corners of the intersection. Figure 3.c provides a recent photograph of this intersection. A crosswalk would be provided across Forbes Lane between the curb extensions.

2.1.8 Ventura Avenue/Leighton Drive/Pleasant Place Intersection

This intersection is located immediately east of E.P. Foster Elementary School. Figure 3.d provides a recent photograph of the Leighton Drive intersection, with Pleasant Place in the background. Curb extensions would be constructed on both the west side of Ventura Avenue south of Pleasant Place and on the east side of Ventura Avenue both north and south of Leighton Drive. A new crosswalk would be constructed to connect the curb extensions, with a pedestrian refuge island to be provided as a median in Ventura Avenue. The existing time-of-day flashing beacon would be replaced with a RRFB with programming for both time of day flashers and push button activation, and include audible message push buttons.

2.2 CONSTRUCTION

Construction would be primarily limited to normal working hours 8 to 10 hours per day, typically between the hours of 7 a.m. and 4 p.m., Monday through Friday, with occasional work between 4 and 8 p.m. and on Saturday. In compliance with the noise restrictions of Section 10.650 of the Ventura Municipal Code, any work conducted after 8 p.m. would require City approval and not exceed 45 dBA Leq at adjacent properties. It is anticipated that construction of proposed improvements would require approximately three months. Construction work would include the following general activities (varies with project component):

- Implementation of a City-approved traffic control plan.
- Relocation and/or removal of utilities from service.
- Removal of existing roadway surface as needed.
- Roadway widening, re-grading and reconstruction (Cedar Street only).
- Construction of curb extensions, sidewalks and gutters.
- Relocation of existing RRFBs or installation of new RRFB.
- Application of Type II slurry seal (Cedar Street only).
- Application of roadway striping, crosswalk and bike lane markings.

All construction work would be located within the existing City roadway right-of-way. Construction staging and storage of materials by the contractor would be mostly located within the public right-of-way, but may also occur within a local commercial or industrial property pending City approval.

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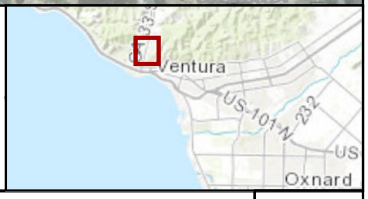
LEGEND:

1 - Cedar Street, South of Prospect Street
2 - Ventura Avenue / Kellogg Street Intersection
3 - Ventura Avenue / Warner Street Intersection
4 - Ventura Avenue / Vince Street Intersection
5 - Ventura Avenue / Sunnyway Drive Intersection
6 - Ventura Avenue / Forbes Lane Intersection
7 - Ventura Avenue / Leighton Drive Intersection
8 - De Anza Drive Near Ventura Avenue

MAP EXTENT:



padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: WESTSIDE PEDESTRIAN AND BICYCLE IMPROVEMENTS CITY OF VENTURA, CA

PROJECT NUMBER: 1502-4831

DATE: November 2016

PROJECT LOCATION MAP

FIGURE 1

Z:\Kristin\GIS Maps\Map Project\Westside Ped and Bike Improvement\Project Location Map.mxd | Bannan, 11/2/2016

Back of Figure 1

a. Cedar Street, facing south

b. De Anza Drive near Cameron Street, facing west

c. Ventura Avenue at Kellogg Street, facing north

d. Ventura Avenue at Warner Street, facing south

SITE PHOTOGRAPHS (1 of 2)
FIGURE 2

Backside Figure 2

a. Cedar Street, facing south

b. Cedar Street, facing north

c. Ventura Avenue at Kellogg Street, facing north

d. Ventura Avenue at Warner Street, facing south

SITE PHOTOGRAPHS (1 of 2)
FIGURE 2

Backside Figure 3

3.0 EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

    a. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

    b. Earlier Analysis Used. Identify and state where they are available for review.

    c. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

5) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a. The significance criteria or threshold, if any, used to evaluate each question; and

   b. The mitigation measure identified, if any, to reduce the impact to less than significance.

4.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist and discussed on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☒	Cultural Resources	☐	Greenhouse Gas Emissions
☐	Geology/Soils	☐	Hazards & Hazardous Materials	☐	Hydrology/Water Quality
☐	Land Use/Planning	☐	Mineral Resources	☐	Noise
☐	Population/Housing	☐	Public Services	☐	Recreation
☐	Transportation/Traffic	☐	Utilities/Service Systems	☐	Mandatory Findings of Significance

5.0 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Margaret Libby for 11/22/16

Dave Ward Date

Community Development Department Planning Manager

6.0 ENVIRONMENTAL IMPACT ANALYSIS

6.1 AESTHETICS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, , rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

6.1.1 Setting

The Ventura Avenue intersections proposed for improvement are surrounded by commercial land uses, mostly retail (see Figures 2 and 3). The segment of Cedar Street proposed for improvement is lined with residences on the west side with a hillside to the east extending up to Grant Memorial Park.

Excluding hillside areas east of Cedar Street, there are no City-designated scenic vistas or scenic roadways within or adjacent to proposed improvement sites. State Route 33 is located at least 2,000 feet west of proposed improvement sites and is considered a scenic route in the City's General Plan. Caltrans has designated the northern portion of State Route 33 (beginning 6.4 miles north of the Route 150 intersection) as a scenic highway. The segment of State Route 33 near the proposed improvement sites is considered an eligible scenic highway by Caltrans.

6.1.2 Impact Analysis

a. Proposed improvements would not be visible from any scenic vistas, and would not affect views of hillsides from affected roadways.

b. The proposed project does not involve removal of trees, rock outcroppings or buildings. In any case, the proposed improvements would not be visible from State Route 33 due intervening structures.

c. The proposed project is limited to improvements to existing roadways and would not result in any change in land use. All components would be located at grade (excluding flashing crossing beacons), and would not block views or alter the visual character of the Ventura Avenue and Cedar Street corridors. Flashing pedestrian crossing beacons are an existing visual component of the project area (Ventura Avenue), such that substantial degradation of the local visual character or visual quality would not occur.

d. New sources of light or glare would be limited to flashing crossing beacons. These beacons would primarily operate in the daytime; however, some nighttime use would occur. These beacons would be located adjacent to commercial uses with existing exterior lighting and would not substantially affect nighttime views in the area.

6.1.3 Mitigation Measures and Residual Impacts

The project would not result in significant impacts related to aesthetics; therefore, mitigation measures are not necessary.

6.2 AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c. Conflict with existing zoning for, or cause rezoning of forest land or timberland?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
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?	☐	☐	☐	☒

6.2.1 Setting

General Plan land use designations and zoning of affected areas are listed in Section 6.10. No agricultural land uses or parcels zoned as agriculture occur in close proximity to proposed improvement sites.

Based on the most recent (2012) Ventura County Important Farmland Map provided by the California Department of Conservation, none of the proposed improvement sites support Prime farmland, Unique farmland or Statewide Importance farmland. Excluding Cedar Street, the proposed improvement sites support Sorrento loam (2-9 percent slopes) as mapped by the Natural Resources Conservation Service. This soil meets the criteria for Statewide Importance farmland (California Department of Conservation, 2007). However, farmland supporting Sorrento loam at proposed improvement sites was converted in the 1920's to the 1930's to commercial, industrial and residential land uses (Galvin Preservation Associates, 2011).

The nearest forest land (as defined in Public Resources Code Section 12220) or timberland is located within the Los Padres National Forest, approximately 9.5 miles north of De Anza Drive.

6.2.2 Impact Analysis

a. The proposed project would not result in the loss or conversion of farmland.

b. The proposed project would be entirely located within the existing developed areas which are not under any Williamson Act contracts.

c. The project is consistent with existing zoning of the affected parcels, and would not cause any forest land or timberlands to be rezoned.

d. The project would not result in the loss or conversion of forest land to non-forest uses.

e. Projects that involve public infrastructure (e.g., roads, power, water, sewer, etc.) in a previously undeveloped area may lead to inducement of population growth and associated conversion of agricultural lands. However, the proposed project would merely improve pedestrian and bicyclist safety on existing roadways and would not induce other land use changes that could result in farmland or forest land conversion

6.2.3 Mitigation Measures and Residual Impacts

The project would not result in significant impacts to agricultural or forestry resources. Therefore, no mitigation is required.

6.3 AIR QUALITY

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
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 that exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

6.3.1 Setting

Ambient Air Quality. Ventura County is located in the South-Central Coast Air Basin. The topography and climate of Southern California combine to make the basin an area of high air pollution potential. Ozone and particulate matter less than 10 microns (PM_{10}) are of particular interest in Ventura County because State air quality standards for these pollutants are periodically exceeded. The air quality of Ventura County is monitored by a network of five stations, operated by the California Air Resources Board (ARB) and the Ventura County Air Pollution Control District (APCD). The El Rio ambient air monitoring station is located approximately 9.0 miles east-southeast of Cedar Street, and is the most representative of the area affected by the project.

Table 1 lists the monitored maximum concentrations and number of violations of air quality standards at the El Rio station for the years 2013 through 2015. As shown in Table 1, 8-hour ozone concentrations monitored at the El Rio station exceeded the State standard on only two days from 2013 through 2015. The Federal 8-hour ozone standard was exceeded on one day during 2013 through 2015.

Table 1. Air Quality Summary – El Rio Station

Parameter	Standard	Year		
		2013	2014	2015
Ozone (O_3) – parts per million				
Maximum 1-hour concentration monitored (ppm)		0.067	0.112	0.070
Number of days exceeding State standard	0.09 ppm	0	1	0
Maximum 8-hour concentration monitored (ppm)		0.063	0.077	0.066
Number of days exceeding Federal 8-hour standard	0.075 ppm	0	1	0
Number of days exceeding State 8-hour standard	0.070 ppm	0	2	0
$PM_{2.5}$ – micrograms per cubic meter				
Maximum value		22.2	22.2	25.5
Number of sampling days above Federal standard	35	0	0	0
PM_{10} – micrograms per cubic meter				
Maximum value (State or Federal measurement methodology)		183.4	115.3	93.3
Number of sampling days above State standard	50	4	7	6
Number of sampling days above Federal standard	150	0	0	0

Significance Thresholds. The APCD has prepared Air Quality Assessment Guidelines (2003) for the preparation of air quality impact analyses. The Guidelines indicate that a project may have a significant impact on the environment if it would:

- Result in daily emissions exceeding 25 pounds of reactive organic compounds (ROC) or oxides of nitrogen (NO_x);
- Cause a violation or make a substantial contribution to a violation of an ambient air quality standard;
- Directly or indirectly cause the existing population to exceed the population forecasts in the most recently adopted Ventura County Air Quality Management Plan (AQMP); and
- Be inconsistent with the AQMP and emit greater than 2 pounds per day ROC or NO_x.

6.3.2 Impact Analysis

a. Projects that cause local populations to exceed population forecasts in the AQMP are considered inconsistent with the AQMP, as exceeding population forecasts can result in the generation of emissions beyond those which have been projected in the AQMP. The proposed project is limited to transportation safety improvements and would not increase roadway capacity, extend infrastructure or include other features that could induce population growth. Overall, the proposed project would have no effect on implementation of the AQMP and progress towards attainment of air quality standards.

b. State 1-hour ambient standards for CO are sometimes exceeded at urban roadway intersections during times of peak traffic congestion. These localized areas are sometimes called CO "hotspots". Due to the relatively low ambient CO levels and the lack of major intersections in the region, CO hotspots rarely occur. The project would generate only small amounts of traffic, and only during the construction period. Considering the above, the project would not be expected to create or contribute substantially to the violation of CO standards.

Fugitive dust would be generated by the operation of heavy equipment and off-road use of motor vehicles during project construction. Dust generation from these activities would be considered a significant impact if APCD Rule 51 is violated. Rule 51 states "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property." Fugitive dust emissions have the potential be significant.

c. The proposed project would generate air pollutant emissions as a result of construction activities; primarily exhaust emissions from heavy-duty trucks, worker vehicles and heavy equipment. Heavy equipment emissions were estimated for a peak day using the OFFROAD model developed by the ARB, focusing on grading activities at Cedar Street using a dozer and wheeled loader.

Emissions of on-road vehicles were estimated using the ARB's EMFAC2014 model, assuming construction work would occur in summer 2017, and three heavy-duty truck trips (six one-way trips) and seven worker trips (14 one-way trips) would occur on a typical work day. Estimated project peak day emissions are listed in Table 2.

Table 2. Construction Air Pollutant Emissions

Source	Pollutant, Pounds per Peak Day			
	ROC	NO_x	CO	PM_{10}
Equipment exhaust	2.0	17.0	6.2	0.6
On-road vehicles	0.1	1.2	1.6	0.1
Fugitive dust	0.0	0.0	0.0	103.2
Total	2.1	18.2	7.8	103.9

Peak day construction emissions would be 18.2 pounds NO_X and 2.1 pounds ROC. As such, NO_X and ROC emissions during peak construction periods would not exceed the 25 pounds per day threshold established by the APCD. In any case, due to the temporary, short-term nature of construction emissions, the APCD does not apply the quantitative emissions thresholds for ROC and NO_X to construction activities. The APCD does require that emission reduction measures be implemented during construction to reduce exhaust emissions and fugitive dust generation. Applicable measures are listed below as mitigation.

d. Fugitive dust generated during the construction period may adversely affect nearby residential areas, see the discussion under part b.

e. Residences adjacent to improvement sites would be exposed to odors associated with diesel engine exhaust during the construction period. However, the magnitude and duration of diesel truck and equipment use would be very limited. The affected residences are currently exposed to diesel odors associated with bus and diesel truck traffic on Ventura Avenue and Cedar Street. Overall, project-related odors are expected to be short in duration and minimal in intensity. Therefore, odor impacts are considered less than significant.

6.3.3 Mitigation Measures and Residual Impacts

MM AQ-1. Air pollutant emissions reduction measures recommended by the Ventura County APCD shall be fully implemented including:

- Removal of vegetation and ground disturbance shall be limited to the minimum area necessary to complete project construction activities. Vegetative cover shall be maintained on all other portions of the project area.
- Regular ground wetting of exposed soils and sediments, and unpaved access roads shall be conducted during construction to control fugitive dust emissions.
- Grading activities shall cease during periods of high winds (greater than 20 miles per hour, averaged over one hour).
- Silt containing material excavated, stockpiled or transported during construction shall be wetted regularly.
- On-site construction vehicle speed shall be limited to 15 miles per hour in unpaved areas.
- Trucks transporting earth materials to or from the project site shall be covered or maintain a minimum two-foot freeboard;
- Roadways in the vicinity of construction access points shall be swept as necessary to prevent the accumulation of silt;
- Minimize truck idling time; and
- Maintain engines in good condition and proper tune.

The implementation of mitigation measures listed above would reduce air quality impacts to a level of less than significant.

6.4 BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
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 Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
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?	☐	☐	☐	☒

6.4.1 Setting

All proposed improvements would be located in previously disturbed areas associated with current roadways.

Vegetation. The affected segment of Cedar Street supports landscaping along much of the western shoulder and native purple sage scrub vegetation on the slope east of the roadway. Along Cedar Street, this vegetation is dominated by purple sage (*Salvia leucophylla*) and California sagebrush (*Artemisia californica*). However, the invasive black mustard (*Brassica nigra*) has become dominant in some areas and has reduced the coverage, density and diversity of purple sage scrub on the slope.

The De Anza Drive median supports turfgrass and six landscaping trees. The De Anza Drive/Cameron Street intersection supports landscaping trees on the southwest, northwest and northeast corners of the intersection.

Vegetation at the Ventura Avenue/Kellogg Street intersection is limited to non-native grasses and weedy species at the proposed Kellogg Park site, and two landscaping trees (maple, melaluca) at the southwest corner of the intersection. Native vegetation is absent.

Vegetation is lacking from the Ventura Avenue/Warner Street intersection. Vegetation at the Ventura Avenue/Vince Street intersection is limited to a poorly maintained lawn at the southeast corner and two junipers near the northwest corner of the intersection. Vegetation at the Ventura Avenue/Sunnyway Drive/Lewis Street intersection is limited to a poorly maintained lawn at the northwest corner and landscaping shrubs (juniper and eugenia) at the southwest corner of the intersection.

Vegetation at the Ventura Avenue/Forbes Lane intersection is limited to landscaping trees (avocado and callistemon) at the northwest and southwest corners of the intersection. A palm tree and iceplant is located northeast of the intersection.

