

City of Ventura

Summer Concert Series

Draft
**Initial Study -
Mitigated
Negative
Declaration**



June 2012

Summer Concert Series

Draft

Initial Study - Mitigated Negative Declaration

Prepared for:

City of Ventura

501 Poli Street

Ventura, California 93002

Contact: Jeffrey Lambert, Community Development Director
(805) 658-4723

Prepared by:

Rincon Consultants, Inc.

180 North Ashwood Avenue

Ventura, California 93003

June 2012

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INITIAL STUDY

1. **Project title:** Ventura Summer Concert Series
2. **Lead agency name and address:** City of Ventura
501 Poli Street
Ventura, CA 93001
3. **Contact Person and Phone Number:** Jeffrey Lambert, AICP
Community Development Director
805-658-4723
4. **Project location:** Upper Parking Lot behind City Hall
501 Poli Street
Ventura, CA 93001
5. **Project sponsor's name and address:** Mark Hartley
34 North Palm Street
Ventura, CA 93001

6. **General Plan designation:** SP - Specific Plan

7. **Zoning:** T.6.1 - Urban Core

8. **Description of project:**

Concert promoters are proposing to host up to 12 outdoor concerts in the upper parking lot behind Ventura City Hall. The project would construct a temporary fabric tent of approximately 20,000 square feet, a pre-fabricated secondary egress stairway on the existing slope below the site, and ancillary facilities within the upper parking lot area. In addition, the project would complete vegetation clearance on the adjacent slopes to establish a 100 foot fire clearance area. The concert tent would provide seating for up to 1,900 individuals and would include a stage, office building, restrooms, concession stand, VIP parking area, and an open picnic area. The concerts would begin in July 2012 with the last show proposed in October 2012. Figures 1-3 show the location of the project site and illustrate existing uses on and around the site. Figure 4 shows the proposed site plan for the project.

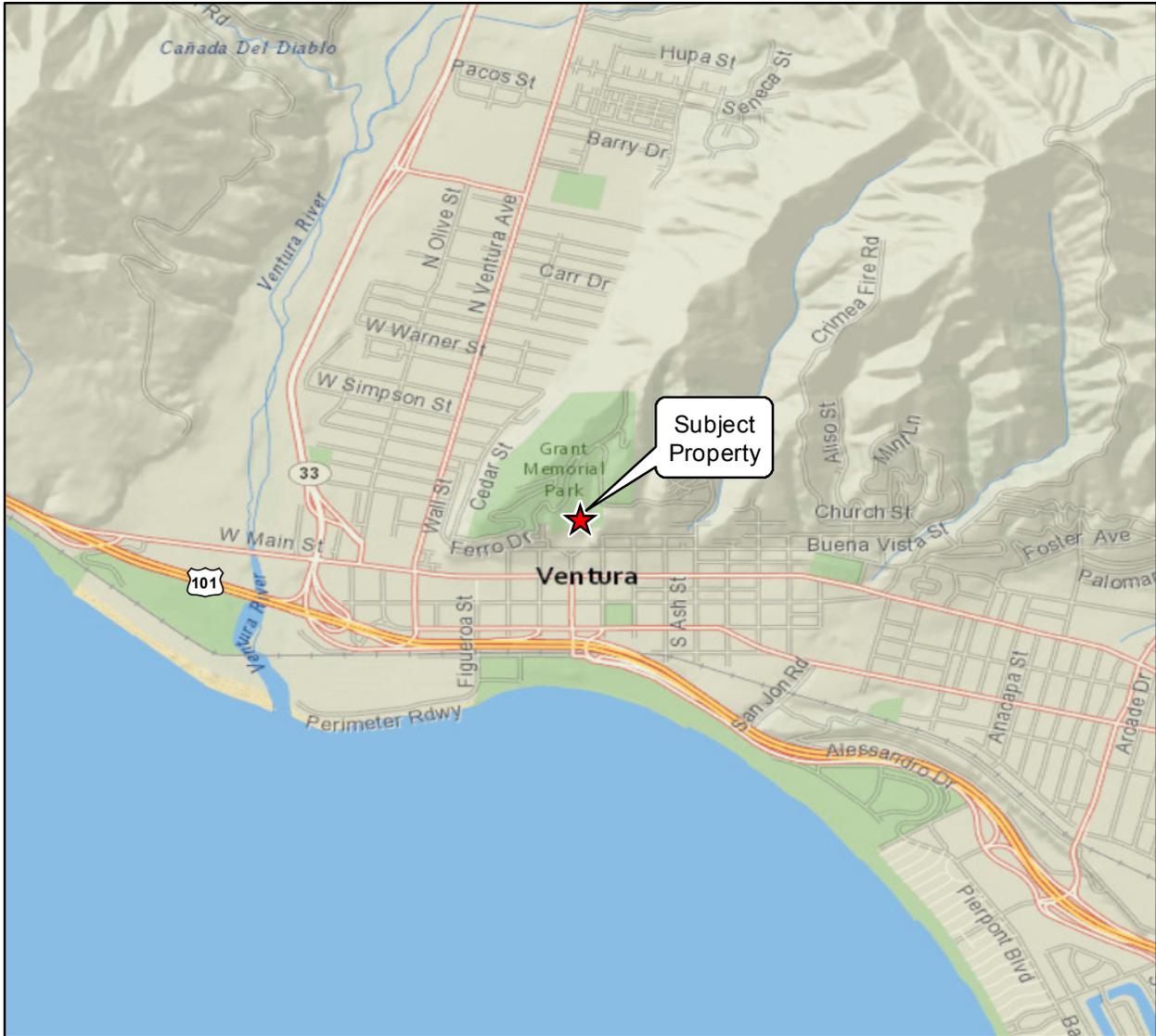
9. **Surrounding land uses and setting:**

Undeveloped hillsides are located north of the project area. Ventura City Hall and its associated parking areas are located to the south. Commercial, multi-family residential, and single-family residential are located east and west of the project site.

10. **Other public agencies whose approval is required:**

None.





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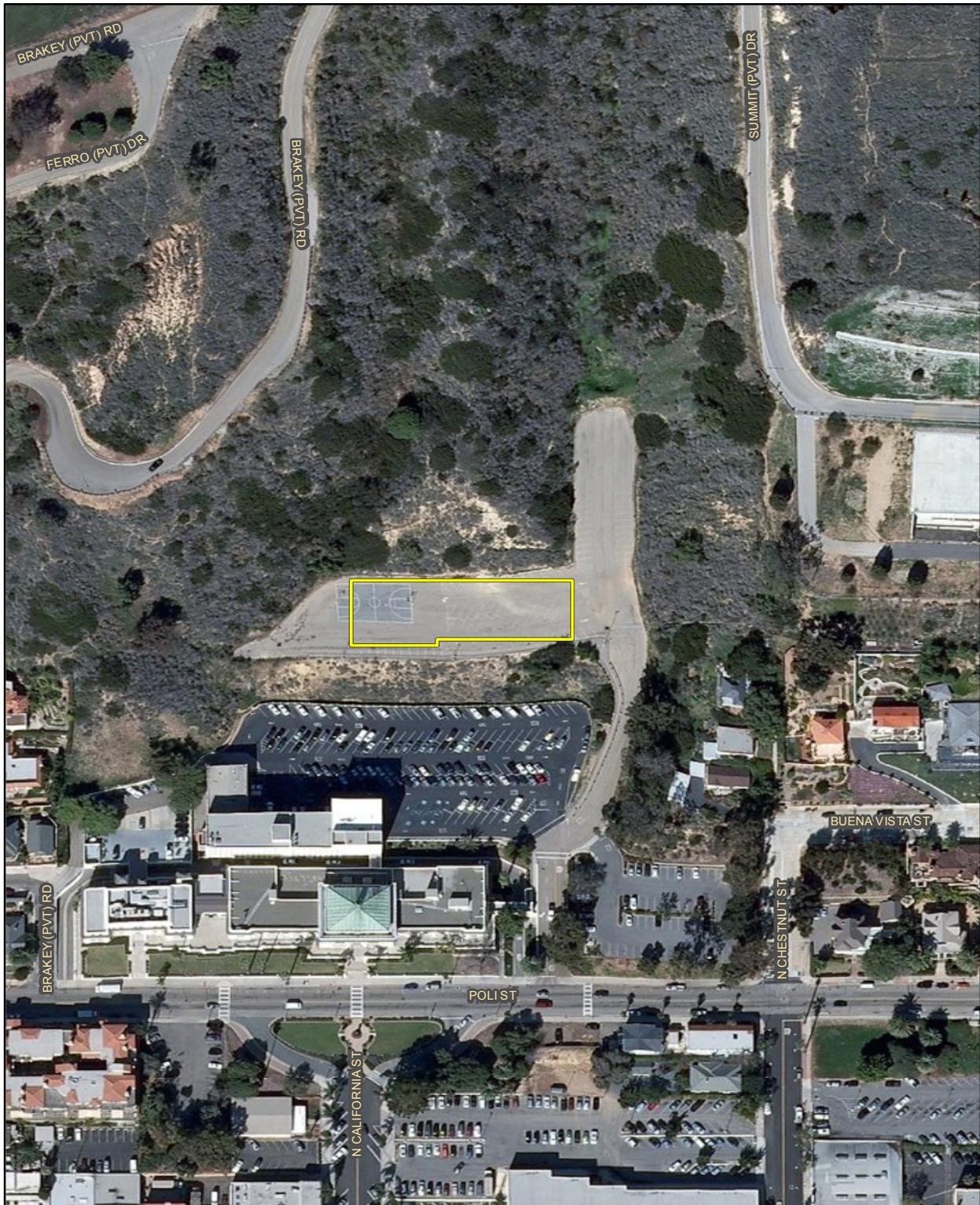
0 0.3 0.6
Scale in Mile