Vegetation at the Ventura Avenue/Leighton Drive/Pleasant Place intersection is limited to the western side of Ventura Avenue and includes the E.P. Foster Elementary School lawn south of Pleasant Place and two landscaping trees (pittosporum) north of Pleasant Place.

Wildlife. Due to the urban nature of the proposed improvement sites and lack of native vegetation (excluding east of Cedar Street), wildlife surveys were not conducted. However, incidental wildlife observations during a site visit included crows, California towhee, mourning dove, rock pigeon, house finch and black-tailed deer (east of Cedar Street).

Observations during a May 18, 2016 biological survey of a vacant parcel located at the northeast corner of the Kellogg Street/Cedar Street intersection included Eurasian collared dove, Anna's hummingbird, western scrub jay, northern rough-winged swallow, northern mockingbird, orange-crowned warbler, common yellowthroat, song sparrow, California towhee, house finch, house sparrow, coyote (scat), pocket gopher (burrows), dogs and domestic cat (Padre Associates, 2016a).

Special-Status Species. The literature search included review of biological studies prepared by Padre Associates for local projects and a search of the California Department of Fish and Wildlife (CDFW) Natural Diversity Database (CNDDB) on July 27, 2016 for reported occurrences of special-status species within 5 miles of the proposed improvement sites.

Listed species:

- Tidewater goby (*Eucyclogobius newberryi*) – Federal Endangered, California Species of Special Concern: reported from the Ventura River mostly downstream of Main Street, approximately 0.6 miles to the west of Cedar Street.
- Southern California steelhead ESU (*Oncorhychus mykiss*): reported from the Ventura River, approximately 0.6 miles to the west of Cedar Street.
- California red-legged frog (*Rana draytonii*) – Federal Threatened, California Species of Special Concern: reported from the Ventura River, approximately 3.7 miles north of De Anza Drive.
- Least Bell's vireo (*Vireo bellii pusillus*) - State and Federal Endangered: reported from the Ventura River just upstream of Main Street, approximately 0.6 miles to the west of Cedar Street.
- Belding's savannah sparrow (*Passerculus sandwichensis beldingi*) – State Endangered: reported from McGrath State Beach, approximately 4.0 miles to the southeast of Cedar Street.
- California least tern (*Sternula antillarum browni*) – State and Federal Endangered: reported from McGrath State Beach, approximately 4.0 miles to the southeast of Cedar Street.
- Western snowy plover (*Charadrius alexandrinus nivosus*) – Federal Threatened, California Species of Special Concern: reported from near McGrath State Beach, approximately 4.0 miles to the southeast of Cedar Street.
- Tri-colored blackbird (*Agelaius tricolor*) – State Candidate Threatened, California Species of Special Concern) - reported from the Ventura River just upstream of Main Street, approximately 0.6 miles to the west of Cedar Street.

Non-listed special-status species:

- Monarch butterfly (*Danaus plexxipus*): reported from near the Ventura River estuary, approximately 0.6 miles southwest of Cedar Street.
- Arroyo chub (*Gila orcuttii*): reported from the Ventura River, approximately 0.6 miles west of Cedar Street.
- Western pond turtle (*Emys marmorata*): reported from the Ventura River, approximately 0.6 miles west of Cedar Street.
- Coastal whiptail (*Aspidoscelis tigris stejnegeri*): reported from Sexton Canyon, 4.0 miles northeast of De Anza Drive.
- Two-striped garter snake (*Thamnophis hammondii*): reported from Taylor Ranch, approximately 1.0 miles northwest of De Anza Drive.
- Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*): reported from 1.3 miles east of Cedar Street.

- Yellow warbler (*Dendroica petechia brewsteri*): reported from the Ventura River, approximately 0.5 miles west of East Vince Street.
- Yellow-breasted chat (*Icteria virens*): reported from the Ventura River, approximately 0.5 miles northwest of De Anza Drive.
- Cooper's hawk (*Accipiter cooperi*): from the Ventura River, approximately 0.5 miles west of East Vince Street.
- Yuma myotis (*Myotis yumanensis*): reported from the Main Street bridge, approximately 0.5 miles east of Cedar Street.
- American badger (*Taxidea taxus*): reported from near Foster Park, approximately 3.5 miles north of De Anza Drive.
- Western mastiff bat (*Eumops perotis californicus*): reported from the general Ventura area.
- Pallid bat (*Antrozous pallidus*): reported from the general Ventura area.

No special-status species were observed during the biological field survey, and none are expected to occur within the proposed improvement sites based on the lack of suitable habitat.

6.4.2 Impact Analysis

a. Excluding Cedar Street, all proposed improvements would occur within developed areas lacking native vegetation. Suitable habitat for listed species, candidate species or special-status species does not occur within or adjacent to the improvement sites. Purple sage scrub occurs immediately east of Cedar Street. Although this vegetation would not be removed by proposed improvement activities, indirect habitat disturbance (noise, dust, human activity) would occur during the construction period. Southern California rufous-crowned sparrow (CDFW Watch List) is relatively common in scrub and chaparral habitats in the project area, and may be present adjacent to Cedar Street during construction. However, habitat disturbance would be temporary and limited to a small area (less than two acres), which is smaller than a typical breeding territory. Overall, impacts to the local population of southern California rufous-crowned sparrow would not be significant.

b. Riparian habitats or other sensitive natural communities do not occur within or adjacent to areas that would be affected by proposed improvements.

c. Federally-protected wetlands occur in the Ventura River, at least 0.5 miles west of areas that would be affected by proposed improvements. No wetlands occur in proximity to proposed improvement sites; therefore, adverse impacts to wetlands would not occur.

d. Wildlife movement in the region may be focused along the Ventura River and ridgelines connecting the coastal terrace to inland areas, including the Los Padres National Forest. The proposed improvement sites are located within developed areas, where focused wildlife movement does not occur. Impacts to fish and wildlife movement or use of wildlife nursery sites would not occur.

e. The proposed project would not result in the removal of any street trees protected under Chapter 20.150 of the City's Municipal Code, or conflict with any local policies or ordinances concerning biological resources. However, to comply with the Federal Migratory Bird Treaty Act and the California Fish and Game Code, City policy is to avoid take of breeding birds. Removal of roadside vegetation may occur along Cedar Street and result in take of breeding birds.

f. The project area is not subject to a habitat conservation plan or other conservation plan.

6.4.3 Mitigation Measures and Residual Impacts

MM BIO-1. Measures to avoid take of breeding birds shall be fully implemented including:

- Remove vegetation outside the breeding season (February 1 to September 1), if feasible.
- If vegetation must be removed during the bird breeding season, a breeding bird survey shall be conducted by a qualified biologist within one week prior to vegetation removal.
- Any active nests found during the survey shall remain in place and construction activity (using heavy-duty trucks or equipment) postponed within 200 feet of the nest until the nest is abandoned for the season.

The implementation of mitigation measures listed above would reduce biological resources impacts to a level of less than significant.

6.5 CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5 of the CEQA Guidelines?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the CEQA Guidelines?	☐	☒	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

The following information summarizes the findings of an Archeological Survey Report prepared for the project by Padre Associates (2016b).

6.5.1 Setting

Archaeological Context. Ventura County is part of a larger regional cultural area that includes most of Santa Barbara and San Luis Obispo counties. Wallace (1955), Warren (1968), and King (1990) have developed chronological sequences that apply to the prehistory of Ventura County. This report will use the chronological sequence developed by King (1990) to discuss the Early, Middle, and Late Periods of cultural development in Ventura County.

Early Period (c. 8,000 – c. 3350 B.P.). Reliable evidence of Holocene (post-10,000 years ago) settlement in Ventura County begins circa 8,000 Before Present (B.P.). The earliest sites were located on terraces and mesas; however, settlement gradually shifted to the coast (Wlodarski, 1988). Site assemblages dating to this period often contained large amounts of milling stones and manos, crude choppers, and core tools (W&S, 1997). Prehistoric peoples used these tools to harvest terrestrial and sea mammals, shellfish, and fish. Mortars and pestles appear toward the end of the period, suggesting a shift towards a greater reliance on acorns (Ventura County Resource Management Agency, 1988, updated 2011).

Middle Period (c. 3350 – c. 800 B.P.). Archaeological material dating to the Middle Period represents a significant evolution in hunter-gatherer technology. The presence of chipped stone tools increases and diversifies, projectile points became more common, and fishhooks and plank canoes (*tomol*) appear (Wlodarski, 1988; W&S, 1997). Burials dating to this period provide evidence of wealth and social stratification indicating a transition to ranked society (Ventura County RMA Planning Division, 2011). Excavation data from the Santa Monica Mountains demonstrate expansion to the inland region allowing trade and ceremonial exchange patterns to develop (Ventura County Resource Management Agency, 1988, updated 2011).

Late Period (c. 800 – c. 150 B.P.). The cultural complexity initiated during the Middle Period intensified in the Late Period. This period is also referred to as the Chumash Era as Chumash social and religious development peaked during this time. Villages became the main population centers with satellite camps geared toward the seasonal harvest of plants, seeds, game, and material resources (Wlodarski, 1988). The Chumash became expert craftsman of baskets, stone vessels, shell beads, *tomol*, and fishing technology. It is also likely that communication and trade with non-Chumash tribes and villages accelerated during this period (Ventura County Resource Management Agency, 1988, updated 2011).

Ethnographic Context. The project components are located within the ethnographic territory of the Chumash, who inhabited the Coast Ranges between San Simeon and Malibu (Kroeber, 1925). The Chumash have been divided into several geographic groups, each associated with a distinct language dialect. The Chumash living in Ventura County formed the *Ventureño* dialect group of the Chumash language family. This group was named for their association with the Spanish Mission San Buenaventura, founded in 1782.

The Chumash political organization comprised a named village and the surrounding resource areas governed by a chief, known as the *Wot* (Sampson, 2013). Some higher status chiefs controlled large chiefdoms containing several villages. It is likely the project area was included in the chiefdom *Lulapin,* whose limits extended from Malibu to just beyond modern Santa Barbara. In his diary, Portuguese explorer Juan Cabrillo described a Chumash village that was located on an ocean bluff between present-day Figueroa and Palm streets (approximately 0.5-miles south of Cedar Street). The missionaries who later settled in the area call the village *Shisholop* (Galvin, 2011). According to ethnographic studies, inhabitants from different villages bonded through trade, joint ceremonies, and intermarriage (Sampson, 2013).

Spanish colonization and the establishment of Mission San Buenaventura resulted in the erosion of Chumash culture in Ventura County. Chartkoff and Chartkoff (1984) note that Spanish settlement barred many Native Americans from traditionally important resources including clamshell beads, abalone shells, Catalina steatite, shellfish, and asphaltum. The introduction of European customs and diseases transformed the hunter-gatherers into agricultural laborers and decimated the native population.

Historical Context. In 1542, Juan Cabrillo was the first of the exploring Europeans to sail into Chumash territory and investigated the area now occupied by the City of Ventura in 1542. Spanish navigator Sebastian Vizcaino further investigated the area during a mapping expedition for the Spanish government in 1602 (Galvin, 2011).

The first Spanish land expedition of Gaspar de Portolá passed through Ventura County and camped near present day Saticoy on August 13, 1769. Portola renamed the native village at this site *La Asuncion de Nuestra Señora* or *La Asumpta* because the expedition reached the location of the eve of The Assumption of the Blessed Virgin (Galvin, 2011). The expedition continued down the Santa Clara River Valley and camped at the outlet of the Ventura River on August 14, 1769. Fray Juan Crespi, a Franciscan missionary, noted a large and sophisticated Chumash village (likely *Shisholop*) near this campsite (Bolton, 1926).

In February of 1774, Juan Bautista de Anza traveled through Ventura County as leader of the San Francisco colonists. The de Anza expedition camped near *La Asumpta* and traveled about ¼-mile south of the project area as it continued north along the Pacific Coast (Galvin, 2011). This route, known today as the Juan Bautista De Anza National Historic Trail, runs from near Nogales, Arizona to San Francisco, California, and crosses through Ventura County (CATE, 2000).

Over the next three decades, the Spanish established twenty-one Franciscan missions and various military presidios and pueblos along El Camino Real between San Diego and Sonoma. The earliest plans for a mission at San Buenaventura date to 1768 when the area was selected for an “intermediate” mission between the existing Mission San Diego and Mission San Carlos. Native American uprisings and political infighting delayed the founding of Mission San Buenaventura until Easter Sunday, March 31, 1782. San Buenaventura became the ninth mission established in Alta California and the last mission founded by Father Junipero Serra.

Around 1790, the San Miguel Chapel was built as the first outpost and center of operations while the Mission was being constructed. The first Mission structure was located near the chapel, but was relocated to its present site on Main Street in 1804 (Gavin, 2011). Most of the missions were similar in design and consisted of a church and living quarters for the priests, soldiers, and baptized Indians. The buildings were rectangular and were constructed of wooden beams and adobe bricks. Chumash neophytes, instructed in the teachings of the Catholic Church and baptized, provided almost all the labor to construct and maintain the missions (Barter et al. 1994).

In 1822, Mexico declared independence from Spain and the missions were secularized in 1834. Lands were gradually transferred to private ownership via a system of land grants. There were 19 grants of ranchos in the Ventura County area, the majority containing thousands of acres. Native Californians of Spanish or Mexican descent, known as *Californios*, accumulated great wealth, largely through cattle ranching. They built large adobe residences both close to the Mission and on vast grazing acreage outside the Mission area. Specifically, the proposed improvement areas are located within a tract of land known as Rancho Ex-Mission San Buenaventura, which was granted to Jose Arnaz on June 8, 1846 (Galvin, 2011).

Following the Bear Flag Revolt in 1846, John C. Frémont and the California Battalion marched into Mission San Buenaventura, finding all the inhabitants fled except the Chumash neophytes. The Treaty of Hidalgo formally transferred California to the United States in 1848 and statehood was achieved in 1850. At the time, the area that would become Ventura County was originally the southern portion of Santa Barbara County (Murphy, 1979).

In 1848, Jose Arnaz began the first attempt to lay out a town site at San Buenaventura. Over the next decade, the town contained less than two dozen buildings, including the mission complex, and three “Indian Ranchos” within the Ventura River basin. Much of the land south of present day Main Street and on the west side of present day Ventura Avenue consisted of row crops. The town officially became recognized within the United States when a post office was established in 1861 (Galvin, 2011).

In 1863, the first surveys of the town were conducted, along with an unsuccessful attempt at incorporation. The following year, a serious drought devastated local livestock, creating financial ruin for many *Californios* (Galvin, 2011). Several *ranchos* were divided and sold to east coast capitalists hoping to encounter petroleum deposits (Murphy, 1979). By the 1870’s, Americans owned most of the former *ranchos* and the economy shifted from cattle and sheep to agriculture and oil exploration (Ventura County Resource Management Agency, 1988, updated 2011).

Ventura County was officially split from Santa Barbara County on January 1, 1873, and a dozen communities were established within the next 25 years. The Southern Pacific Railroad came through San Buenaventura in 1887, and shortened the name of the city to “Ventura” for convenience in printing their timetables (Murphy, 1979). The railroad connected Saugus, Fillmore, and Santa Paula allowing agricultural products, especially citrus, to ship from Ventura and Port Hueneme (Ventura County Resource Management Agency, 1988, updated 2011).

Oil exploration in Ventura County started during the 1880's, yet remained unsuccessful until 1916, when the large South Mountain Oil Field was discovered near Santa Paula. Drilling in the Ventura Avenue Oil Field and the Rincon Oil Field soon followed in 1919 and 1927, respectively. The 1920's oil boom increased development in the cities of Ventura, Santa Paula, and Fillmore. The 1929 stock market crash and subsequent Great Depression slowed this growth; however, most of the County's infrastructure, such as roads, post office, fire stations, and schools, were built by New Deal relief programs. At the beginning of World War II, the United States Navy completed deep-water port facilities at Port Hueneme (Ventura County Resource Management Agency, 1988, updated 2011).

During the 1960's and 1970's, many working-class people migrated from east and central Los Angeles to southern and eastern Ventura County. As a result, there was significant population growth in Ventura County along the Highway 101 corridor. Further expansion of Highway 101 has facilitated commuting to Los Angeles and prompted further development to the west (Murphy, 1979).

Native American Consultation. As part of the tribal consultation process with Native American groups and individuals, the Native American Heritage Commission (NAHC) was contacted on July 26, 2016 to provide information about sacred lands that may be located within the proposed improvement areas. The NAHC responded on July 28, 2016 with a list of interested Native American groups and individuals who might have information regarding resources within or near the project's Area of Potential Effect (APE). The NAHC also reported that a search of the sacred lands file did not indicate the presence of sacred lands within the proposed improvement sites. On August 25, 2016, Padre Associates mailed letters to the following Native American contacts listed for Ventura County to initiate consultation: Julie Lynn Tumamait-Stennslie, Kenneth Kahn, Freddie Romero, Mona Olivas Tucker, Fred Collins, Mia Lopez, and Isabel Ayala.

On August 29, 2016, Padre Associates received an email from Isabel Ayala of the Coastal Band of the Chumash Nation. Ms. Ayala expressed a desire to meet and discuss the proposed project. Ms. Ayala also recommended contacting all other Chumash organizations and any other Native American tribal organizations that may be impacted.

On August 30, 2016, Padre Associates received an email from Mona Olivas Tucker of the *yak titᵛu titᵛu* Northern Chumash Tribe. Ms. Tucker stated that she had no comment about the project because she is unfamiliar with the Ventura area.

Known Cultural Resources. Site CA-VEN-749H is the remnants of the Mission San Buenaventura aqueduct believed to have been constructed between the years 1792 and 1815. The aqueduct was seven miles long and started at the confluence of the Ventura River and San Antonio Creek, continued through Cañada Larga, and terminated at the Mission in what is now downtown Ventura (Foster and Greenwood, 1989). The aqueduct was possibly designed by the Mission's master mason and built with Chumash neophyte labor (Galvin, 2011). The aqueduct was constructed of cobblestone and was supported by six-foot wide stone buttresses. The structure varied in height depending on the terrain and had a shallow trough lined with mortar at the top for channeling water to the mission complex.

The aqueduct was in use until 1861 when it was washed out by flood during winter storms. In 1871, the Santa Ana Water Company purchased the Mission water rights and used the aqueduct to transmit water with the addition of a reinforced plank conduit. Around 1900, a hole was blasted through the aqueduct to accommodate the construction of Highway 33 (Brovarney, 1987). The largest visible segment of the aqueduct is preserved on a one-acre site on the south side of Cañada Larga Road and designated as CA-VEN-82A. It has been designated a County Landmark and listed on the National Register of Historic Places (Foster and Greenwood, 1989). In 1982, Robert Lopez recorded one segment of the aqueduct, designated as CA-VEN-749H, near the eastern terminus of Vince Street. Lopez excavated six one-meter test pits in support of a single-family housing project and recommended that the segment be added to the Mission San Buenaventura National Register Historic District (Lopez, 1982). In 1989, Greenwood and Associates exposed and documented an intact segment of the aqueduct that was inadvertently disturbed during the construction of a house at 352 Cedar Street (Foster and Greenwood, 1989). According to the report, "the parcels to the north of the subject lot appear to have a relatively intact portion of the aqueduct alignment which continues northward along the shoulder of Cedar Street" (Foster and Greenwood, 1989).

In 2004, Extended Phase I testing completed by Greenwood and Associates identified two parallel aqueduct segments at the eastern terminus of Warner, Barnett, and Kellogg streets. The two segments were separated by a distance of two meters. According to the CA-VEN-749H site record, archaeologists proposed that "one of the alignments was a spur or a deviation in line to an unknown facility or to maintain the gradient after siltation" (Rehberger, 2004). Greenwood and Associates recorded another segment of the aqueduct within contiguous parcels at 253 and 257 Cedar Street, and observed that the segment paralleled the 60-foot contour line (Foster, 2005).

Field Surveys. On May 26, 2016, Padre Associates archaeologists Rachael Letter and Christopher Letter surveyed each of the proposed improvement sites for archaeological resources. Archaeologists examined the west side of Cedar Street and the east side of Wall Street for exposed segments of the Mission San Buenaventura aqueduct. At both locations, archaeologists inspected bare patches of soil to assess the potential for subsurface culturally-affected soils or artifacts. Archaeologists completed brief site visits at each of the six intersections along Ventura Avenue because these areas are completely paved.

The field survey was negative for cultural resources. Archaeologists did not observe the Mission San Buenaventura aqueduct segment that Greenwood and Associates had recorded at 352 Cedar Street in 1989 (Foster and Greenwood, 1989). According to the City of Ventura Public Works Department, the property owner at 352 Cedar Street preserved the segment underneath the current structure and installed glass for viewing (Veronica Ledesma, personal communication 2016).

Padre archaeologists examined the parcels directly north of 352 Cedar Street during the current survey and did not observe the aqueduct alignment. However, landscaping along the east edge of these parcels incorporated river cobbles of a size that were similar to those used to construct the aqueduct. This observation suggests that the aqueduct segment Greenwood and Associates observed in 1989 has since been demolished.

Padre archaeologists observed the segment of the aqueduct that Greenwood and Associates recorded in 2005. This segment is approximately 120 feet west of proposed improvements to Cedar Street within contiguous parcels at 253 and 257 Cedar Street (Foster, 2005). As stated on the site record for CA-VEN-749H, the aqueduct parallels the 60-foot contour line (Foster, 2005), which crosses underneath Cedar Street approximately 385 feet south of the intersection with Prospect Street. This suggests that segments of the aqueduct may exist underneath Cedar Street starting at the intersection with Prospect Street to approximately 385 feet to the south.

6.5.2 Impact Analysis

a. Following the recommendations of previous cultural resources studies (Lopez, 1982; Foster and Greenwood, 1989; Rehberger, 2004; Greenwood, 2005), the Mission aqueduct (site CA-VEN-749H) is eligible for listing in the California Register according to the criteria defined in Section 5024.1 of the Public Resources Code. This is due to the fact that the site contains important data regarding the sequence and methods of aqueduct construction, aqueduct operation and maintenance, Mission period economics, and related questions. Thus, the site qualifies as a historical resource according to Section 15064.5 of the CEQA Guidelines.

Padre archaeologists also examined engineering plans for the extension of Cedar Street to East Prospect Street conducted in 1952. Based on cross sections presented in the plans, at least five feet of soil material was cut from the hill slope along the current centerline of Cedar Street during construction. Significantly more material was removed further upslope suggesting that any surviving aqueduct alignment was removed during the road construction in the 1950s. The proposed project has been designed to avoid any new earth disturbance in the vicinity of the aqueduct, such that all construction work in this area would be limited to that previously disturbed as part of construction of Cedar Street in the 1950s. However, due to the lack of information regarding the precise location of the Mission aqueduct, significant impacts could occur.

b. According to previous cultural resources studies (Singer, 1977; Maki, 2000a; Maki, 2000b; Maki, 2002; McKenna, 2008), no archaeologically significant resources are located within or adjacent to the Project APE. However, in the event that previously unidentified archaeological resources are discovered during construction, mitigation has been provided.

c. A record search was conducted of the on-line collections data base of the University of California Museum of Paleontology. Fossilized remains of prehistoric pine trees (*Pinus pieperi, P. masoni*) have been reported from the Ventura area. Foraminifera specimens (marine shell-forming invertebrates) of Pliocene age have been found along the coast north of Ventura (Dulah area). However, all project-related ground disturbance would be located within Holocene age alluvium, which does not contain any intact fossils. Therefore, impacts paleontological resources or unique geological features are not anticipated.

d. No village or burial sites that may include buried human remains have been identified within or adjacent to the Project APE. However, in the event that human remains are discovered during construction, mitigation has been provided.

6.5.3 Mitigation Measures and Residual Impacts

The following mitigation measures have been provided to ensure remnants of the Mission aqueduct are entirely avoided, and any resources discovered during construction are evaluated and avoided as needed.

MM CUL-1. Earth disturbance along Cedar Street shall be limited to those areas previously disturbed by roadway construction and utility installation.

MM CUL-2. A City-approved archaeologist shall be retained to design and implement a Worker Education Program that will be provided to all project personnel who may encounter and/or alter historic resources or unique archaeological properties, including construction supervisors and field personnel. All construction workers involved in field operations shall participate in the Worker Education Program. The Worker Education Program may be conducted in concert with other environmental or safety awareness and education programs for the project, provided that the program elements pertaining to cultural resources are provided by a qualified instructor meeting applicable professional qualifications standards.

MM CUL-3. A City-approved archaeologist and Native American representative shall monitor all earth disturbing activities within the northern 500 feet of Cedar Street.

MM CUL-4. Should historic or prehistoric cultural artifacts be discovered during project implementation, the archaeological monitor shall have the authority to temporarily halt all work within 100 feet of the find and City of Ventura Public Works staff shall be contacted immediately. The location of any such finds must be kept confidential and measures should be taken to ensure that the area is secured to minimize site disturbance and potential vandalism. The nature and extent of the deposit shall be assessed, and subsequent recordation and notification of relevant parties conducted based upon the results of the assessment.

MM CUL-5. If human remains are encountered, all provisions provided in California Health and Safety Code section 7050.5 and California Public Resources Code Section 5097.98 shall be followed. Work shall stop within 100 feet of the discovery and a qualified archaeologist must be contacted immediately, who shall consult with the County Coroner. In addition, City staff shall be notified. If human remains are of Native American origin, the County Coroner shall notify the Native American Heritage Commission within 24 hours of this determination and a Most Likely Descendent shall be identified. No work is to proceed in the discovery area until consultation is complete and procedures to avoid and/or recover the remains have been implemented.

Implementation of these mitigation measures would reduce impacts to cultural resources to a less than significant level.

6.6 GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) 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? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
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?	☐	☐	☐	☒

6.6.1 Setting

The proposed improvement sites are underlain by Holocene-age alluvium composed of floodplain deposits of silt, sand and gravel (Dibblee, 1988). Excluding Cedar Street, soil found at the proposed improvement sites has been mapped as Sorrento loam (2-9 percent slopes). Soils within the Cedar Street alignment have been mapped as San Benito clay loam (9-15 percent slopes) and Soper gravelly loam (3-50 percent slopes, eroded) (Edwards et al., 1970).

The entire Southern California region, including the Ventura area, is located within a seismically active area. The Ventura Fault is located approximately 500 feet south of the Cedar Street improvement area, and is considered an Official Earthquake Fault Zone by the California Geological Survey.

Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. All of the proposed improvement sites are located within a liquefaction hazard area (California Department of Conservation, 2003).

Groundshaking is the cause of most damage during earthquakes. The predominant (10 percent probability of exceedance in 50 years) earthquake in the project area is magnitude 6.8. In the project area, the peak ground acceleration with a probability of 10 percent exceedance in 50 years is 0.62 g in alluvium conditions (California Department of Conservation, 2003).

Subsidence is generally related to over-pumping of groundwater or petroleum reserves from deep underground reservoirs. No recognized subsidence has been identified within the project area (Ventura County General Plan Hazards Appendix, updated 2013).

Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. Shrinking and swelling of soils can damage overlying structures, roadways, and utilities. The Sorrento loam (2-9 percent slopes) soil series is considered to have a high shrink-swell potential (Edwards et al., 1970).

Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. Cedar Street is located adjacent to an Earthquake-Induced Landslide Hazard Zone (California Department of Conservation, 2003).

6.6.2 Impact Analysis

a. Due to the presence of the Ventura Fault in the immediate project area, the potential exists for fault rupture and groundshaking to affect the proposed improvements during the designed life of the project. However, the engineering of the project would consider the seismic environment and would be designed and constructed to be resistant to seismic-related damage, including groundshaking and liquefaction. The project does not include any habitable structures that could be adversely affected by these hazards; and therefore, would not result in an increase in the population exposed.

Cedar Street has the potential to be affected by seismically-induced landslides, generated by the steep slope to the east. However, the project does not include any modifications to this slope and would not increase the existing landslide hazard. Overall, seismic-related impacts are considered less than significant.

b. The proposed improvement sites are level and not subject to excessive erosion. Project construction would involve removal of small amounts of vegetation and could result in soil erosion. However, project construction activities would be subject to the State's General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Water Quality Order 2012-0006-DWQ), which would require implementation of best management practices to minimize soil erosion. Overall, the potential for soil erosion is considered less than significant.

c. According to the Ventura County General Plan Hazards Appendix, the proposed improvement sites are not located in a subsidence zone. As such the project is not expected to be subject to impacts associated with land subsidence. See response a. for discussion of issues related to liquefaction and landslides.

d. Proposed improvement sites may support expansive soils; however, proposed construction activities (mostly minor roadway widening and curb extensions) would be limited to areas with engineered fill associated with past roadway construction. Therefore, significant impacts associated with expansive soils are not anticipated.

e. Septic waste disposal systems are not proposed as part of this project. No impacts would result.

6.6.3 Mitigation Measures and Residual Impacts

No significant geologic hazards were identified; therefore, mitigation measures are not required.

6.7 GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Generate greenhouse gas emissions, either directly or directly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

6.7.1 Setting

Greenhouse gases (GHGs) are defined as any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These greenhouse gases lead to the trapping and buildup of heat in the atmosphere near the earth's surface, commonly known as the Greenhouse Effect. There is increasing evidence that the Greenhouse Effect is leading to global climate change.

California Global Warming Solutions Act (Assembly Bill [AB] 32). AB 32 focuses on reducing GHG emissions in California. GHG as defined under AB 32 include: water vapor, carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. AB 32 requires the California Air Resources Board (CARB) to adopt rules and regulations that would achieve GHG emissions equivalent to statewide levels in 1990 by 2020. In addition, two State-level Executive Orders have been enacted by the Governor (Executive Order S-3-05, signed June 1, 2005, and Executive Order S-01-07, signed January 18, 2007) that mandate reductions in GHG emissions.

In June 2008, CARB developed a Draft Scoping Plan for Climate Change, pursuant to AB-32. The Scoping Plan was approved at the Board hearing on December 12, 2008. The Scoping Plan proposes a comprehensive set of actions designed to reduce overall carbon emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, and enhance public health while creating new jobs and enhancing the growth in California's economy. Key elements of the Scoping Plan for reducing California's greenhouse gas emissions to 1990 levels by 2020 include:

- Expansion and strengthening of existing energy efficiency programs and building and appliance standards;
- Expansion of the Renewables Portfolio Standard to 33 percent;
- Development of a California cap-and-trade program that links with other Western Climate Initiative Partner programs to create a regional market system;
- Implementation of existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Targeted fees to fund the State's long-term commitment to AB 32 administration.

The Climate Change Scoping Plan was updated in May 2014, and confirms that California is on target for meeting the 2020 GHG emissions reduction goal.

GHG and CEQA. From 2007 to 2009, CARB has promulgated several discrete early action measures to reduce GHG emissions prior to the full and final adoption of a plan to reduce aggregate California GHG emissions to 1990 levels by 2020. Senate Bill 97, enacted in 2007, amends the CEQA statute to clearly establish that greenhouse gas emissions and the effects of GHG emissions are appropriate for CEQA analysis. It directs the California Office of Planning and Research (OPR) to develop guidelines *"for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions as required by this division."* (Pub. Res. Code § 21083.05(a)).

In December of 2009, the California Natural Resources Agency adopted amendments to the State CEQA Guidelines (Title 14, Cal. Code of Regulations, §15000 et seq.) to comply with the mandate set forth in Public Resources Code §21083.05. These revisions became effective March 18, 2010. According to GHG amendments to the State CEQA Guidelines, each public agency that is a CEQA lead agency needs to develop its own approach to performing a climate change analysis for projects that generate GHG emissions. A consistent approach should be applied for the analysis of all such projects, and the analysis must be based on best available information.

Climate Change Action Plans. Many California counties have developed a climate change action plan focusing on reducing GHGs from local sources, to facilitate meeting the State reduction targets of AB 32. To date, Ventura County has not published any documents related to GHG emissions reduction in the County.

Significance Thresholds. To date, GHG thresholds of significance have not been adopted by the City or Ventura County. On November 8, 2011, the Ventura County APCD completed a staff report assessing several options and strategies in developing GHG thresholds for land development projects. Although no GHG thresholds were developed, the November 8, 2011 staff report stated that consistency with any GHG thresholds developed by the South Coast Air Quality Management District (SCAQMD) is preferred. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO_2 equivalent (including amortized construction emissions) for industrial projects. Due to the lack of any other applicable threshold, this value will be used in this analysis to determine the significance of the contribution of the project to global climate change.

6.7.2 Impact Analysis

a. Project construction would result in greenhouse gas emissions, primarily in the form of exhaust CO_2 emissions from the use of off-road construction equipment and on-road vehicles. Emissions of GHG from construction-related sources were estimated using ARB's EMFAC2014 Model and emission factors provided in the California Climate Action Registry General Reporting Protocol. Estimated emissions of GHG associated with project construction are 47.5 metric tons of CO_2 equivalent ($MTCO_2E$) and the calculations are summarized in Table 3. Overall, the contribution of the proposed project to global climate change is considered less than significant.