Vicinity Map

Figure 1





Imagery provided by National Geographic Society,
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 Project Boundary

0 100 200
Feet



Project Location Map

Figure 2

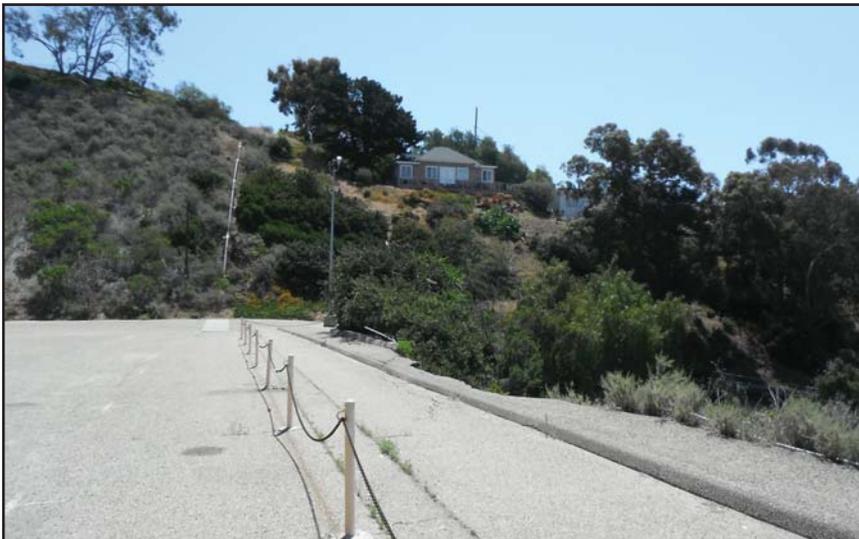




Photograph 1 - View north



Photograph 2 - View west



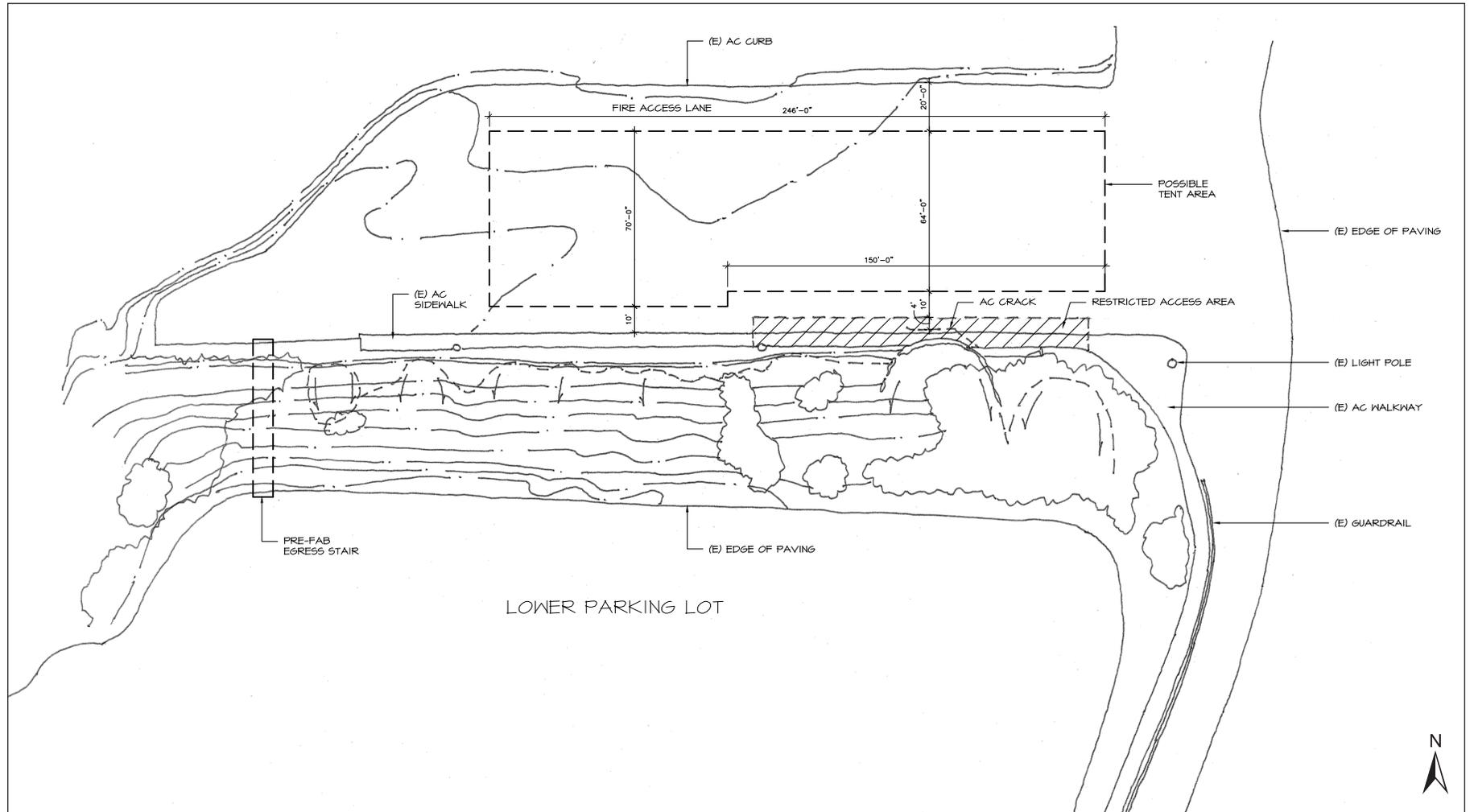
Photograph 3 - View east



Photograph 4 - View south

Site Photographs





Project Site Plan

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|--|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



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 potential 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.

Signature

June 12, 2012

Date

Jeffery Lambert, Community Development Director
Printed Name



Environmental Checklist

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

a) The project site is currently developed as a vehicle parking lot and is currently used by the City of Ventura as an overflow parking lot for Ventura City Hall. The parking lot has been graded flat and paved and is located approximately 450 feet behind Ventura City Hall and approximately 30 feet above the primary City Hall parking lot. The site is surrounded by natural and graded slopes. The scenic vista nearest to the project site is Grant Park, which is located approximately 900 feet northwest and approximately 220 feet above the project site. In addition, the project site provides a partial view of the Pacific Ocean (looking to the southeast). The physical improvements required to create the desired concert venue would be temporary and would occur entirely within the paved portions of the parking lot and would not be prominently visible from Grant Park. In addition, the proposed tent and other ancillary facilities would not obstruct views of or from Grant Park, as it is located approximately 220 feet below this vista. In addition, the project site and the proposed concert facilities would be sufficiently screened from view by the existing City Hall structures and natural vegetation surrounding the project site. **Therefore, the proposed project would have no impact on scenic vistas.**

b) Ventura City Hall is a registered California Historic Landmark (# 847) and is listed on the National Register of Historic Places (NPS-71000211). The temporary concert improvements would occur within an existing parking lot, which is not considered a scenic resource or historic resource. Furthermore, the parking lot is located approximately 450 feet behind City Hall and thus would not be prominently visible from City Hall’s Poli Street frontage.

Due to fire safety concerns, the Ventura Fire Department would require vegetation clearance within the surrounding hillside areas. A 100-foot clearance zone would be required, as measured from all combustible portions of the tent seating area (measured horizontally).



Portions of this vegetation clearance area may be visible from areas surrounding the project site. However, vegetation clearing would be temporary in nature and would not substantially degrade views of mature trees, rock outcroppings, the Pacific Ocean, or any other scenic resources within the project area. **The proposed project would have no impact on scenic resources.**

c) The project site is developed as a paved parking lot and it is surrounded by developed properties. The proposed construction of a temporary fabric tent along with other ancillary concert venue facilities within this existing parking lot and as part of the overall City Hall property would not degrade the visual character or quality of the site, as the facility would be set back approximately 450 feet from the City Hall’s main entrance on Poli Street. In addition, the site is more than 900 feet from and below Grant Park. Moreover, the proposed project would not impede any views of the Pacific Ocean from the residential uses located immediately adjacent to the project site’s eastern boundary. **Therefore, the proposed project would have no impact on the visual character of the site or its surroundings.**

d) The project site is currently developed as a paved parking lot. There are no existing light fixtures present on-site. However, the existing City Hall facilities and adjacent commercial and residential uses generate light along the site’s southern, western, and eastern property lines. The proposed concert venue improvements would introduce exterior lighting, in the form of parking lot lighting, stage lighting, pedestrian walkway lighting, and other safety related lighting. These light sources are not anticipated to have a significant impact on the night sky, as they would contribute to the existing background light levels already present as a result of the surrounding urban development. During daytime concerts, glare from additional vehicles parked within the existing parking lots and the surrounding City Streets could increase the reflected sunlight during certain times of the day. However, these impacts would be similar to those already experienced during the daily occupation of parking spaces within the City Hall parking lot and the surrounding areas. **Light and glare impacts would therefore be less than significant.**

	Potentially Significant Unless Mitigation Incorporated	Potentially Significant	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES

-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<p>Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:</p>				
a) Convert Prime Farmland, Unique Farmland, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The proposed project would involve temporary improvements to an existing parking lot. A review of the Farmland Mapping and Monitoring Program maps prepared by the California Department of Conservation was conducted, confirming that the project site is not designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The property is not zoned for agricultural use or subject to a Williamson Act contract. The project site is not used for timber production. **No impact would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY -- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). SCAG acts as the MPO for Ventura County. The current population for the City of Ventura is 107,124 persons (SCAG, 2011). The projected 2025 population under the 2005 General Plan is 126,153 for the year 2025. This is within the 2007 AQMP population projections for the City. Although the proposed concert venue could attract approximately 2,000 concert goers at each event, the attendees would either already live in Ventura or would be traveling to Ventura specifically for the event. Therefore, the concert series would not induce population growth in the City. **Therefore, the project would have no impact on the applicable air quality plan.**

b-c) No construction related air quality impacts would occur during concert related improvements. The proposed tent and other ancillary concert facilities are temporary improvements that are pre-fabricated, which allow the site to be improved for concerts without the use of heavy equipment.

The temporary air quality emissions associated with the proposed project were estimated using the CalEEMod air quality modeling program (version 2011.1). Operational air quality impacts were calculated based upon a review the project’s parking demand. Associated Transportation Engineers, Inc. (ATE) prepared a Traffic and Parking Management Plan for the project (included as Appendix F). This study concluded that each concert would require parking for approximately 669 vehicles (ATE 2012). As a result, a total of 669 vehicle trips were utilized as the operational input value in the CalEEMOD air quality modeling program. Appendix A contains the air quality modeling assumptions and detailed results.



Operational emissions were determined based on the air quality model's outputs for mobile source emissions. Mobile emissions are those associated with vehicle trips. The project's estimated operational emissions are presented in Table 1. The project would not generate emissions exceeding any VCAPCD thresholds; therefore, the project's operational impact would be less than significant.

Table 1
Operational Emissions (pounds per day)

Criteria Pollutants	ROG	NO_x
Mobile Emissions	3.53	5.79
Energy Emissions	0	0
Area Emissions	0	0
Gross Emissions	3.75	2.45
<i>VCAPCD Thresholds</i>	<i>75</i>	<i>100</i>
<i>Exceed VCAPCD Thresholds?</i>	<i>NO</i>	<i>NO</i>

Source: Ventura County APCD Air Quality Assessment Guidelines. 2003.

Areas with high vehicle density, such as congested intersections and parking garages, have the potential to create high concentrations of CO, known as CO hot spots. A project's localized air quality impact is considered significant if CO emissions create a hot spot where either the California one-hour standard of 20 parts per million (ppm) or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at intersections having a level of service (LOS) of E or F. According to the Caltrans *Transportation Project-Level Carbon Monoxide Protocol* (1997), a detailed CO screening analysis should be conducted when project-generated traffic worsens a signalized intersection from LOS A, B, C or D to E or F or when a project is likely to worsen air quality at a signalized intersection.

As discussed above and in Section XVI, *Transportation/Traffic*, the proposed project would generate a total of 669 vehicle trips approximately 12 times during the period of July 1 through October 31, 2012. These trips would be generated during non peak-hour periods (i.e. between 6-7 pm and between 10-11 pm) and thus would not worsen the peak hour LOS from LOS A, B, C, or D to E or F at any intersection within the vicinity of the project site. Given that project traffic would not create permanent congestion at any intersection; project-generated traffic would not significantly worsen air quality at intersections within the vicinity of the project site.

Therefore, no impacts related to CO hotspots would occur.

d) Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include health care facilities, retirement homes, school and playground facilities, and residential areas. Although sensitive receptors are located nearby, including private residences to the east, the proposed project would not expose them to substantial pollutant concentrations. As discussed in sections b-c, the project would not result in an



exceedance of any thresholds for construction or operational emissions, nor would project operation create a CO hotspot. **No impact would occur.**

e) The proposed summer concert series would not generate any objectionable odors. Temporary concerts are not identified in Table 6-3 of the 2003 VCAQMD Air Quality Assessment Guidelines. This table identifies land uses that may generate significant levels of odors. Outdoor concerts are not referenced in this table and therefore it is unlikely that the proposed project would generate objectionable odors affecting a substantial number of people. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. <u>BIOLOGICAL RESOURCES</u> --				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated
	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact

IV. BIOLOGICAL RESOURCES --

Would the project:

Habitat Conservation Plan, Natural
 Community Conservation Plan, or other
 approved local, regional, or state habitat
 conservation plan?

The project site is a vehicle parking lot used by the City of Ventura as an overflow parking lot as part of Ventura City Hall. The parking lot is located approximately 450 feet behind Ventura City Hall and approximately 30 feet above the primary City Hall parking lot and is surrounded by natural and graded slopes. Rincon Senior Biologists Cher Batchelor and Julie Broughton performed a site visit on June 6, 2012 to assess sensitive biological resources currently onsite, and record observations of plant and wildlife species. The study area included the existing overflow parking lot and a 100-foot buffer area from the edge of the existing paved parking lot into the surrounding undeveloped hillsides.

Prior to the site visit, Rincon conducted a search of the California Department of Fish and Game’s (CDFG’s) California Natural Diversity Database (CNDDDB) utilizing the RareFind3 software (updated June 2012) for the Ventura, California USGS Quadrangle and an approximate 5-mile radius around the project site. This database search was conducted to account for special-status species tracked by CDFG in the area and with potential to occur at the project site. Rincon also referenced the *Opportunities and Constraints Analysis for the Ventura Botanical Gardens* (Sespe Consulting Inc. November 2011) for which Rincon conducted botanical, wildlife, and habitat surveys.

a-c) The project site and 100-foot perimeter study area is dominated by two habitat types: California Sagebrush Scrub (*Artemisia californica* Shrubland Alliance) dominated by *Artemisia californica* and Lemonade Berry Scrub (*Rhus integrifolia* Shrubland Alliance) dominated by *Rhus integrifolia*. California Sagebrush Scrub forms an intermittent to continuous canopy and includes an herbaceous layer that is variable both seasonally and annually. This alliance typically occurs on steep slopes but may also occur on rarely flooded, low-gradient deposits along streams. This alliance occurs on alluvial or colluvial derived shallow soils.

A variation of this plant community, disturbed California Sagebrush Scrub, was observed between the project site and the main City Hall parking lot to the south. While the associate shrub species were present, the habitat was broken up by additional non-native plants including freeway iceplant (*Carpobrotus edulis*), tree tobacco (*Nicotiana glauca*), and summer mustard (*Hirschfeldia incana*), and it forms a more open canopy.

Lemonade Berry Scrub forms an intermittent to continuous evergreen canopy on the steep canyon slopes surrounding the project site. This alliance typically occurs on gentle to abrupt slopes and coastal bluffs of variable aspect in loam and clay soils. Associate species observed



onsite within this alliance include California sagebrush, ash coast buckwheat, leafy California buckwheat, laurel sumac (*Malosma laurina*), Plummer's baccharis, and purple sage. CDFG identifies this plant community as sensitive because of its limited distribution.