Table 3. Construction-Related Greenhouse Gas Emissions

Source	CO_2 Emissions (metric tons)	CH_4 Emissions (metric tons)	N_2O Emissions (metric tons)
Total GHG Emissions	47.1	0.003	0.001
Global Warming Potential Factor	*1*	*25*	*298*
Total CO_2 Equivalent Emissions	47.1	0.08	0.30
Total Metric Tons of CO_2 Equivalent	**47.5**		

b. The project would not involve any sources of greenhouse gases that are regulated under the State cap and trade program, or other plans or policies regulating these emissions.

6.7.3 Mitigation Measures and Residual Impacts

No significant impacts related to greenhouse gas emissions were identified.

6.8 HAZARDS AND HAZARDOUS MATERIALS/RISK OF UPSET

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d. Be located on a site which is included on a list of hazardous materials 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?	☐	☐	☐	☒
e. For a project located within 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?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
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?	☐	☐	☐	☒

6.8.1 Setting

A "hazardous material" means any material that, because of its quantity, concentration, physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or environment. Appendix G of the CEQA Guidelines indicates that a project would have a significant impact if it would create a public health hazard, expose people to a potential health hazard, or pose a threat to the environment.

Hazardous waste/materials sites in proximity to the proposed improvement sites are:

- Ernest Carlson, 500 Ventura Avenue, leaking motor oil storage tank, case closed 1995.
- Avenue Tire, 716 Ventura Avenue, leaking gasoline storage tank, case closed 2008.
- Desert Petroleum, 774 Ventura Avenue, leaking gasoline storage tank, case closed 1997.
- Thrifty Oil, 887 Ventura Avenue, leaking gasoline storage tank, case closed 2009.
- Union Engineering, 1980 Ventura Avenue, leaking gasoline storage tank, case closed 1994.

Schools located within one-half mile of proposed improvement sites include:

- Holly Cross Elementary, 0.18 miles south-southeast of Cedar Street.
- Sheridan Elementary, 0.36 miles west of the Ventura Avenue/Kellogg Street intersection.
- E.P. Foster Elementary, immediately adjacent to the Ventura Avenue/Leighton Drive intersection.
- De Anza Middle School, immediately adjacent to the terminus of De Anza Drive.
- Ventura Charter School, 0.06 miles north of De Anza Drive.

6.8.2 Impact Analysis

a. During construction, the proposed project would involve the transportation and use of potentially hazardous materials, including diesel fuel, gasoline, lubricants, hydraulic fluid and paint. Storage, disposal or discharge of these materials would not occur at the proposed improvement sites. These materials would be handled and used according to State and Federal regulations and standard safety practices. Therefore, significant hazards to the public or environment related to hazardous materials would not occur.

b. Upset conditions during construction may include minor spillage of fuel, lubricants and hydraulic fluid as a result of maintenance activities or equipment breakdown. However, the volume of potential spillage would be very low (typically less than one gallon) as City-appointed inspectors would ensure spillage is avoided and/or minimized and proper clean-up occurs. Therefore, significant hazards to the public or environment associated with potential upset conditions would not occur.

c. The use of potentially hazardous materials would be limited to the project's three-month construction period, and minor construction activity (curb extensions or slurry seal) may be conducted adjacent to E.P. Foster Elementary School and/or De Anza Middle School while in session. In any case, the proposed project would not involve the use of acutely hazardous materials, hazardous waste or result in substantial hazardous emissions.

d. No hazardous materials sites compiled pursuant to Government Code Section 65962.5 are located in the project area. The proposed project would not affect any of these sites or result in a related hazard to the public or the environment.

e. The proposed improvement sites are located at least 7.2 miles northwest of the Oxnard Airport. The project area is not identified in an Airport Land Use Plan, nor is it located within two miles of a public use airport. No safety hazards resulting from airport proximity are expected.

f. The proposed improvement sites are not located near a private airstrip, and so would not result in a safety hazard.

g. The project's components are limited to roadway improvements, no change in population or public access would occur. Therefore, no long-term impacts to emergency response would occur. Temporary lane closures may be required on Ventura Avenue and Cedar Street; however, the contractor would implement a City-approved traffic control plan such that emergency vehicle access is not substantially impeded.

h. Excluding the slope east of Cedar Street, the proposed improvement sites do not support flammable vegetation. The foothills east of the Westside Planning Area have been designed a Very High Fire Hazard Zone by the California Department of Forestry and Fire Protection. However, construction work would not be conducted within flammable purple sage scrub vegetation on the slope east of Cedar Street. The proposed project would be composed of non-flammable materials (asphalt, concrete, steel), would not involve any habitable structures or substantially increase the risk of loss, injury or death from wildland fires.

6.8.3 Mitigation Measures and Residual Impacts

No significant impacts related to hazards and hazardous materials were identified; therefore, mitigation measures are not necessary.

6.9 HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
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 of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
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 which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☐	☒
f. Otherwise substantially degrade water quality?	☐	☐	☐	☒
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j. Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

6.9.1 Setting

Storm run-off from the proposed improvement sites drain to the Ventura River through a system of buried storm drains including the Vince Street Drain (Ventura Avenue, including Leighton Drive, Pleasant Place, Sunnyway Drive, Forbes Street, Lewis Street, Vince Street), Simpson Street Drain (Warner Street, Ventura Avenue at Kellogg Street) and Simpson Street Secondary (Cedar Street).

Beneficial uses established in the Water Quality Control Plan (California RWQCB, 1994) for surface water in the adjacent portion of the Ventura River (Reach 2, Main Street to Weldon Canyon) are potential municipal water supply, industrial service water supply, agricultural water supply, groundwater recharge, freshwater replenishment, warm freshwater habitat, cold freshwater habitat, wildlife habitat, rare species habitat, aquatic migration habitat, fish spawning habitat and wetland habitat.

The water quality of the Ventura River (Reach 2) is considered impaired, under Section 303(d) of the Clean Water Act, due to elevated levels of nutrients and resulting algal growth. A water body is impaired when data indicate that adopted water quality objectives are continually exceeded or that beneficial uses are not protected.

Based on Flood Insurance Rate Map Panel 0611C0745E, all proposed improvement sites are located outside the floodway and the 1 percent annual chance floodplain.

6.9.2 Impact Analysis

a. The project would not result in any discharge of water or waste to surface waters or groundwater aquifers.

b. The proposed project would use small amounts of potable water during construction for soil compaction and dust control, and would be provided by existing City water supplies. The amount of water used would be small (a few hundred gallons per day), temporary and would not adversely affect groundwater supplies.

c. The proposed project does not require relocating storm drains, or otherwise alter existing drainage patterns. Localized erosion associated with storm run-off during construction is addressed in Section 6.6.2. Significant project-related increases in erosion or siltation would not occur.

d. The proposed project would not alter existing drainage patterns, or cause flooding. Overall, the proposed project would not result in any increase in flood water elevations or increase the floodplain area. Therefore, no increase in flooding on-site or off-site would occur.

e. No increase in run-off rates or volume would occur that could exceed the capacity of local storm drain systems.

f. There are no other aspects of the project that could result in the substantial degradation of water quality.

g. The project would not involve the construction of any housing.

h. Proposed improvements are located outside the 1% annual chance flood hazard area, and would not impede or redirect flood flows.

i. See part h. above regarding flooding. The proposed improvement sites are not located within a dam inundation hazard zone. The proposed improvement sites are protected by the Ventura River levee, and could be affected by floodwaters in the unlikely event of a levee failure. However, the proposed project is limited to roadway improvements and would not increase the number of people or structures exposed to this flood risk.

j. Tsunamis are large-scale sea waves produces by tectonic activities along the ocean floor. Seiches are freestanding or oscillatory waves associated with large enclosed or semi-enclosed bodies of water. As the proposed improvement sites are not located near the ocean or any large enclosed or semi-enclosed bodies of water, the project is not subject to any impacts of this nature. Debris and mudflows are typically a hazard experienced in the floodplains of streams that drain very steep watersheds. Excluding the slope east of Cedar Street, the proposed improvement sites are located in relatively level areas, and would not be exposed to debris or mud flow hazards. The proposed project would not result in any modifications to the slope east of Cedar Street and would not increase the number of people or structures exposed to potential mud flows.

6.9.3 Mitigation Measures and Residual Impacts

No significant impacts related to hydrology or water quality would result from the project. Therefore, no mitigation is required.

6.10 LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Physically divide an established community?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

6.10.1 Setting

The City General Plan land use designations and zoning designations for parcels surrounding the proposed improvement sites are listed In Table 4.

6.10.2 Impact Analysis

a. All proposed improvements would be located within the existing City right-of-way along roadways and would have no effect on any future development of nearby communities.

b. The project would be subject to the policies of the City's General Plan. The proposed project would not conflict with any General Plan policies.

c. See Section 6.4.2.f.

6.10.3 Mitigation Measures and Residual Impacts

No significant impacts related to land use would result from the project. Therefore, no mitigation is required.

Table 4. Land Use Summary

Project Component	Surrounding Land Use Designations	Surrounding Zoning Designations
Cedar Street between Prospect Street and Ferro Drive	Neighborhood High, Commerce	T4.1: Urban General R-3.5: Multi-family Residential P: Parks
De Anza Drive between Ventura Avenue and Cameron Street	Public/Institutional, Industry, Neighborhood Medium	M-1: Limited Industrial R-1.7: Single-family Residential R-3.5: Multi-family Residential
Ventura Avenue/Kellogg Street intersection	Neighborhood High, Commerce	C-2: General Commercial M-1: Limited Industrial RPD-15: Residential Planned Development P: Parks
Ventura Avenue/Warner Street intersection	Neighborhood High, Industry	C-2: General Commercial M-1: Limited Industrial
Ventura Avenue/Vince Street intersection	Commerce	C-2: General Commercial M-1: Limited Industrial
Ventura Avenue/Sunnyway Drive/Lewis Street intersection	Commerce	C-1A: Intermediate Commercial C-2: General Commercial M-1: Limited Industrial
Ventura Avenue/Forbes Lane intersection	Public/Institutional, Industry, Neighborhood High	C-2: General Commercial M-2: General Industrial R-1.1: Single-family Residential
Ventura Avenue/Leighton Drive/Pleasant Place intersection	Public/Institutional, Neighborhood High, Neighborhood Medium	C-2: General Commercial M-1: Limited Industrial R-1.1: Single-family Residential

6.11 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
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?	☐	☐	☐	☒

6.11.1 Setting

Aggregate is the only important mineral resource in the project region, and is defined as construction grade sand and gravel. All proposed improvement sites are located in areas mapped as MRZ-3a (may contain significant aggregate deposits) by the California Division of Mines and Geology (1993). The nearest construction grade aggregate site is the Ojai Quarry, located approximately 12.8 miles north of De Anza Drive.

The Ventura County General Plan Resources Appendix has determined that there is a sufficient supply of aggregate to meet local demand for the next 50 years. Therefore, no project would have a significant impact on the supply of aggregate resources. However, any land use proposed to be located in or adjacent to a known aggregate resource area, or adjacent to a principal access road to an existing aggregate mining or processing operation may have an impact on mineral resources. Determinations of significance require a case-by-case determination based on the type of land use proposed and its location relative to aggregate resource areas and production facilities.

6.11.2 Impact Analysis

a. The proposed improvement sites are fully developed and could not be used to extract or process mineral resources. Proposed improvements would not hamper the extraction of such resources in the region. Therefore, no impacts to such resources would occur as result of project implementation.

b. The proposed project would not adversely affect the Ojai Quarry or other mineral resource production sites, or the availability of these mineral resources.

6.11.3 Mitigation Measures and Residual Impacts

No impacts to mineral resources would result from the project. Therefore, mitigation is not required.

6.12 NOISE

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
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?	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within 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 within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

6.12.1 Setting

Noise levels are measured on a logarithmic scale due to physical characteristics associated with noise transmission and reception. A doubling of noise energy normally results in a 3.0-decibel (dB) increase in noise levels. The threshold of human hearing is between 0 and 10 dBA. Because of the structure of the human auditory system, a 10-dB increase in noise is perceived as a doubling of noise. A 1- to 2-dB change in ambient noise levels is generally not perceptible to sensitive receptors.

Noise levels diminish (or attenuate) as distance from the source increases based upon an inverse square rule, but the rate of attenuation varies with the type of sound source. Sound attenuates from point sources, such as an industrial facility, at a rate of 6 dB per doubling of distance. Roads typically have an attenuation rate of 4.5 dB per doubling of distance. However, heavily traveled roads with few gaps in traffic are typically characterized as a line source with an attenuation rate of 3-dB per doubling of distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. Noise is more disturbing at night than during the day and noise indices have been developed to account for the varying duration of noise events over time as well as community response to them. The Community Noise Level Equivalent (CNEL) and the Day-Night Average Level (DNL or Ldn) are such indices. These indices use time-weighted average values based on the equivalent sound level (Leq).

The CNEL penalizes noise levels during the night (10 p.m. to 7 a.m.) by 10 dB to account for the increased sensitivity of people to noise during the hours when most people are expected to be resting or sleeping. Evening noise levels (7 p.m. to 10 p.m.) are penalized 5 dB by the CNEL. Appropriately weighted hourly Leqs are then combined over a 24-hour period to result in a CNEL. The Ldn also penalizes nighttime noise levels, but does not penalize evening levels.

People are subject to a multitude of sounds in the urban environment. Many of these sounds are byproducts of necessary day-to-day activities. Excessive noise levels of 90 to 110 dBA which are typical during jet flyovers at 1,000 feet or a diesel truck at 50 feet commonly result in letters of protest and/or community action. Excessive noise may not only be undesirable, but may also cause physical and/or psychological damage. The amount of annoyance or damage to sensitive receptors is dependent primarily upon three factors: 1) the amount and nature of the noise; 2) the amount of ambient noise present before the intruding noise; and 3) the activity of the person working or living in the noise source area.

The difficulty in relating noise exposure to public health and welfare is one of the major obstacles in determining appropriate maximum noise levels. Although there has been some dispute in the scientific community regarding the detrimental effects of noise, a number of general conclusions have been reached, including the following:

- Noise of sufficient intensity can cause irreversible hearing damage;
- Noise can produce physiological changes in humans and animals;
- Noise can interfere with speech and other communication; and
- Noise can be a major source of annoyance by disturbing sleep, rest, and relaxation.

The dominant source of noise in the project area is vehicle traffic on major roadways, primarily U.S. 101, State Route 33 and Ventura Avenue. Vehicle traffic on Ventura Avenue north of Ramona Street generates traffic noise levels of 60 dBA CNEL extending 192 feet from the roadway centerline (Impact Sciences, 2011).

For the purposes of this analysis, noise sensitive land uses are defined as residences and noise sensitive properties as indicated in Section 10.650.120 of the City's Municipal Code which include schools, hospitals, convalescent care, boarding and rest homes. Noise sensitive land uses in proximity to proposed improvements sites include:

- Single-family residences along the west side of Cedar Street.
- Residences on the east side of Ventura Avenue, just north of Kellogg Street.
- Residences along the north side of De Anza Drive.
- De Anza Middle School at the De Anza Drive/Cameron Street intersection.
- Ventura Charter School near the Cameron Street/Cameron Court intersection.
- Residences on Warner Street approximately 200 feet east and west of Ventura Avenue.
- Residences on Vince Street approximately 150 feet east and west of Ventura Avenue.
- Residences on Lewis Drive approximately 175 feet east of Ventura Avenue.

- Residences on Sunnyway Drive approximately 200 feet west of Ventura Avenue.
- E.P. Foster Middle School.
- Residences on Leighton Drive approximately 100 feet east of Ventura Avenue.

Baseline noise measurement was conducted on the morning of August 3, 2016 (see Table 5). Note that noise measurement was conducted in the summer, such that noise levels along De Anza Drive are expected to be substantially higher during periods when De Anza Middle School is in session.

Table 5. Baseline Noise Measurement Data

Measurement Site	Measurement Period	Distance to Roadway Centerline (feet)	Measured Noise Level (dBA Leq)
Cedar Street, 250 feet south of Prospect Street	705 to 725	20 (Cedar Street)	68.3
Ventura Avenue/Vince Street intersection	758 to 820	50 (Ventura Avenue)	66.4
De Anza Drive, 400 feet east of Ventura Avenue	905 to 925	400 (Ventura Avenue)	51.2

Significance Thresholds. Section 10.650.130 of the City's Municipal Code provides exterior noise level restrictions for various land use zones. The daytime/evening (7 a.m. to 10 p.m.) noise level restriction of noise sensitive properties and residential properties is 50 dBA, and 45 dBA at night (10 p.m. to 7 a.m.). However, construction activities conducted between 7 a.m. and 8 p.m. are exempted from these noise level restrictions.

6.12.2 Impact Analysis

a. Noise would be generated by heavy equipment and heavy-duty trucks associated with constructing proposed improvements. Peak noise levels are anticipated to be generated by roadway grading and re-surfacing at Cedar Street. Noise levels at the nearest sensitive receptors associated this activity were estimated using the Roadway Construction Noise Model developed by the Federal Highway Administration. The estimated peak daytime noise level at the nearest residence is 85.8 dBA Leq at Cedar Street; therefore, construction work would exceed the City's noise level restrictions. As construction work would be conducted between 7 a.m. and 8 p.m. in compliance with the City's Municipal Code, construction noise impacts would be less than significant.

b. Project construction (primarily earthwork) would generate ground-borne noise and vibration. Based on methodology provided in Caltrans (2013), vibration levels (peak particle velocity) at the nearest residence (assuming pass-by of a large dozer) would be 0.114 inch/second at Cedar Street. A peak particle velocity of less than 0.25 inch/second is considered barely perceptible for transient sources. A peak particle velocity of less than 0.5 inch/second would not result in vibration damage to older residential structures (Caltrans, 2013). Therefore, vibration generated by project construction activity would not result in substantial human annoyance or structural damage.

c. The proposed project would not result in any increase in roadway capacity, travel speeds or traffic volumes. Therefore, no long-term increases in noise or vibration would occur.

d. See the discussion of construction noise in part a. above.

e. The project is not located in an area addressed in an Airport Land Use Plan, nor is it within two miles of any public or private airstrips. Therefore, no impacts are expected.

f. See the discussion of airstrip-related noise in part e. above.

6.12.3 Mitigation Measures and Residual Impacts

No significant noise impacts would result from the project. Therefore, mitigation is not required.

6.13 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

6.13.1 Impact Analysis

a. The proposed project would not involve any changes in land use, new habitable structures or extension of infrastructure that could result in population growth beyond currently forecast levels. Overall, the proposed project does not have the potential to induce population growth.

b. No housing would be displaced by the proposed roadway improvements and construction of replacement housing would not be necessary.

c. As people would not be displaced as a result of project implementation, it would not be necessary to provide replacement housing.

6.13.2 Mitigation Measures and Residual Impacts

No significant impacts to population or housing would result from the project, therefore no mitigation is required.

6.14 PUBLIC SERVICES

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Would the project result in 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?				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

6.14.1 Impact Analysis

a. The project area (Westside Planning Area) is served by Ventura City Fire Department (Station no. 1), the Ventura Police Department (Beat 1), Ventura Unified School District and the City of Ventura Department of Parks, Recreation and Community Partnerships.

The proposed project would not provide housing, commercial or industrial land uses that may provide employment opportunities or otherwise result in an increase in the local population. Therefore, a need for additional fire or police protection, schools, parks or other public facilities or increased demand for such facilities would not occur.

6.14.2 Mitigation Measures and Residual Impacts

No impacts to public services would result from the project. Therefore, no mitigation is necessary.

6.15 RECREATION

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
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 that might have an adverse physical effect on the environment?	☐	☐	☐	☒

6.15.1 Setting

Recreational facilities in the project area include Westpark Community Center and Park, Grant Memorial Park (east of Cedar Street), the Ventura River Trail and Brock Linear Park. In addition, a new park is planned at the Ventura Avenue/Kellogg Street intersection.

6.15.2 Impact Analysis

a. The project would not result in population growth, and would not increase the use of existing neighborhood or regional parks, or any other recreational facilities. As such, the project would not result in the accelerated physical deterioration of any recreational facilities. No impact would result.

b. The project would not involve the construction or expansion of any recreational facilities. Thus, the project would not have any impacts on the physical environment associated with the construction or use of recreational facilities.

6.15.3 Mitigation Measures and Residual Impacts

No impacts associated with recreational facilities would result from the project; therefore, no mitigation is necessary.

6.16 TRANSPORTATION/TRAFFIC

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
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 county congestion management agency for designated roads or highways?	☐	☐	☐	☒
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?	☐	☐	☐	☒
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e. Result in inadequate emergency access?	☐	☐	☐	☒
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?	☐	☐	☐	☒

6.16.1 Setting

The quality of traffic service provided by a roadway system can be described through the Level of Service (LOS) concept. LOS is a standardized means of describing traffic conditions by comparing traffic volumes in a roadway system with the system's capacity. An LOS rating of A-C indicates that the roadway is operating efficiently. Minor delays are possible on an arterial with a LOS of D. Level E represents traffic volumes at or near the capacity of the highway, resulting in possible delays and unstable flow. An LOS of F represents traffic volumes that may result in substantial delays.

The most recent average daily traffic volume data (2007) available for affected roadways includes:

- Ventura Avenue north of Main Street: 17,846.
- Ventura Avenue north of Kellogg Street: 16,541.
- Cedar Street north of Poli Street: 6,303.

Four intersections within the Westside Planning Area were included in the City's 2005 General Plan traffic analysis. Existing (2004) traffic conditions at these intersections identified in the 2005 General Plan Final Environmental Impact Report are:

- Ventura Avenue at Stanley Avenue: LOS A during a.m. peak hour, LOS B during p.m. peak hour.
- State Route 33 ramps at Stanley Avenue: LOS A during a.m. peak hour, LOS A during p.m. peak hour.
- Ventura Avenue at Ramona Street: LOS A during a.m. peak hour, LOS A during p.m. peak hour.
- Olive Street at Main Street: LOS A during a.m. peak hour, LOS A during p.m. peak hour.

The City's 2011 Ventura Bicycle Master Plan indicates Ventura Avenue is a designated Class 3 bicycle facility south of Stanley Avenue, and a Class 2 facility north of Stanley Avenue. Class 2 bicycle facilities are recommended on Cedar Street in the Master Plan.

Gold Coast Transit provides bus service in the project area, including two routes (6, 16) with bus stops on Ventura Avenue. Bus stops in proximity to proposed improvement sites include the southwest and northeast corners of the Ventura Avenue/Warner Street intersection and the northwest corner of the Ventura Avenue/Pleasant Place intersection.

6.16.2 Impact Analysis

a. A City-approved traffic control plan would be implemented by the construction contractor to minimize lane closures and project-related traffic congestion. All affected roadways would remain open during construction. Motor vehicle trips would be generated by project construction activities. Since most construction activity would occur between 7 a.m. and 4 p.m., worker transportation trips would mostly occur prior to peak commute hour. In addition, heavy-duty truck trips would be generally distributed relatively evenly throughout the day. Therefore, few of these trips would occur during peak commute hour. Project construction traffic would utilize roadways operating at acceptable LOS.

Based on the relatively small number of project-related trips as compared to existing volumes, project traffic would not cause affected roadways to operate at unacceptable LOS. Therefore, construction-related traffic impacts are considered less than significant. The project would have a beneficial impact in the long-term as pedestrian and bicyclist safety would be improved.

The proposed curb extensions at six intersections along Ventura Avenue would reduce the roadway width, which could displace existing on-street parking. However, the curb extensions would be located in no parking areas (red curb), such that no loss of on-street parking would occur.

b. The affected roadways are not subject to a congestion management plan. Impacts relating to LOS are addressed in part a. above.

c. Since no public airports or private airstrips are located near the proposed improvement sites, no impacts to such facilities would result from the project.

d. Construction-related lane closures and equipment operating in roadways has the potential to result in traffic hazards. However, the construction contractor would develop a traffic control plan for approval by the City, which would establish a safe traffic pattern. Implementation of the traffic control plan would prevent significant traffic hazards.

e. The proposed project would not require emergency services, or create conditions that would impede emergency access for adjacent land uses.

f. As discussed in response a. above, the project would result in small increases in traffic volumes during the construction period. However, project traffic would not be of significant levels that would conflict with or impede existing alternative transportation (e.g., mass transit, bicycles, etc.). The proposed project would improve pedestrian and bicyclist safety, which is considered a beneficial impact. The proposed Class II bike lane on Cedar Street is consistent with the City's Bicycle Master Plan.

6.16.3 Mitigation Measures and Residual Impacts

No significant impacts related to transportation/traffic would result from the project; therefore, mitigation is not necessary.

6.17 UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact/ Beneficial Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
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?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

6.17.1 Impact Analysis

a. The project would not generate wastewater or require additional treatment of existing wastewater.

b. No new water or wastewater treatment facilities would be required to serve the proposed roadway improvements.

c. The project would not require the construction or modification of public storm water drainage facilities. No impacts would result.

d. Excluding small amounts used during construction, the project would not utilize water or increase demand for potable water or require any new entitlements or water supply facilities.

e. See response b.

f. Any solid waste generated by project construction would be recycled to the extent feasible, with the balance disposed at the Toland Road Landfill. This landfill has adequate capacity to accommodate the needs of the proposed project.

g. The City complies with all federal, state and local statutes relating to solid waste, and would continue to do so during the operation of the proposed project. As such, no impacts of this type are expected to result.

6.17.2 Mitigation Measures and Residual Impacts

No significant impacts related to utilities and service systems would result from the project, therefore no mitigation is necessary.

7.0 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency (City of Ventura) must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable.

7.1 DESCRIPTION OF CUMULATIVE PROJECTS

The City's latest Community Development Department's project list (dated May 12, 2016) was reviewed to identify other projects that would result in a physical change to the environment in the Westside Planning Area and vicinity. These projects are:

- 4-way Meat Market: office addition (under review);
- Patagonia Campus Expansion: demolition of existing structures, construction of a new 4-story office building (under review).
- 1995 North Ventura Avenue: modification of approved 84-unit residential project (under review).
- Ventura Botanical Gardens: new gardens and support facilities at Grant Memorial Park (under construction).
- Kellogg Park: new City park at the Ventura Avenue/Kellogg Street intersection (under review).
- Mar-Y-Cel Formal: 138 residential units and 6,138 square feet of commercial uses (approved).
- Westside Villas: 35 condominium units, 5 live/work units, 1,573 square feet of commercial uses (under review).
- New Urban Ventures: 80 condominium units, 1,779 square feet of commercial uses (approved).
- The Logue: 125 condominium units, 7,300 square feet of commercial uses (approved).
- Westside Renaissance: 50 affordable senior apartments (under review).
- Solana Heights: 120 single-family units, 36 condominium units (approved).
- Westview Village: redevelopment of 180 public housing apartments, addition of 140 new apartments (approved).
- Ventura Downtown Housing: 255 apartments (approved).
- Raven Ridge: 30 condominiums (under review).
- Matilija: 28 condominiums (under review).

7.2 DISCUSSION OF CUMULATIVE IMPACTS

7.2.1 Aesthetics

The 4-Way Meat Market and Kellogg Park projects are located near the site of proposed improvements at the Ventura Avenue/Kellogg Street intersection. The Westside Villas project is located near the site of proposed improvements at the Ventura Avenue/Vince Street intersection. The proposed project may incrementally contribute to aesthetics impacts of the cumulative projects because they could be viewed from the same public locations. As indicated by the Mitigated Negative Declaration prepared for the Kellogg Park project, it would have a beneficial aesthetics impact and would not contribute to a cumulative adverse aesthetics impact. In any case, the degradation of visual quality associated with the proposed project would be very limited (potential removal of roadside vegetation, flashing pedestrian crossing beacons) and visually consistent with the existing environment and not visible from any scenic vistas or scenic highways. Cumulative aesthetic impacts are considered less than significant.

7.2.2 Air Quality

Construction-related air pollutant emissions associated with the proposed project would incrementally contribute to air pollutant emissions of the cumulative projects. However, emissions reduction measures have been incorporated into the project which would prevent significant cumulative impacts.

7.2.3 Biological Resources

Habitat loss associated with the project would be limited to potential removal of non-native roadside vegetation, which could incrementally contribute to take of breeding birds. However, mitigation has been provided to ensure the project's contribution would not be substantial. Overall, cumulative impacts to biological resources would be less than significant.

7.2.4 Cultural Resources

The cumulative projects identified in Section 7.1 may adversely impact cultural resources, and the proposed project may incrementally contribute to cumulative impacts to archeological resources. However, mitigation measures have been provided to reduce the project's impact and incremental cumulative impact to a level of less than significant.

7.2.5 Greenhouse Gas Emissions

By their nature and potential global effects, greenhouse gas emissions are a cumulative issue. The proposed project would generate greenhouse gas emissions during construction, which would incrementally contribute to cumulative impacts. However, project emissions would be much less than any suggested threshold, and are considered less than significant on a cumulative basis.

7.2.6 Water Resources

Potential construction-related discharges to surface waters (storm water run-off) associated with the proposed project would incrementally contribute to water resource impacts of the cumulative projects. However, best management practices would be implemented as required by the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, which would prevent significant cumulative impacts to surface waters.

The cumulative projects identified in Section 7.1 include increases in impervious surfaces and may increase the rate and amount of storm run-off, which could exceed the capacity of storm drain systems. However, the proposed project includes a bio-infiltration trench to avoid increases in storm runoff and the incremental contribution of the project to cumulative impacts would not be substantial.

7.2.7 Noise

Construction-related noise associated with the cumulative projects may be additive, for projects constructed at the same time in the same general location. The 4-Way Meat Market and Kellogg Park projects are located near the site of proposed improvements at the Ventura Avenue/Kellogg Street intersection. The Westside Villas project is located near the site of proposed improvements at the Ventura Avenue/Vince Street intersection. However, construction of each of these projects would be conducted in compliance with the hours limitation of the City's Municipal Code, which would prevent significant cumulative noise impacts.

7.2.8 Transportation

Construction-related traffic associated with the proposed project may incrementally contribute to traffic generated by other projects, which would result in cumulative traffic impacts. However, implementation of a City-approved traffic control plan would prevent significant cumulative traffic congestion.