The County of Ventura considers locally important or sensitive plant communities as oak woodlands, plant communities associated with riparian or wetland habitat, and rare plant communities (those with a global/state ranking of 1 to 3). California Sagebrush Scrub is ranked as G5/S5 and Lemonade Berry Scrub is ranked as G3/S3. Therefore, Lemonade Berry Scrub is considered a sensitive habitat by the County of Ventura. However, due to the limited distribution of this plant community within the subject project site and 100-foot perimeter study area and the greater blocks of this habitat existing immediately north of the study area, **impacts to this sensitive plant community would be less than significant. Furthermore, no federally designated critical habitat is mapped within five miles of the project site and no critical habitat or wetlands would be impacted by the proposed project.**

No special-status wildlife species were observed onsite. The special-status wildlife species tracked by CNDDDB within five miles of the project site include monarch butterfly (G5/S3, overwintering, tracked 1.25 miles west of the site), Mexican long-tongued bat (CDFG Species of Special Concern [SSC], approximately 3 miles south of the site), and pallid bat (CDFG SSC, approximately 4 miles south of site). Bryant's woodrat (formerly San Diego desert woodrat; CDFG Species of Special Concern [SSC], approximately 2 miles north of site) typically erects middens in dense coast prickly pear and/or rock outcrop habitat. Although this coast prickly pear occurs within the 100-foot perimeter study area, and this species has been found (within the adjacent southwestern portion of botanical gardens property) by Rincon during surveys conducted as support for the *Opportunities and Constraints Analysis Ventura Botanical Gardens*, the density of the prickly pear at the subject location is not sufficient to support the Bryant's woodrat. Mexican long-tongued bat and pallid bat are not expected onsite due to lack of preferred habitat. Monarch butterfly overwintering roosts are not expected within the study area due to a lack of protected roosting trees. While a couple of scattered eucalyptus are present within the 100-foot perimeter study area, they are not dense enough to provide protection for Monarch butterfly. While special-status wildlife species are not expected within the study area, their absence cannot be confirmed. However, the temporary removal of vegetation within the area immediately surrounding the paved parking lot would not significantly impact substantial populations of special status wildlife. **Therefore, impacts would be less than significant.**

A high potential for nests and nesting birds protected by the California Fish and Game Code and protected by the federal Migratory Bird Treaty Act exists within the survey area. Several bird species were observed onsite using the natural vegetation for cover and foraging resources, including California towhee, Cooper's hawk, song sparrow, and northern flicker. Migratory bird species are expected to nest onsite during the nesting/breeding season. **The vegetation clearance required by the Ventura Fire Department could significantly impact bird species; therefore, impacts would be potentially significant unless mitigated. After implementation of Mitigation Measure (BIO-1), impacts would be less than significant.**

BIO-1 To avoid impacts to nesting birds, vegetation clearance should take place outside of the February 1 - August 31 bird nesting season. If vegetation clearance is proposed within nesting habitat and within the breeding season, a pre-construction bird nesting surveys shall be completed by a qualified biologist.



The survey shall be completed no more than one week prior to vegetation clearing to determine the locations of nesting birds. Avoidance of nests and construction monitoring will reduce the potential for impact to nesting birds.

d) The project site is a fully improved paved parking lot surrounded on three sides by urban development. Therefore, the temporary use of the parking lot area for approximately 12 concerts from July through October would not impact wildlife movement. While it is evident that the natural hillsides surrounding the project site are used by wildlife, the proposed vegetation clearance within the 100-foot perimeter surrounding the project site would not significantly affect wildlife movement. **Impacts would be less than significant.**

e) One special-status plant species (several individuals), Plummer’s baccharis (*Baccharis plummerae* var. *plummerae*, California rare Plant Rank 4.3), was observed onsite within the Lemonade Berry Scrub at the northeast boundary of the paved parking lot. Other special-status perennial and/or annual herbs may be present onsite, as coastal sage scrub provides habitat for species such as Catalina mariposa-lily and club-haired mariposa-lily. While the June 6, 2012 survey was not conducted during the optimal blooming period for most special status plant species, Rincon conducted protocol rare plant surveys in 2011 as part of the environmental studies performed for the *Opportunities and Constraints Analysis for the Ventura Botanical Gardens*, which included the subject study area. The only special-status plant species observed during the 2011 surveys and the current 2012 survey is Plummer’s baccharis. The proposed project would impact a few Plummer’s baccharis individuals, but would not eliminate an entire population or reduce the population to an unsustainable level; **therefore, impacts to this species would be less than significant.**

No protected trees were observed within the project boundary or the 100-foot perimeter study area. **No impact to protected trees would result from the proposed project.**

f) The project site is not within any habitat conservation plan area or any other regional planning areas. Therefore, the project would not conflict with any adopted local or regional conservation plans. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES --

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
V. <u>CULTURAL RESOURCES</u> --				
Would the project:				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-d) No ground disturbance would occur as part of the proposed project. The proposed tent structures and ancillary concert equipment would be placed on the existing parking lot surface. Supplemental support or anchoring systems may be needed for the tent structures, but these components would not be permanently installed on the existing parking lot surface or the surrounding natural slopes. The project would not affect the historic significance of the adjacent City Hall structure. **Therefore, no impact to cultural resources would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> –				
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. <u>GEOLOGY AND SOILS</u> –				
Would the project:				
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a (i,ii). The project site is not located within the boundaries of an Earthquake Fault Zone as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972 (California Geological Survey 2011). A slope stability assessment was prepared by Earth Systems Southern California, which confirmed that there are no known active or potentially active faults traversing the project site. Additionally, the City’s General Plan and the County of Ventura Non-Coastal Zoning Ordinance do not identify any earthquake fault zones on or adjacent to the project limits.

Ground shaking resulting from activity on local faults would likely be felt within the project site. Therefore, all concert related facilities constructed temporarily on-site would be required to comply with applicable provisions of the most recently adopted version of the California Building Code (CBC), the City’s building regulations, and applicable County building regulations. **Adherence to these regulations would ensure that seismic related impacts would be less than significant.**

a(iii) Liquefaction describes the phenomenon where groundshaking works cohesionless soil particles into a tighter packing, which induces excess pore pressure. These soils may acquire a high degree of mobility and lead to structurally damaging deformations. Liquefaction usually begins below the water table, but after liquefaction has developed, the groundwater table will rise and cause the overlying soil to mobilize. Liquefaction typically occurs in areas where the groundwater is less than 30 feet from the surface and where the soils are composed of poorly consolidated fine to medium sand. Based on a review of Ventura County’s Coastal Plan Area – Liquefaction Hazards Map (County of Ventura 2002), the project site is not susceptible to



liquefaction. In addition, the project does not involve any permanent construction. **No impact would occur.**

a (iv) Earth Systems Southern California prepared an evaluation of fire truck loads and concentrated people loads on slope stability. The slope separating the upper parking lot (project site) from the lower parking lot has a history of surficial instability and therefore was the subject of this study. The slope was created mostly by cut grading and is composed of soft bedrock units from the Saugus formation, which dip to the south approximately 40 degrees (Earth Systems Southern California 2012). The slope shows effects of shallow instability (1-2 feet) at most areas below the crest, with isolated areas showing evidence of instability up to 5 feet in depth. An acceptable factor of safety (1.20) for this slope area was achieved by assuming at least a 6-foot setback of fire department vehicles or the tent seating/stage area from the slope areas exhibiting signs of failure. For reference, the six-foot setback is approximated by the existing cable area that prevents autos from entering the zone near the slump area. The study also concluded that concentrated people loads should be kept at least 4 feet north of the existing slump area and that concentrated loads from canopy supports (if used) may need to be accommodated by pier foundations if positioned near the slope edge. The project site plan shows a 10-foot setback from concert tent to the area of surficial slope failure, which is consistent with the recommendations contained in the slope stability analysis prepared by Earth Systems Southern California. In addition, the fire access lane is proposed on the north side of the project site, approximately 74 feet away from the area of surficial slope failure. **Therefore, the potential for impacts related to landslides would be less than significant.**

b) The temporary nature of the proposed concert series would not require any on-site grading or other soil disturbances within the existing parking lot. Therefore, it would not result in substantial erosion or loss of topsoil. **No impact would occur.**

c) Subsidence is the sudden sinking or gradual downward settling of the earth's surface with little or no horizontal movement. Subsidence is caused by a variety of activities, which include, but are not limited to, withdrawal of groundwater, pumping of oil and gas from underground, the collapse of underground mines, liquefaction, and hydrocompaction. The temporary nature of the proposed concert series would not require any on-site grading or other soil disturbances within the existing parking lot that could contribute to subsidence.

As discussed above, the existing slope located south of the existing project site shows evidence of shallow surficial slope failure. Adherence to the proposed site plan would establish the appropriate setbacks to achieve an acceptable factor of safety for the project site. **Therefore, impacts related to unstable soils would be less than significant.**

d) According to the County of Ventura's General Plan Hazards Appendix, expansive soils are scattered throughout Ventura County. However, their potential impact on structures is limited to just a few developed areas: portions of the Ojai Valley, the Camarillo Hills, and areas around the community of Moorpark (County of Ventura, 2011). **Therefore, expansive soil impacts would be less than significant.**

e) The proposed project does not include any improvements that would require the use of septic systems. **Therefore, no impact would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS -

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a, b) As discussed in Section II, *Air Quality*, the temporary concert series would not generate construction-related air pollutant emissions that have the potential to exceed established air quality thresholds. The traffic associated with these activities would, however, generate minor quantities of greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs. The operational GHG emissions for the project have been quantified below and compared to recommended thresholds of significance.

Mobile source GHG emissions were estimated using the traffic and parking demand study prepared by ATE. Based on the CalEEMod model estimate (included in Appendix A), the project would result in approximately 90.83 metric tons of Carbon Dioxide Equivalent (CDE) units from mobile emissions. This represents approximately 0.00002% of California’s total 2004 tons per year in CDE units. The City of Ventura has not adopted formal GHG emissions thresholds that apply to land use projects and no GHG emissions reduction plan have been adopted in the City of Ventura. Nevertheless, the estimated project-related GHG emissions would be lower than the threshold of 10,000 metric tons per year (SCAQMD, “Proposed Tier 3 Screening Levels - Commercial/Industrial Projects, September 2010). In addition, the proposed project would be lower than the County of San Luis Obispo APCD’s most stringent greenhouse gas emission threshold of 1,150 metric tons per year (SLO APCD CEQA Air Quality Handbook 2012). **Impacts associated with GHG emissions would be less than significant.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VIII. HAZARDS AND HAZARDOUS

MATERIALS - Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-b) The project site is currently developed as a paved vehicle parking lot. The proposed concert series would involve the construction of a temporary concert stage, tent seating areas, and other ancillary concert-related improvements. The concerts would not involve the routine transport, use, or disposal of hazardous materials.