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APPENDIX A

CONCEPT PLANS:
WESTSIDE COMMUNITY COUNCIL PRESENTATION

Ventura Westside Pedestrian and Bicycle Improvements

Westside Community Council

alta PLANNING + DESIGN

MNS

CITY OF SAN BUENAVENTURA FOUNDED 1782

September 7, 2016

Cedar Street

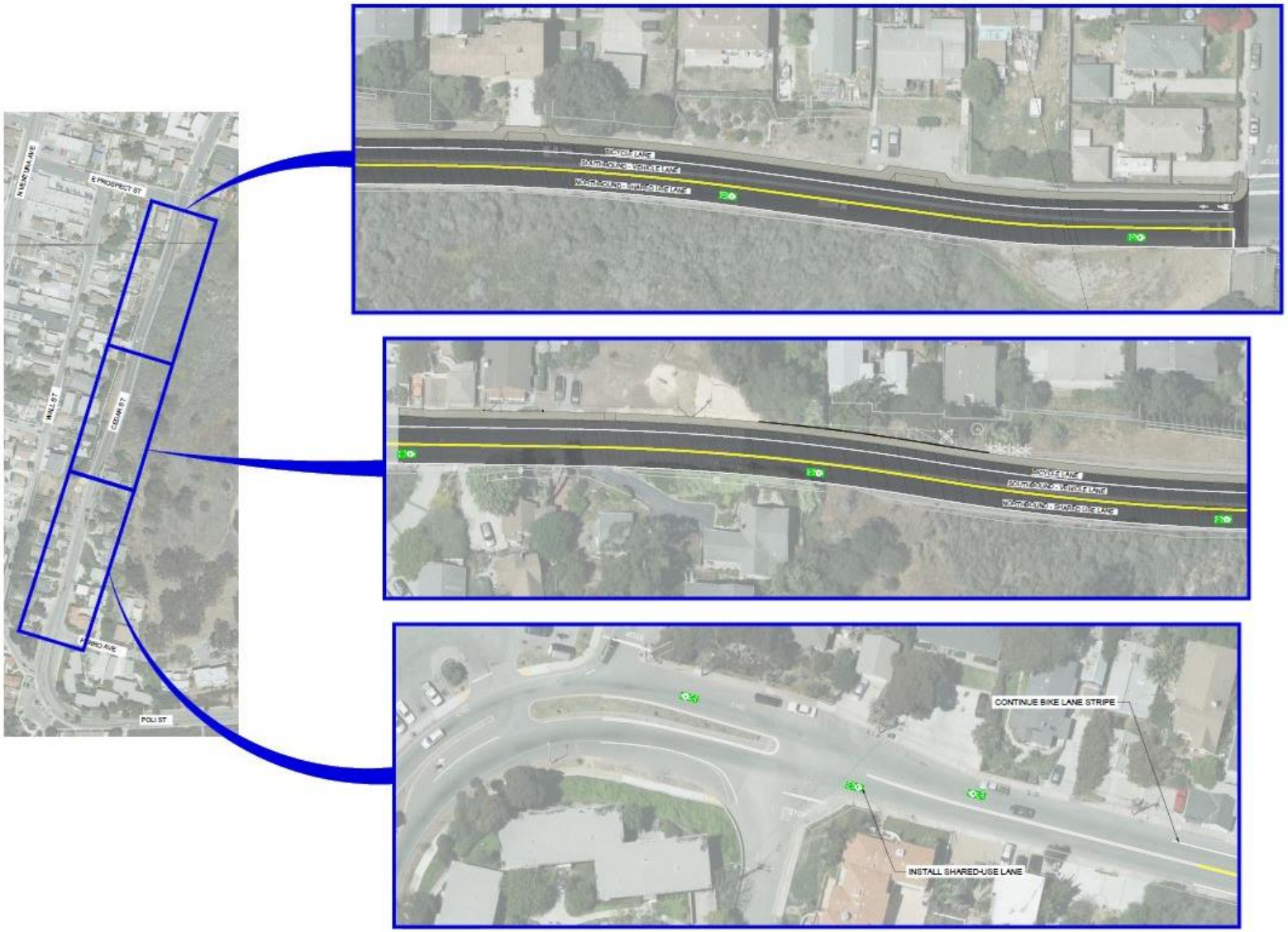
Goal

- Provide pedestrian and bicyclists access from Ferro Dr to E Prospect St

Alternatives Considered

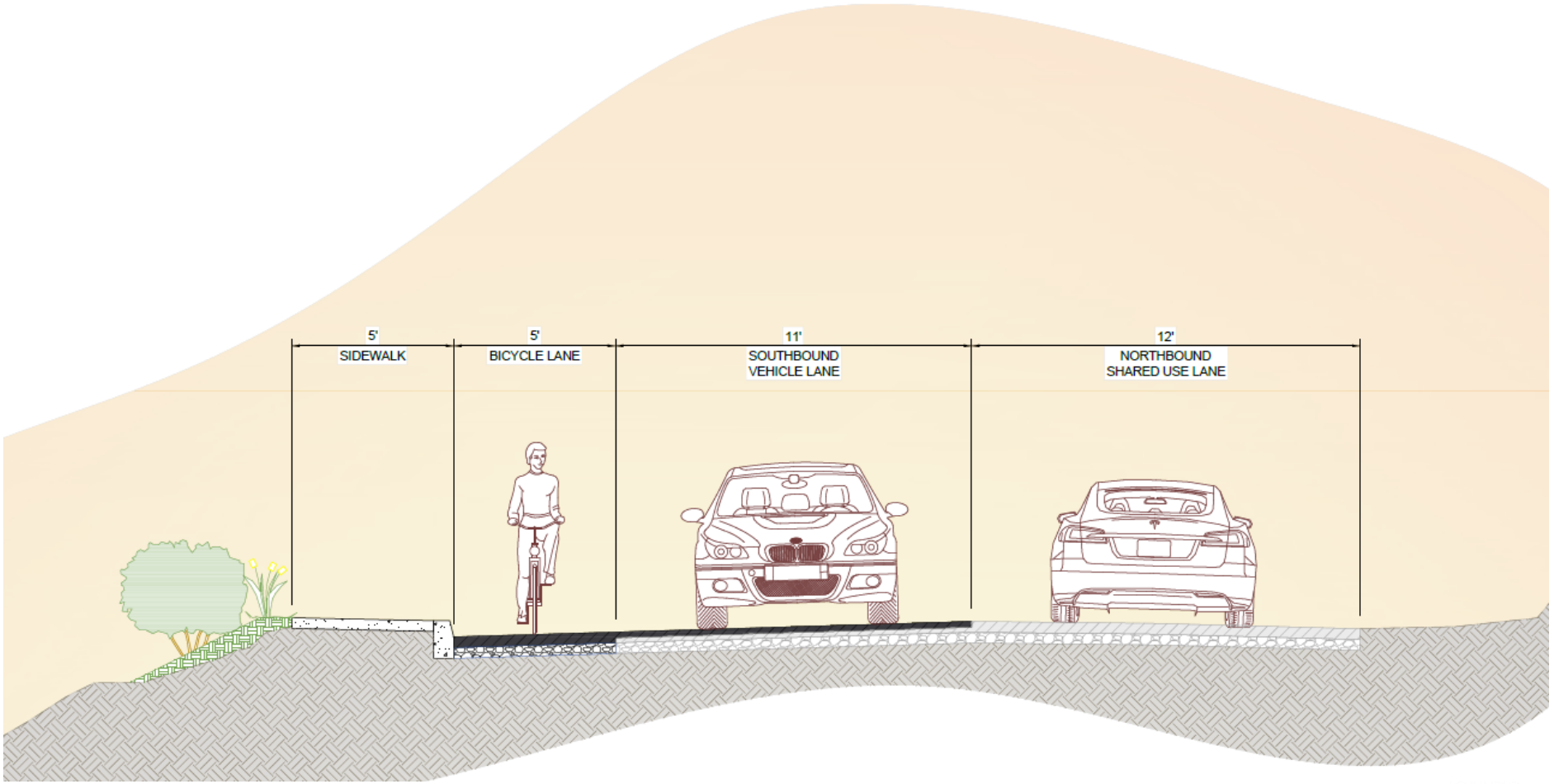
- Bike lanes on both directions
- Shared-use lanes in both directions
- Sidewalks on both directions
- Wide sidewalk on southbound direction

Cedar Street



Cedar Street

Typical Cross Section



Curb Extensions

Benefits and Considerations

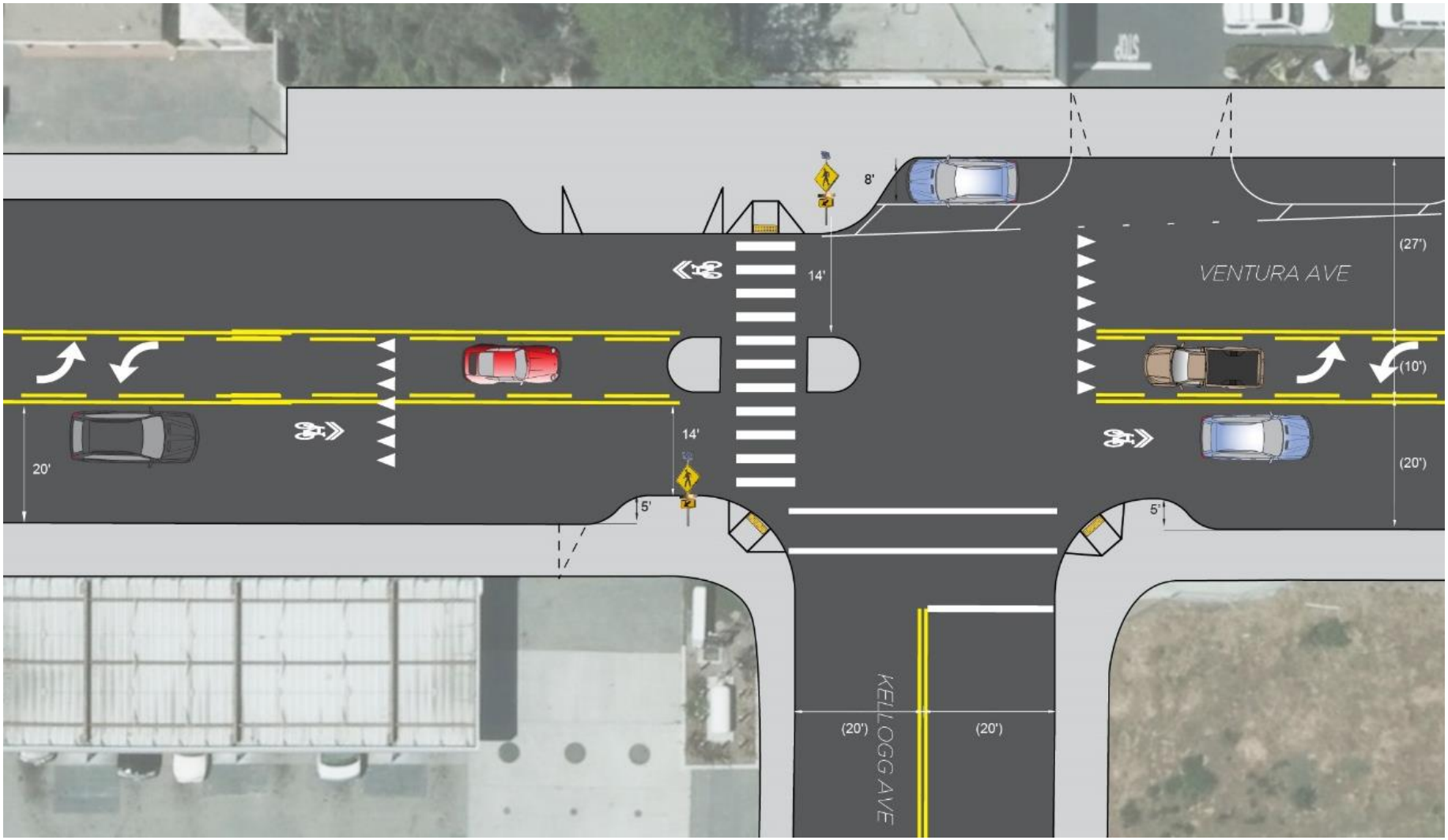
- Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees.
- They may be implemented on downtown, neighborhood, and residential streets, large and small.

Curb Extensions

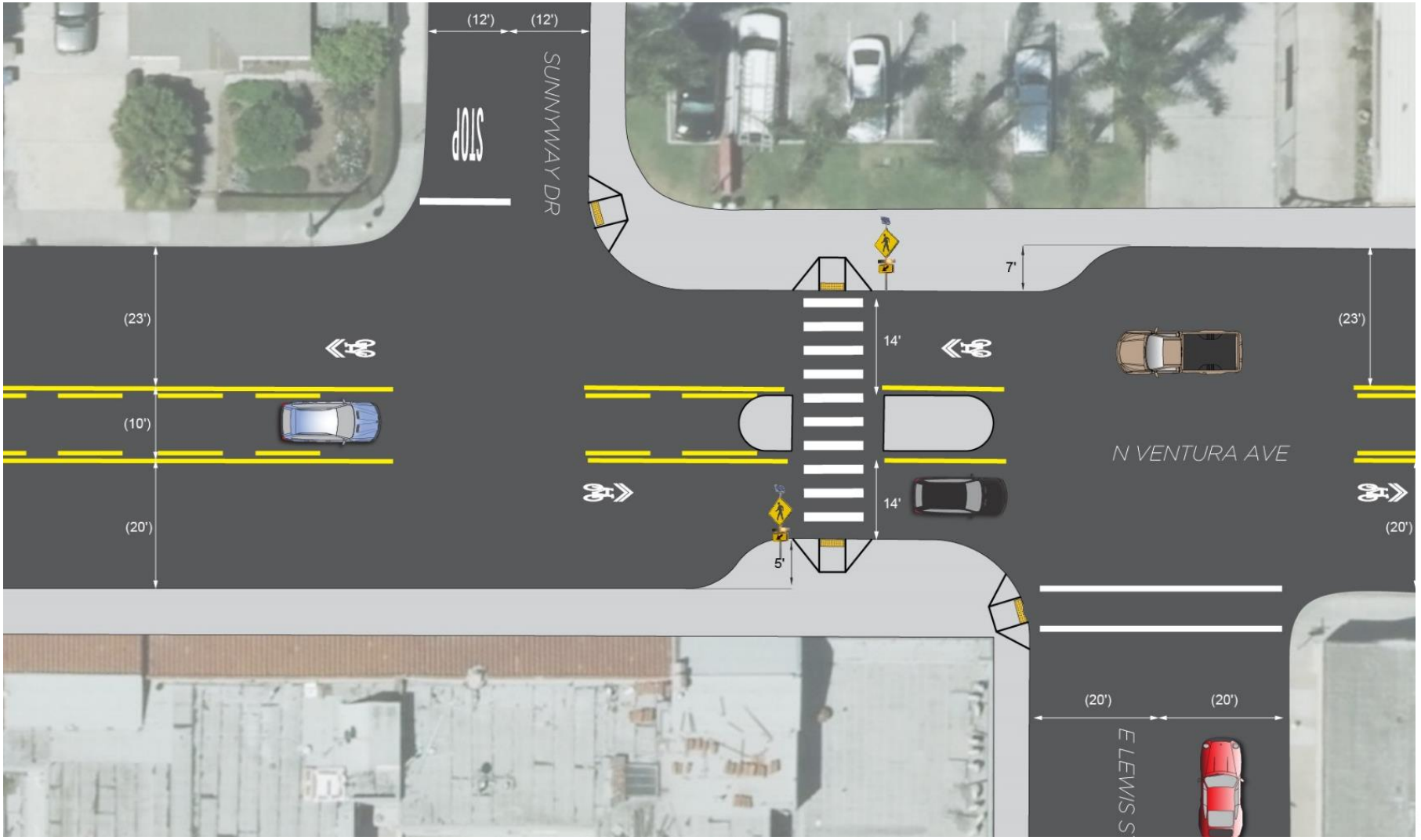
Benefits and Considerations

- Curb extensions serve as a visual cue to drivers that they are entering a neighborhood street or area.
- Curb extensions increase the overall visibility of pedestrians by aligning them with the parking lane and reducing the crossing distance for pedestrians.
- Curb extensions encourage slower driving speeds.

Ventura Avenue at Kellogg Street



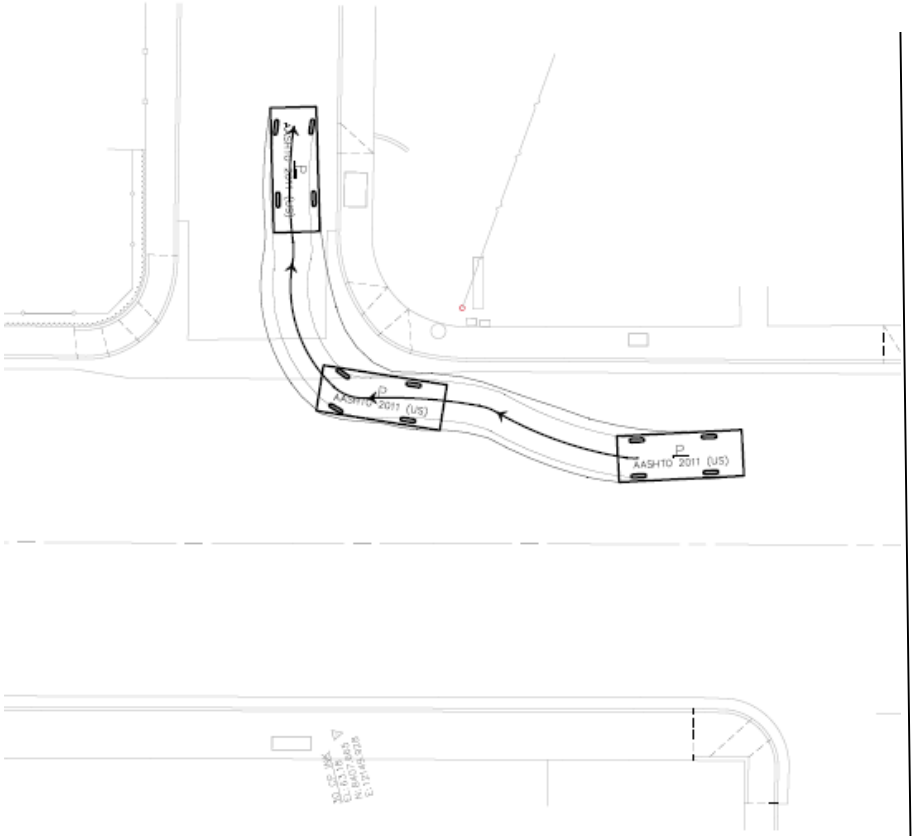
Ventura Avenue at Lewis Street



Turning Movements

Passenger Vehicle

Ventura Avenue at Sunnyway Drive/Lewis Street



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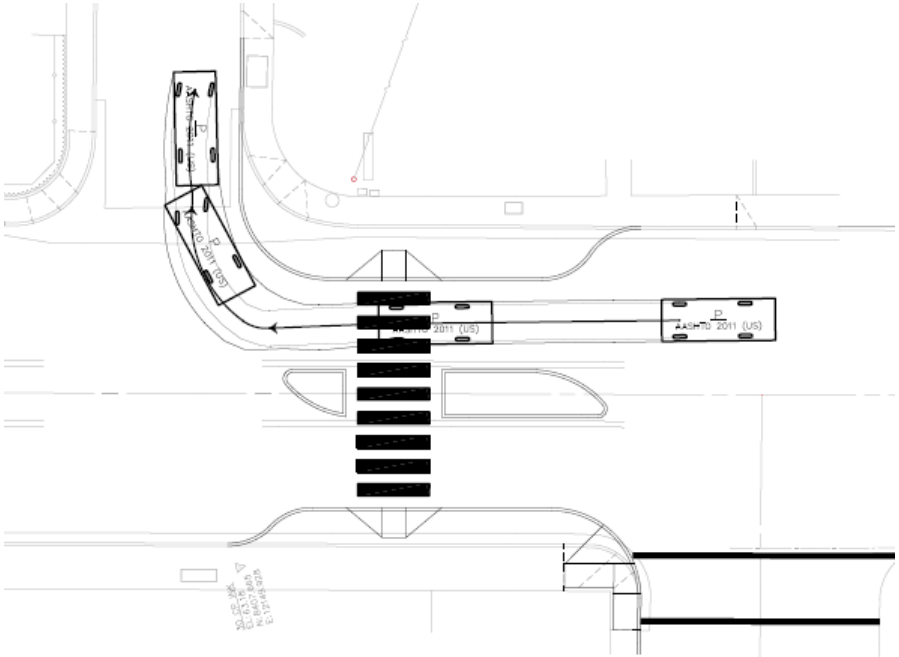
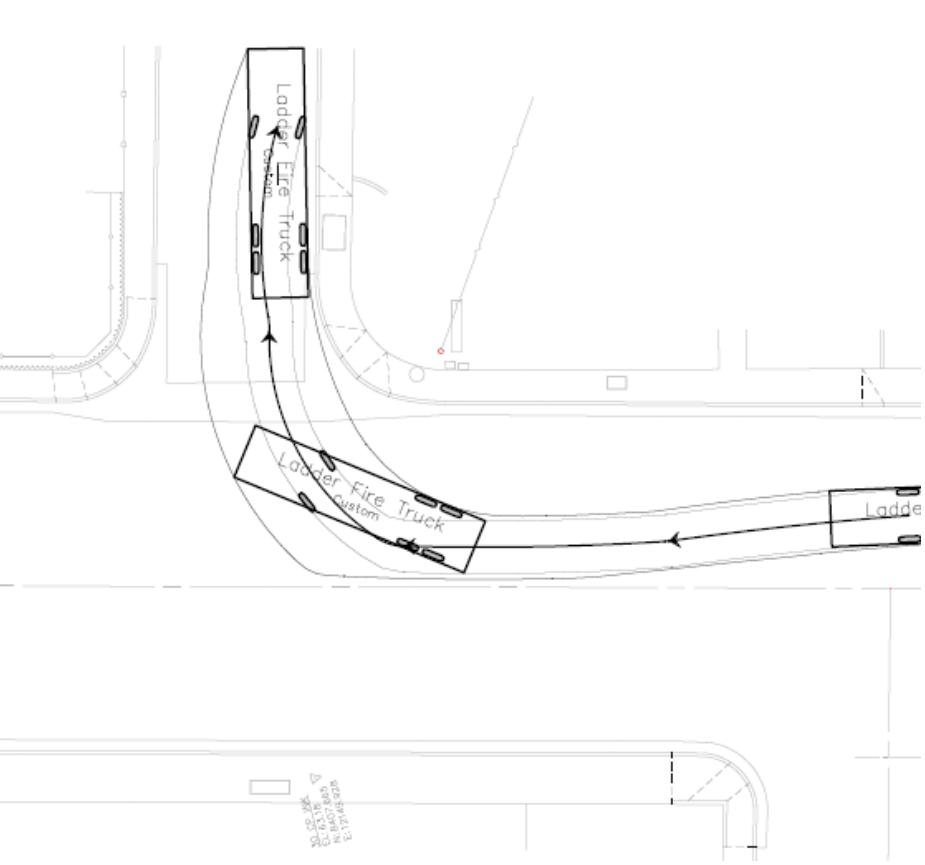


Proposed

Curb Extensions - Turning

Ladder Fire Truck

Ventura Avenue at Sunnyway Drive/Lewis Street



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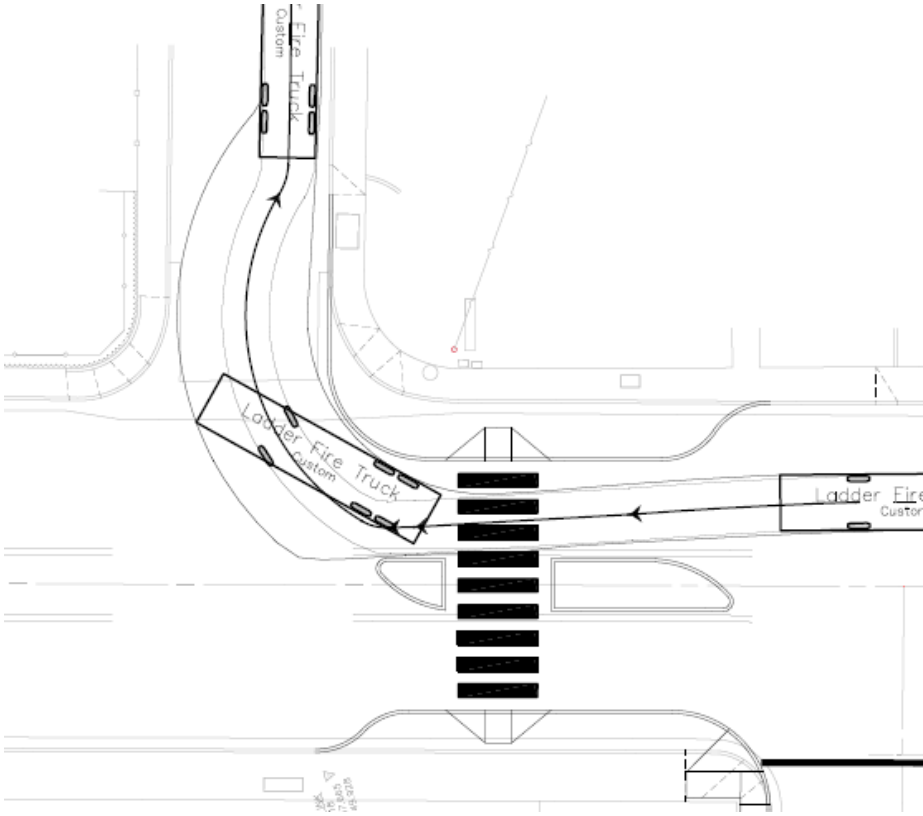
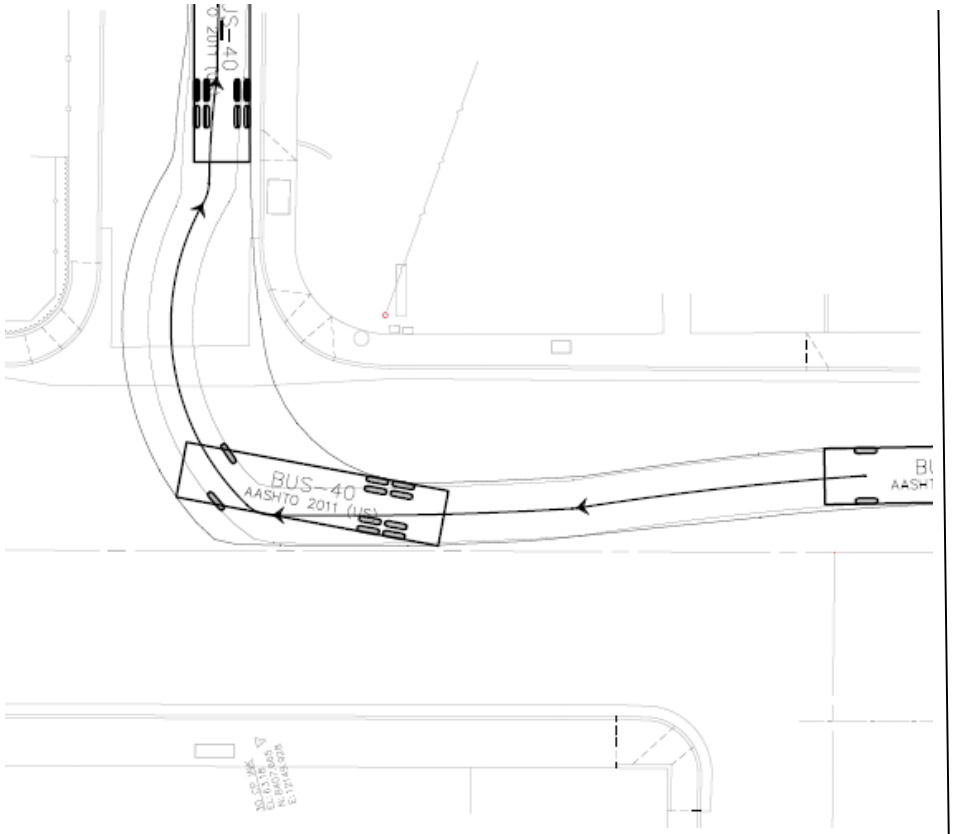


Proposed

Curb Extensions - Turning

40' Bus

Ventura Avenue at Sunnyway Drive/Lewis Street



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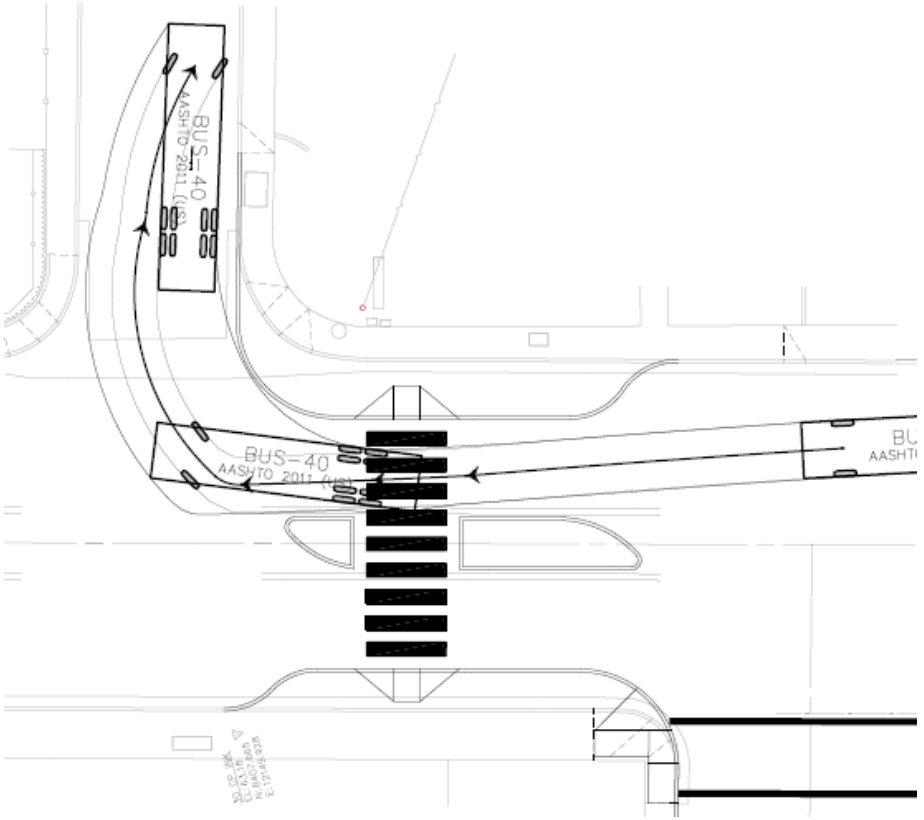
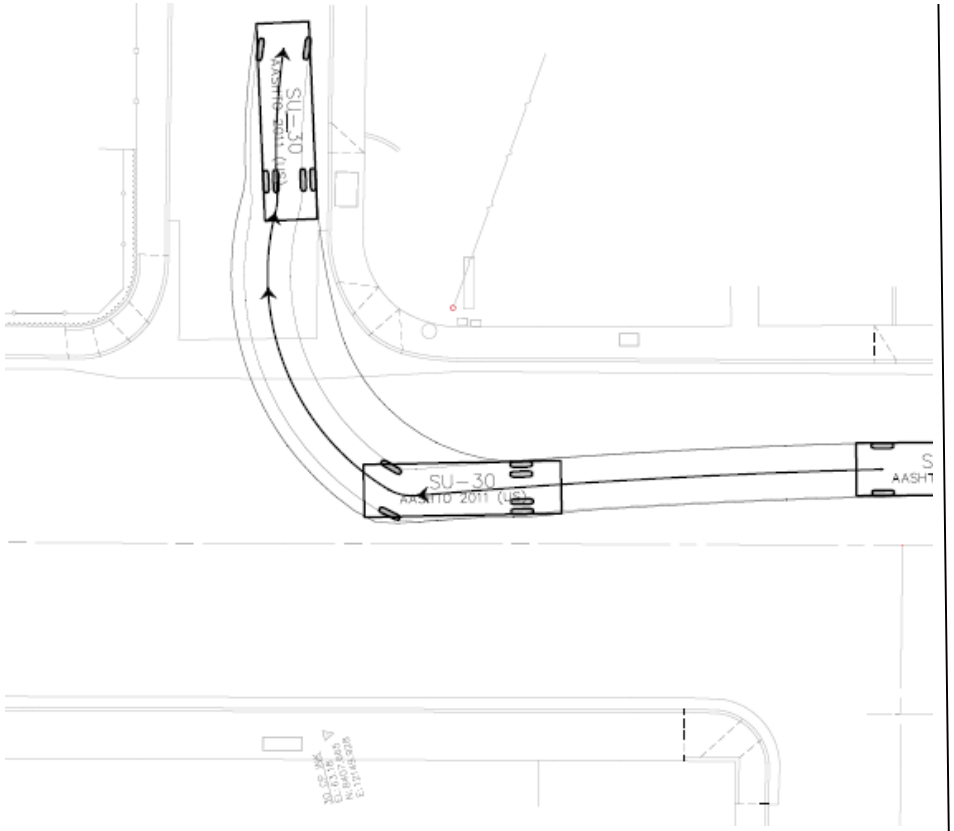