In the unlikely scenario that licensed vendors bring some hazardous materials to and from the project site, they would be required to provide all appropriate documentation for all hazardous waste that is transported in connection with project-site activities (as required by the City's Municipal Code). This would achieve compliance with the existing hazardous materials regulations. In addition, any hazardous wastes produced onsite would be subject to requirements associated with accumulation time limits, proper storage locations and containers, and proper labeling. As part of any removal of any hazardous waste from the site, hazardous waste generators are required to use a certified hazardous waste transportation company, which must ship hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Compliance with applicable regulations would ensure impacts associated with the use, transport, storage, and sale of hazardous materials would not be significant. **No impact would occur.**

c) The proposed concert series would not handle hazardous wastes in the vicinity of an existing school. **No impact would occur.**

d) According to the Envirostar database maintained by the Department of Toxic Substances Control (<http://www.envirostor.dtsc.ca.gov/public/>), the project site is not included in a list of hazardous material sites. Therefore, the proposed summer concert series would not create a significant hazard to the public or the environment. **No impact would occur.**

e,f) The project site is not located within an airport land use plan, or within 2 miles of a public or private airport. Therefore, the proposed summer concert series would not create an airport-related safety hazard. **No impact would occur.**

g) The proposed project has been reviewed by the City of Ventura Fire Department. As a result of this review, the proposed project is required to dedicate a 20 foot fire access lane, construct a pre-fabricated secondary egress stairway in the southwestern portion of the project site, complete vegetation clearance within 100 feet of all combustible tents or other structures, provide a water supply at 1,500 gpm with 20 psi, and would comply with all other applicable sections of the CA Fire Code (CFC). **Therefore, impacts would be potentially significant unless mitigated. After compliance with Mitigation Measure HAZ-1 below, impacts would be less than significant.**

h) The City of Ventura conducted a Fire Behavior Analysis for the project site and surrounding environment (included as Appendix D). This study concluded that the proposed project site is located within Ventura's Very High Fire Hazards Severity Zone and therefore requires "careful planning, mitigation and preparation" to deal with the potential for wildlife and other emergencies. **Therefore, impacts would be potentially significant unless mitigated. Compliance with Mitigation Measure HAZ-1 would reduce impacts to a less than significant level.**

HAZ-1 The proposed project shall dedicate a minimum 20-foot wide fire access lane, construct a pre-fabricated secondary egress stairway in the southwestern portion of the project site, complete vegetation clearance within 100 feet of all combustible tents or other structures, and provide a water supply at 1,500 gpm with 20 psi. These improvements shall be completed prior to use of the project



site for any concert. The project shall also comply with all other applicable sections of the CA Fire Code (CFC).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. <u>HYDROLOGY AND WATER QUALITY</u>				
– Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

– Would the project:

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-f) The proposed project would not alter absorption rates, drainage patterns, or runoff as a result of temporary construction of concert venue facilities. No changes to the existing paved parking lot surface, surrounding slopes, or existing drainage infrastructure is proposed as part of the project. Any runoff resulting from storm events occurring during any of the proposed concerts would be collected and conveyed in the existing storm drain infrastructure already in place as part of City Hall. Because of the lack of any grading at the project site, the proposed project would not be required to comply with the Ventura Countywide Stormwater Quality Management Program, the National Pollution Discharge Elimination System (NPDES) Permit No. CAS004002, and Ventura Stormwater Quality Management Ordinance No. 4142.

Therefore, no impact would occur.

g-i) The project site is not located within a floodplain and the proposed project would not impede or redirect flood flows (FEMA 2008). According to the City of Ventura 2005 General Plan, no flooding conditions have been identified on the project site. **Therefore, no impact with respect to flooding would occur.**

j) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Since the site is not located close to an inland body, **no impact from seiches would occur.** Furthermore, the project site is located outside of the tsunami hazard zone maps established by the California Department of Conservation for the City of Ventura (http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Ventura/Documents/Tsunami_Inundation_Ventura_Quad_Ventura.pdf). This is expected, as the project site is approximately 134 feet above sea level. **No impact would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. <u>LAND USE AND PLANNING</u> --				
Would the proposal:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project would not physically divide an established community, as it would be located entirely within the boundaries of an existing paved parking lot. Furthermore, to address concerns regarding overflow parking spilling into adjacent residential neighborhoods, the project is proposing to place “No Event Parking” signs at the intersections of Cedar Street/Ferro Drive, Poli/Chestnut Street, Poli/Fir Street, Poli/Ash Street, Poli/Kalorama Street, and Poli/Brakey Road. Event Staff would also be placed at the above referenced intersections to enforce the event parking restriction. Therefore, **no impact would occur.**

b) The proposed project is located within the SP General Plan Land Use Designation. Therefore, the Downtown Ventura Specific Plan along with the City of Ventura’s General Plan policies would apply. Goal No. 2 of the Downtown Specific Plan intends to integrate art and culture into the fabric of downtown everyday life by nurturing creative and artistic expression in the public realm. This is also consistent with the 2005 City of Ventura Cultural Plan policies. The proposed summer concerts would be consistent with this goal, as it would increase public participation in the cultural life of Downtown Ventura. The Downtown Specific Plan also recommends updating the City’s Noise Ordinance (Action Item No. 1.20), which should take into account nighttime noise generated in areas where commercial and entertainment uses are concentrated. A noise study has been prepared (included as Appendix E) which confirms that after mitigation, the proposed project would not create significant noise impacts at the neighboring residential uses located west and east of the project site. Therefore, the project would not conflict with the Downtown Specific Plan or 2005 General Plan policies. **No impact would occur.**

c) 2005 City of Ventura General Plan does not identify any natural resources meriting preservation on the project site or the immediate vicinity. Furthermore, the project site and the immediate vicinity have a zoning designation of T.6.1 – Urban Core, which correlates to a high



level of urban development. No applicable habitat conservation plan or natural community conservation plan is applicable to the project site. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. <u>MINERAL RESOURCES</u> -- Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) Neither the project site nor the immediate vicinity has active aggregate mining operations. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. <u>NOISE</u> – Would the project result in:				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE – Would the project result in:

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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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a-d) The State of California Department of Health Services, Environmental Health Division, has published *Guidelines for Noise and Land Use Compatibility* (the *State Guidelines*). The State Guidelines indicate that residential land uses and other noise-sensitive receptors should generally be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dB(A) (CNEL or Ldn¹). Section 10.650.130 of the Ventura Municipal Code prohibits unnecessary, excessive, or annoying noise in the City. Furthermore, the City of Ventura Municipal Code, Section 10.650.130(b) (1), establishes exterior noise level standards for receiving properties. These standards are shown in Table 2.

**Table 2
 Noise Zone Exterior Noise Limits**

	Designated Zone	Time Interval	Exterior Noise Levels
Zone I	Noise sensitive properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
Zone II	Residential properties	7 a.m.—10 p.m.	50
		10 p.m.—7 a.m.	45
Zone III	Commercial properties	7 a.m.—10 p.m.	60
		10 p.m.—7 a.m.	55
Zone IV	Industrial and agricultural	Anytime	70

Source: City of Ventura Municipal Code, Section 10.650.130

¹ Decibel (dB) is the unit used for measuring noise. dB(A) is the A-weighted decibel, which is the decibel with the sound pressure scale adjusted to conform with the frequency response of the human ear. Ldn is a 24-hour average noise level that adds 10 dB(A) to noise levels occurring between 10 PM and 7 AM to account for increased sensitivity to noise during those hours. CNEL is similar, but also adds 5 dB(A) to noise occurring from 7 PM to 10 PM.



As shown on Figure 5, the closest receiving properties are residences located approximately 740 feet west and 175 feet east of the project site; therefore, Noise Zone II standards would apply to the proposed project. Noise standards for Zone II permit noise less than 50 dB(A) between 7:00 AM and 10:00 PM and noise less than 45 dB(A) between 10:00 PM and 7:00 AM. The following additional standards from Section 10.650.130(b) (2) also apply:

Noise level limits. Unless otherwise provided in this article, no person shall operate or cause to be operated any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured on any receiving property to exceed the following noise level limits:

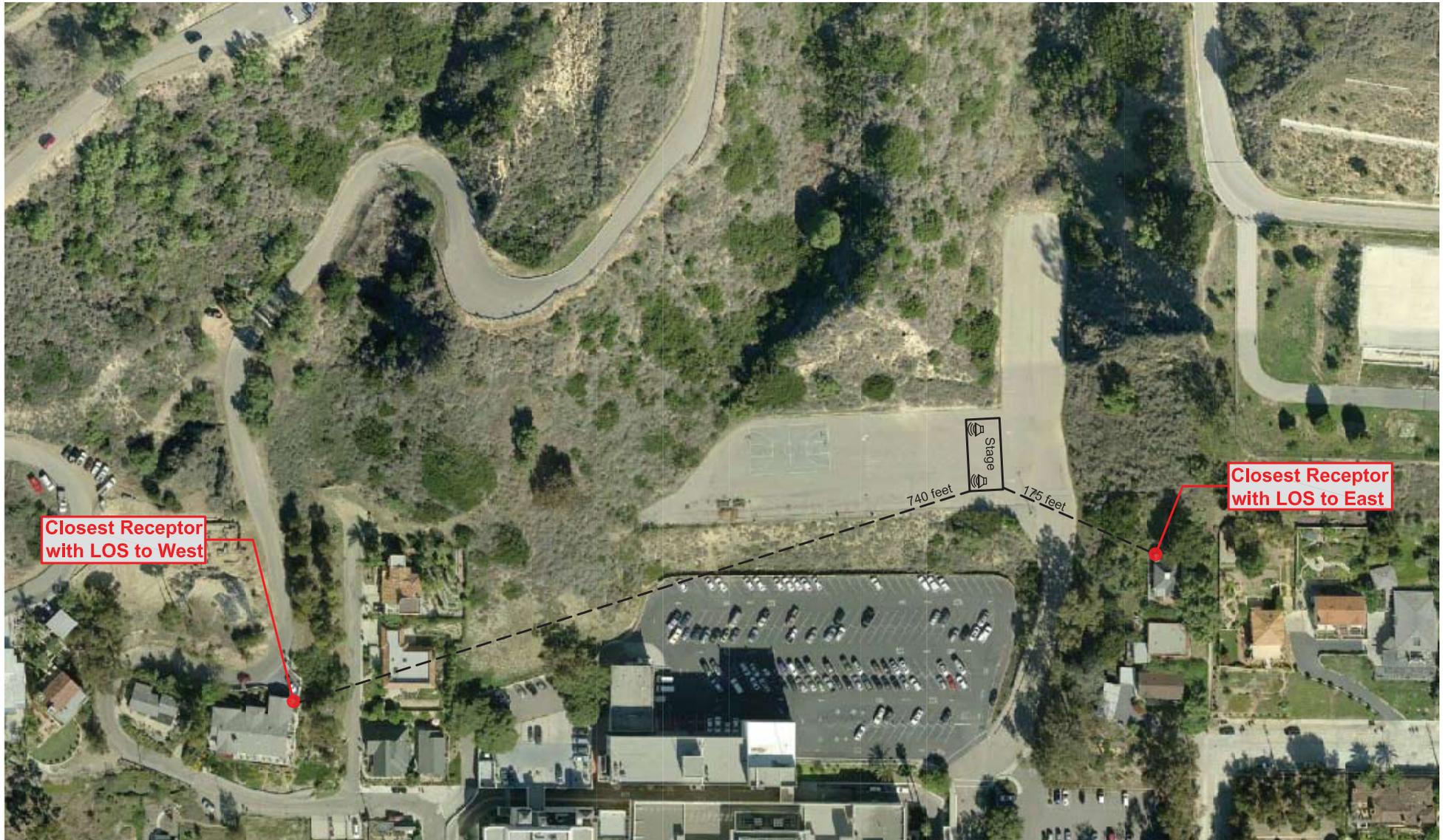
- (a) The exterior noise levels for that land use, as specified in subsection B.1. above [referring to the noise limits in Table 2], for a total period of more than 30 minutes in any consecutive 60 minutes;*
- (b) The exterior noise levels plus 5 dB for a total period of more than 15 minutes in any consecutive 60 minutes;*
- (c) The exterior noise levels plus 10 dB for a total period of more than 5 minutes in any consecutive 60 minutes; or*
- (d) The exterior noise levels plus 15 dB for a total period of more than 1 minute in any consecutive 60 minutes; or*
- (e) The exterior noise levels plus 20 dB for any period of time.*

According to the Summer Concert Series Noise Impact Assessment prepared by Sespe Consultants, Inc. (included as Appendix E), the closest residences located west and east of the project site could experience noise levels estimated at up to 74.1 dB(A) and 69.4 dB(A), respectively. **The estimated concert series noise levels could therefore exceed the noise standards for Zone II and impacts would be potentially significant unless mitigated.**

Adherence to Mitigation Measures N-1 through N-6 would reduce noise impacts to a less than significant level.

- N-1** An inspection shall be completed before the start of the concert or event to check on the general organization and layout. The Event Organizer or designated City representative shall reduce sound levels if they are satisfied that it is necessary for compliance with the noise limitations contained in the City of Ventura noise regulations (Section 10.650.130 of the Ventura Municipal Code) in order to prevent unreasonable disturbance to nearby sensitive receptors.





Nearest Sensitive Receptor Locations

- N-2 All amplified music in the open air or within the proposed tent shall finish no later than 10 PM.
- N-3 The Event Organizer and/or the City of Ventura shall ensure that all persons (including individual sound engineers) involved with the sound system are informed of applicable sound control limits in order to ensure compliance with applicable noise standards. Throughout each concert, the Event Organizer or the City of Ventura shall continuously monitor sound levels over the duration of the event at or as close as possible to each sensitive receptor location (nearest residences east and west of the project site). Subsequent to each concert, the Event Organizer and the City of Ventura shall review the noise monitoring data collected during the concert and shall adjust sound levels at subsequent concerts to ensure that noise levels do not exceed applicable noise standards at the nearest residences east and west of the project site.
- N-4 Unrestricted access to the front of stage position and backstage areas shall be allowed at all times to the Event Organizer, a noise consultant (if on-site), and City of Ventura representatives for the purpose of sound level measurements, and to allow communications with the noise consultant, sound engineer, or any other responsible party.
- N-5 Prior to the initial concert, the Event Organizer shall provide a phone number to the residents of the nearest residential properties for placing complaints about noise. All noise complaints received shall be logged and shall be submitted to the City of Ventura Department of Planning and Community Development within 24 hours of receipt. As necessary, sound levels shall be adjusted at subsequent concerts ensure that noise levels remain at or below applicable noise standards.
- N-6 The Event Organizer shall have full control over traders or other organization on site where there is amplified music being played. At the request of the City of Ventura, or in response to a complaint received during or after a concert event, the Event Organizer shall arrange for the volume to be reduced or the playing to cease, or if necessary, the equipment to be confiscated.

e-f) The project site is not within an airport land use plan or in the vicinity of private airstrip. **Therefore, no impact would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING —

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

a) The proposed project is a temporary use that would occur between July 1 and October 31, 2012. The concerts would be individual events that would draw its attendees from within the City of Ventura and the surrounding cities. No new commercial, residential, or extension of roads or other infrastructure would be required for the proposed project. **Therefore, no impact would occur.**

b-c) The proposed concert venue would be constructed on an existing paved parking lot. Therefore, no housing or people would be displaced. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

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



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a(i) As discussed above in Section VIII(h), *Hazards and Hazardous Materials*, the project would need to comply with the required mitigation measure (HAZ-1) and the additional Fire Department Conditions of Approval (included in Appendix D) and other applicable provisions of the California Fire Code. Furthermore, the City monitors fire department staffing levels on an annual basis as part of the City Council’s budgeting process to ensure that police protection continues to be provided during special events and as development occurs within the City.

The proposed project’s compliance with the mitigation measures and the applicable conditions of approval would ensure that fire protection impacts would be less than significant.

a(ii) Police service to the project site would be provided by the Ventura Police Department. The proposed project would be a temporary use, which includes up to 12 concerts within the period of July 1 through October 31. During these special events, a temporary increase in police staffing could be required. To help offset the potential need for additional police staffing during the proposed events, the project proponent is proposing to utilize Event Staff to assist with crowd control and other event enforcement issues. Furthermore, the City monitors police staffing levels on an annual basis as part of the City Council’s budgeting process to ensure that police protection continues to be provided during special events and as development occurs within the City. **Therefore, the project would have a less than significant impact on police services.**

a(iii-v) The proposed temporary concert series would not increase the City’s population. **Therefore, the project would have no impact on schools, parks, or other public facilities.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XV. RECREATION --				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) The proposed project is a temporary use that would occur within the City of Ventura between July 1 and October 31. The concerts are proposed on an existing paved parking lot within the existing City Hall complex. The project would not increase the City's total population and therefore would not increase the use of City parks or require the construction of new City parks that could potentially impact the environment. To the contrary, the project would improve recreational opportunities in the City. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. TRANSPORTATION / TRAFFIC --				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing a measure 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVI. <u>TRANSPORTATION / TRAFFIC</u> --				
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) Associated Transportation Engineers prepared a traffic and parking management plan for the proposed project, which would include approximately 12 concert events (6 weekday and 6 weekend) between the months of July and October. The concert events are anticipated to attract up to 1,900 patrons during the hours of 7 pm and 10 pm. The project’s anticipated volume of vehicle trips was compared to vehicle trip generation forecasts provided in the General Plan EIR. The proposed project would generate a total of 669 vehicle trips approximately 12 times during the concert period. These trips would be generated during non peak-hour periods (i.e. between 6-7 pm and between 10-11 pm) and thus would not worsen the LOS at any intersection within the vicinity of the project site. **Despite the relatively small number of vehicle trips associated with the temporary concert events, temporary impacts on downtown traffic both before and after the proposed events could temporarily result in a significant impact to downtown area intersections unless mitigated. Compliance with Mitigation Measure TRANS-1 and TRANS-2 would reduce potential impacts to a less than significant level.**

TRANS-1 The City of Ventura Department of Community Development shall require the project applicant to implement the following traffic and circulation control measures before, during, and after the proposed concert events:

- A traffic control officer shall be assigned at the intersection of the City Hall driveway and Poli Street before and after the concerts to control vehicular and pedestrian traffic flows.