Proposed

Curb Extensions - Turning

30' Delivery Truck

Ventura Avenue at Sunnyway Drive/Lewis Street



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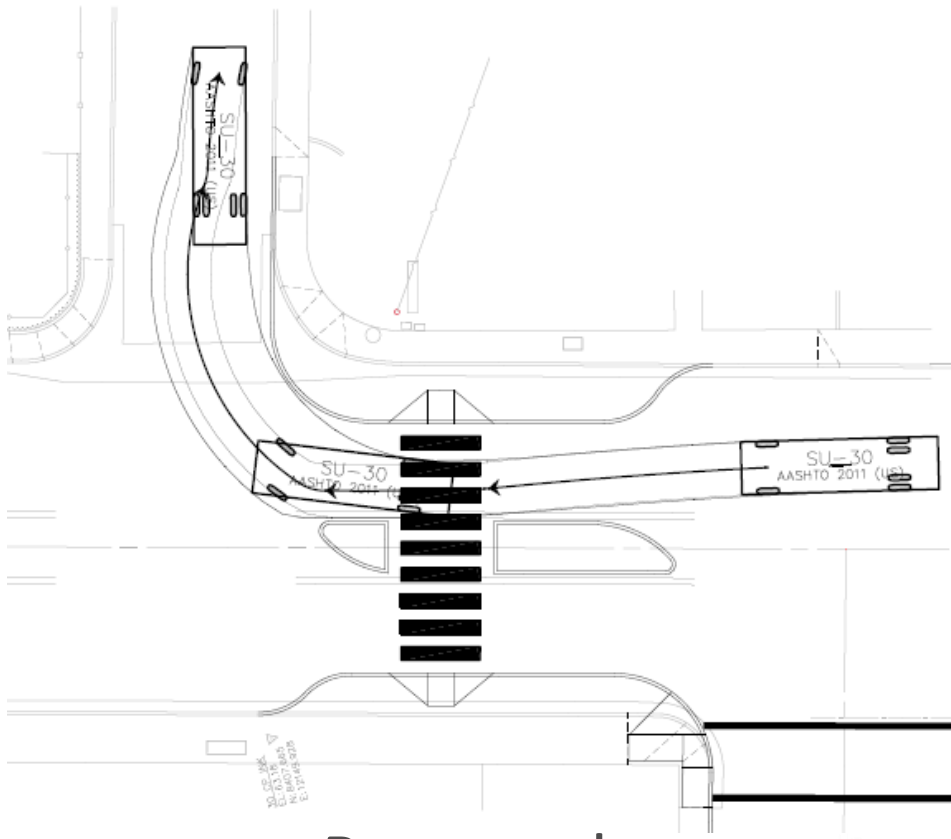
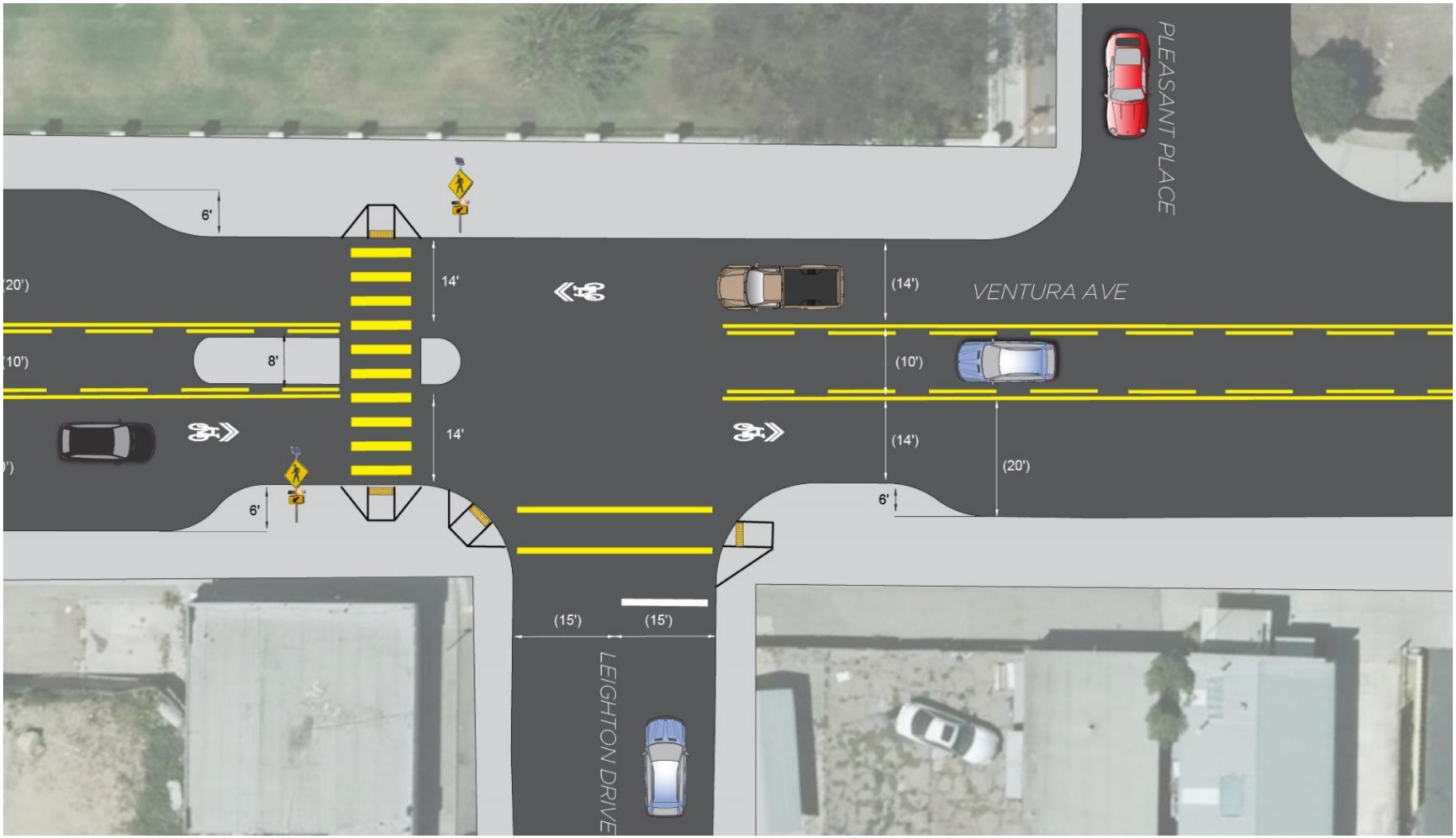
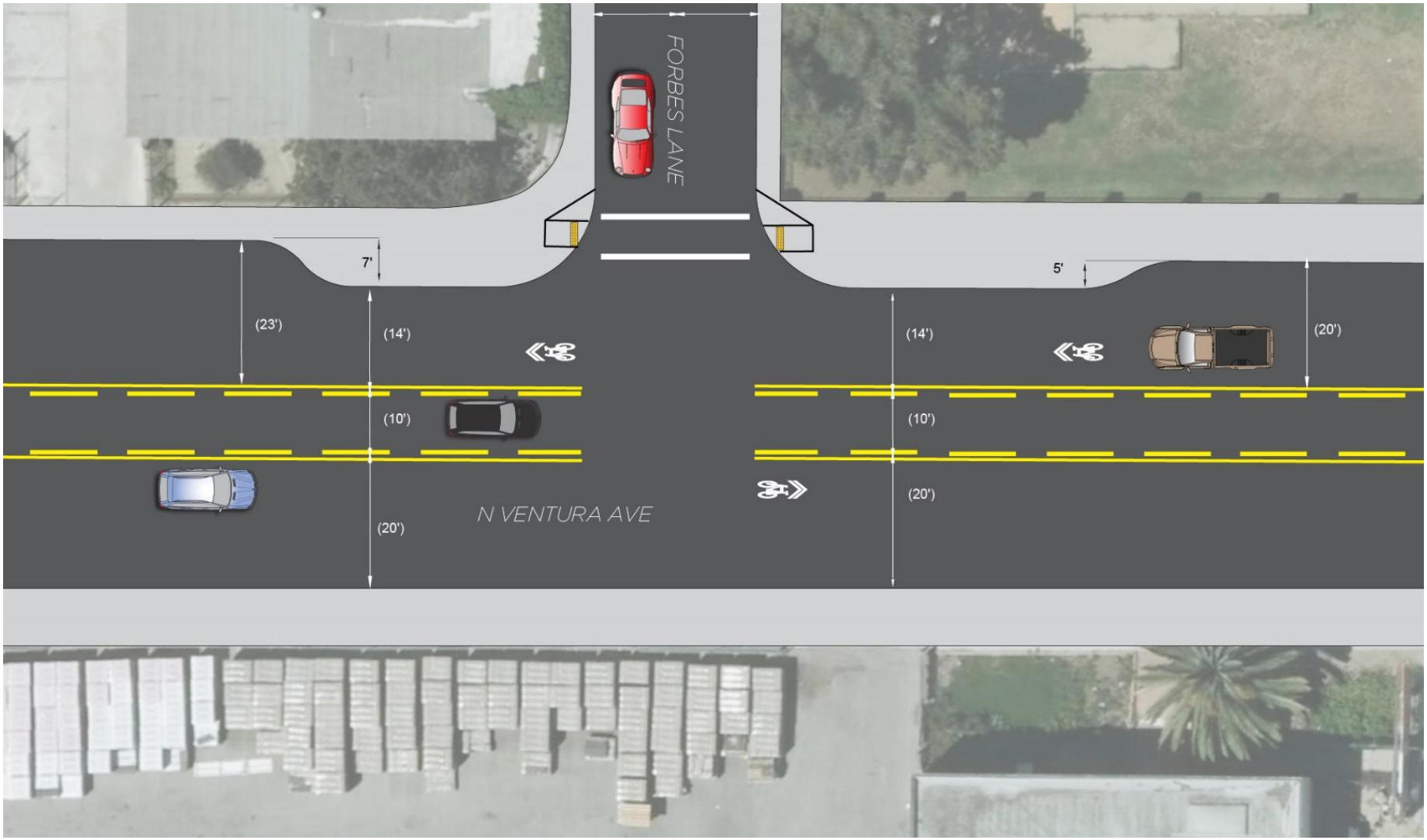


Proposed

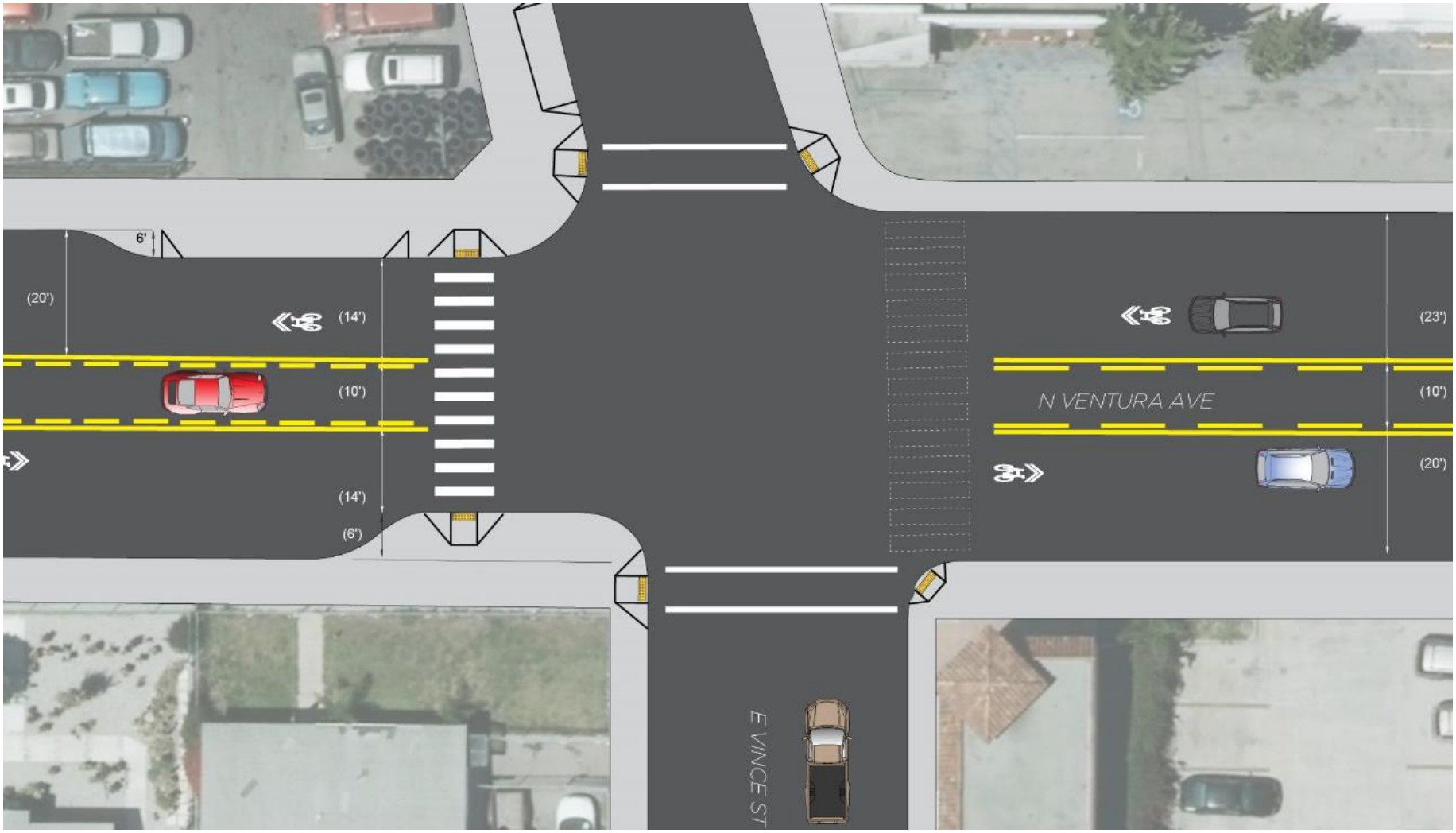
Ventura Avenue at Leighton Drive



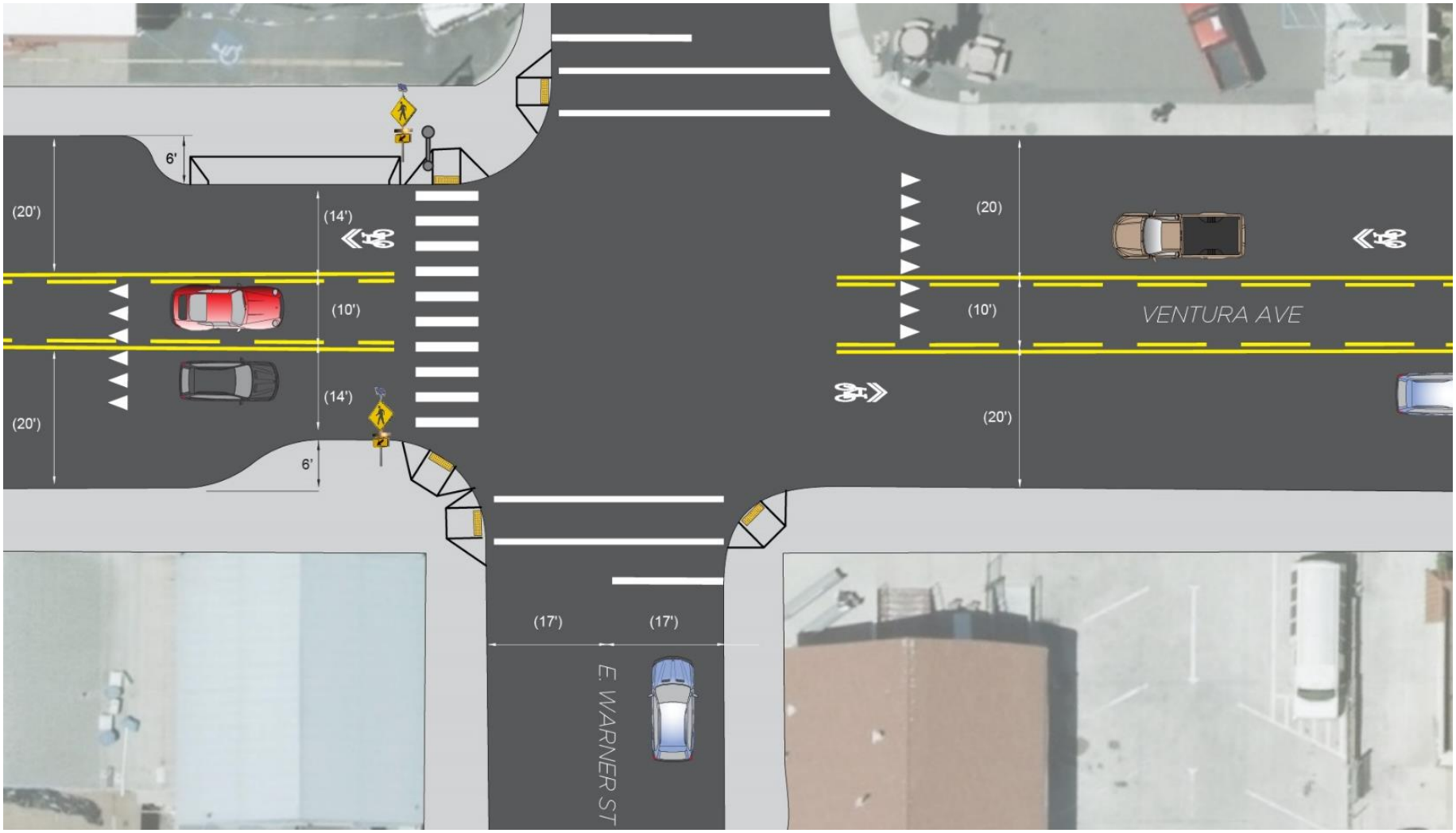
Ventura Avenue at Forbes Lane



Ventura Avenue at Vince Street



Ventura Avenue at Warner Street



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