- The City Hall driveway shall be reconfigured to provide one outbound lane, one inbound lane and a pedestrian walkway area before and after the concerts. The reconfiguration would utilize post-tube delineators (eg. "candle sticks") and signage to direct vehicles and pedestrians onto the site.
- Before each concert, signage shall be posted at the VIP parking lot to indicate that the City Hall parking lot is reserved. The signage shall state "VIP Parking Only - No Public Parking".
- Before each concert, the small driveway located west of the main City Hall driveway shall be closed to pedestrian and vehicular traffic.
- "No Event Parking" signs shall be placed at the entrance to the residential neighborhoods on Cedar Street/Ferro Drive, Chestnut Street/Poli Street, Fir Street/Poli Street, Ash Steet/Poli Street, Poli Street/Brakey Road, Kalorama Street/Poli Street, and as necessary within the residential areas located south of Poli Street. Figure 6 shows the location of the proposed signage.

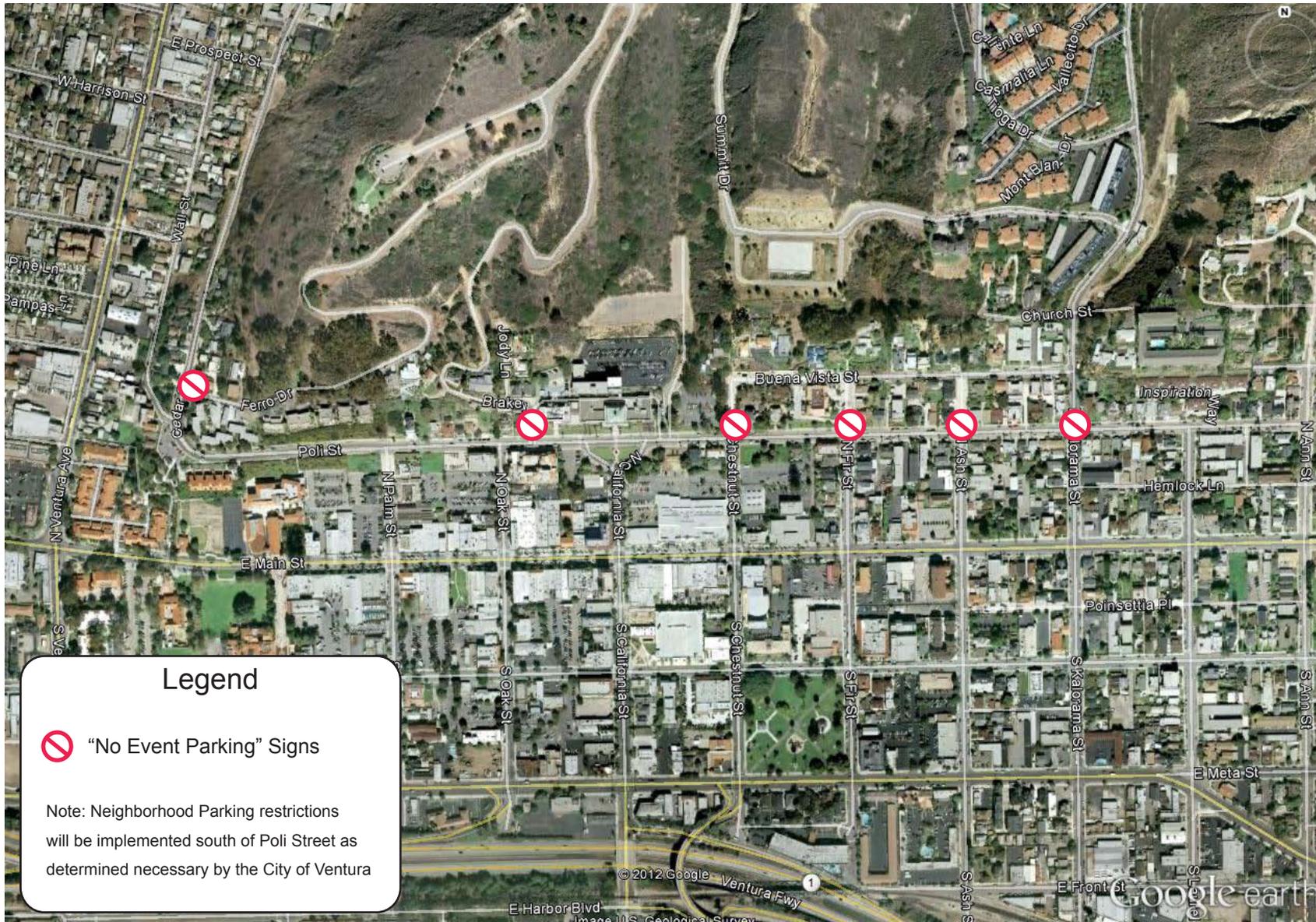
TRANS -2 The City of Ventura and/or the Event Organizer shall develop and implement an informational outreach campaign providing vehicle parking, ADA access and parking, and pedestrian circulation information. At a minimum, this public information campaign shall specify:

- Recommended event arrival times.
- VIP parking lot locations and restrictions.
- Map of downtown Ventura parking lot locations.
- Accessible parking space program and reservation system.
- Drop-off location and shuttle availability for patrons with disabilities.
- Public drop-off location(s).
- Parking restrictions in adjacent neighborhoods.

To encourage bicycle use, free bicycle parking would be provided in the eastern City Hall parking lot. To encourage pedestrian access to the proposed concert events, signage would be placed within the downtown area directing pedestrians to the east side of California Street, up to Poli Street and then east to the concert venue behind City Hall. The above described traffic and circulation measures would help to ensure that vehicle traffic associated with the proposed concert events would not significantly impact downtown roadways or intersections. **Impacts would be less than significant.**

Project related parking demand estimates were developed for the project a maximum of 1,900 concert attendees. It was assumed that approximately 10% of the event guests would utilize alternative transportation (walk, bicycle, taxi, drop-off/pick up) to access the site or would draw from existing entertainment activity that currently occurs in the downtown Ventura area. The remaining 90% were assumed to travel to the downtown area via automobile. Using an average vehicle occupancy rate of 2.5 people per vehicle and a staff parking demand of 21 spaces, each concert event was assumed to require 669 parking spaces.





"No Event Parking" Signage Locations

Figure 6
City of Ventura



The project related parking demand was added to existing parking demands for weekdays and Saturday evening periods to determine if adequate parking would be available within the vicinity of the project site. The parking demand study determined that during the week, existing plus project parking demands would occupy 68% of the total spaces available in the downtown area (1,585 spaces occupied out of 2,320 spaces). On Saturday evenings, existing plus project parking demands would occupy 85% of the total spaces available in the downtown area (1,967spaces occupied out of 2,320 spaces). Adequate parking was found to be available in the downtown public parking areas and the City Hall parking lot to support the parking demand associated with the proposed project. To help manage vehicle parking within the City Hall parking lot, only paid VIP parking and event staff would be allowed to utilize this parking lot. VIP parking passes would be sold and only parking-pass holders and event staff would be allowed to enter the site. Adequate handicapped parking areas would be also provided at the City Hall parking lot. These spaces would be allocated via a reservation system, similar to the VIP parking spaces. In addition, a shuttle system would transport attendees requiring assistance from the parking lot area to the concert area. **Impacts to parking supply within the downtown area would be less than significant.**

c) The proposed project would not introduce substantial volumes of traffic to the downtown area or significantly increase the number of people concentrated in the downtown area. **No impact to air traffic patterns would occur.**

d) Intersections within the immediate vicinity of the project site would be temporarily modified slightly to more efficiently convey vehicle, pedestrian, and bicycle traffic to and from the concert venue. The temporary modifications primarily include supplemental signage and the use of safety cones to slightly re-configure select roadways and/or intersections in close proximity to the project site. **Therefore, the project would not impact intersection and/or roadway safety within the downtown area.**

e) The City of Ventura Fire Department has developed conditions of approval for the proposed project, which would ensure adequate emergency access is provided to the project site at all times. In addition, overflow parking within the adjacent residential neighborhoods would be prohibited. The project site would have a high level of internal accessibility and its roadway designs are considered safe. Emergency vehicles would be able to pass through the project area without obstruction. **No impact would occur.**

f) Downtown Ventura is a pedestrian and bicycle friendly district, where vehicle traffic speeds are reduced and pedestrian/bicycle friendly infrastructure exists to promote the non-vehicular modes of travel. Vehicle parking is provided as part of a “park-once” district, where multiple activities can be accomplished on foot before returning to one’s vehicle. As described above, the proposed project would encourage pedestrian and bicycle travel to and from the concert site as a way to help manage congestion in the downtown area. In addition, public shuttle services to and from the project site are proposed as a way to further manage congestion in and around the concert venue. Therefore, the proposed project would be consistent with the congestion management policies established for the downtown area. **No impact would occur.**



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS --				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-e) The proposed project would not require expansion of existing water or wastewater infrastructure, nor would it require modification to existing drainage infrastructure present within the overall City Hall complex. In accordance with the Fire Department conditions of approval, the proposed project would be required to provide a temporary 4" water supply line specifically dedicated for fire suppression. This line would be an extension of the existing fire suppression infrastructure already present within the overall City Hall site. **Therefore, no impact would occur.**

f) Waste disposal for the special event would be accommodated by the City's franchise trash hauler. The landfills closest to the project site are the Toland Road Landfill and the Simi Valley



Landfill. Both of these landfills have available permitted solid waste disposal capacity through 2027. **Therefore, no impact would occur.**

g) In 2006, the most recent year for which information is available, the City of Ventura diverted 70 percent of its solid waste from landfills as part of its compliance with the requirements of AB 939. In addition, the City has implemented numerous waste reduction programs. These include concrete/asphalt recycling, green waste and wood recycling, grasscycling, and composting street sweeping debris. The City also composts and mulches all curbside yard waste, which is applied to local agriculture fields, reducing water and fertilizer use. The City operates a Household Hazardous Waste Collection Program to collect hazardous and electronic waste from Ventura households and businesses, and provides household battery recycling containers for public use at various City facilities. The solid waste generated by the proposed project would be collected by EJ Harrison in conformance with applicable solid waste disposal regulations. **No impact would occur.**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The project is proposed on an existing paved parking lot, which contains no biological resources. However, the required fire department vegetation clearance would occur within an adjacent natural hillside, which does contain biological resources. However, mitigation



measures have been required (**Mitigation Measure BIO-1**) to reduce potential impacts to biological resources to a less than significant level. With mitigation, potential impacts of the project on fish or wildlife habitats would be **less than significant**.

b) As presented in the discussion of environmental checklist Sections I through XVII, the project would have no impact, a less than significant impact, or a less than significant impact after mitigation with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with the project, the impacts are project-specific in nature. Consequently, the project along with other cumulative projects would result in a **less than significant** cumulative impact with respect to all environmental issues.

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. As detailed in the preceding responses, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality and hazardous materials. However, noise impacts could be potentially significant and therefore mitigation measures (**Mitigation Measures N-1 through N-6, HAZ-1, TRANS-1, and TRANS-2**) have been required to reduce potential impacts from noise, wildfire, and traffic on nearby residents, resulting in a **less than significant impact to human beings**.



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Appendix A
Air Quality Modeling



Ventura Summer Concert Series
Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
City Park	4	Acre

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Utility Company	Southern California Edison
Climate Zone	8	Precipitation Freq (Days)	31		

1.3 User Entered Comments

- Project Characteristics -
- Land Use - Summer Concert Series near City Hall
- Construction Phase - No construction
- Vehicle Trips - 669 trips per day - 167.25 x 4 acres
- Water And Wastewater - No water use
- Solid Waste -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23		4,039.64
Total	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23	0.00	4,039.64

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Mobile	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23		4,039.64
Total	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23	0.00	4,039.64

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23		4,039.64
Unmitigated	3.53	5.79	29.96	0.04	4.72	0.20	4.92	0.16	0.20	0.36		4,034.91		0.23		4,039.64
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	669.00	0.00	204,031	204,031

Total	0.00	669.00	0.00	204,031	204,031
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4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.00					0.00	0.00		0.00	0.00						0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Ventura Summer Concert Series Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
City Park	4	Acre

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Utility Company	Southern California Edison
Climate Zone	8	Precipitation Freq (Days)	31		

1.3 User Entered Comments

- Project Characteristics -
- Land Use - Summer Concert Series near City Hall
- Construction Phase - No construction
- Vehicle Trips - 669 trips per day - 167.25 x 4 acres
- Water And Wastewater - No water use
- Solid Waste -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	90.69	90.69	0.00	0.00	90.78
Waste						0.00	0.00		0.00	0.00	0.07	0.00	0.07	0.00	0.00	0.15
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.07	90.69	90.76	0.00	0.00	90.93

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Mobile	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	90.69	90.69	0.00	0.00	90.78
Waste						0.00	0.00		0.00	0.00	0.07	0.00	0.07	0.00	0.00	0.15
Water						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.07	90.69	90.76	0.00	0.00	90.93

3.0 Construction Detail

3.1 Mitigation Measures Construction

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	90.69	90.69	0.00	0.00	90.78
Unmitigated	0.09	0.15	0.81	0.00	0.11	0.01	0.12	0.00	0.01	0.01	0.00	90.69	90.69	0.00	0.00	90.78
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	669.00	0.00	204,031	204,031
Total	0.00	669.00	0.00	204,031	204,031

4.3 Trip Type Information

Land Use	Miles			Trip %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
City Park	9.50	7.30	7.30	33.00	48.00	19.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
NaturalGas Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU	tons/yr										MT/yr						
City Park	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
City Park	0					0.00	0.00	0.00	0.00
Total						0.00	0.00	0.00	0.00

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
City Park	0					0.00	0.00	0.00	0.00
Total						0.00	0.00	0.00	0.00

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.00					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					0.00	0.00	0.00	0.00
Unmitigated					0.00	0.00	0.00	0.00
Total	NA							

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
City Park	0 / 0					0.00	0.00	0.00	0.00
Total						0.00	0.00	0.00	0.00

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
City Park	0 / 0					0.00	0.00	0.00	0.00
Total						0.00	0.00	0.00	0.00

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					0.07	0.00	0.00	0.15
Unmitigated					0.07	0.00	0.00	0.15
Total	NA							

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
City Park	0.34					0.07	0.00	0.00	0.15
Total						0.07	0.00	0.00	0.15

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
City Park	0.34					0.07	0.00	0.00	0.15
Total						0.07	0.00	0.00	0.15

9.0 Vegetation

Appendix B

Biological Resources Survey Memorandum





Rincon Consultants, Inc.

Environmental Scientists Planners Engineers

M E M O R A N D U M

■ Ventura

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Date: June 6, 2012

To: Jasch Janowicz, Rincon Consultants, Inc. Senior Planner

Organization: Rincon Consultants, Inc.

From: Julie Broughton, Senior Biologist

Email: jbroughton@rinconconsultants.com

cc: Cher Batchelor, Rincon Consultants, Inc. Senior Biologist

Re: **Biological Resources for the City of Ventura's Summer Concert Series Tent Location**

Rincon Consultants, Inc. summarizes herein the biological resources observed at the proposed location for the City of Ventura's Summer Concert Series. The purpose of the biological survey was to consider any biological resources that may be a constraint to the placement of an approximately 20,000-square-foot temporary fabric tent constructed within the overflow upper parking lot area behind Ventura City Hall complex. This biological survey was conducted in response to City of Ventura Fire Department draft Fire Department Conditions (dated April 11, 2012) requiring a 100-foot vegetation clearance from all proposed locations of combustible tents prior to the installation of the tents. The following discussion indicates the potential for regulated resources to occur onsite; however, identification of potential special-status species or habitat is based on a suitability analysis level only and does not include definitive surveys for the presence or absence of the species that may be present.

The project site is a vehicle parking lot used by the City of Ventura as an overflow parking lot as part of the Ventura City Hall complex. The parking lot is located approximately 250 feet behind Ventura City Hall and approximately 30 feet above the primary City Hall parking lot and is surrounded by natural and graded slopes. Rincon Senior Biologists, Cher Batchelor and Julie Broughton, performed a site visit on June 6, 2012 to assess sensitive biological resources currently onsite, and record observations of plant and wildlife species. The study area included the existing overflow parking lot and a 100-foot buffer area from the edge of the existing paved parking lot into the surrounding undeveloped hillsides.

Prior to the site visit, Rincon conducted a search of the California Department of Fish and Game's (CDFG's) California Natural Diversity Database (CNDDDB) utilizing the RareFind3 software (updated June 2012) for the Ventura, California USGS Quadrangle and an approximate 5-mile radius around

the project site. This database search was conducted to account for special-status species tracked by CDFG in the area and with potential to occur at the project site. Rincon also referenced the *Opportunities and Constraints Analysis for the Ventura Botanical Gardens* (Sespe Consulting Inc. November 2011) for which Rincon conducted botanical, wildlife, and habitat surveys as support.

Sensitive Habitats and Critical Habitat

The project site and 100-foot perimeter study area was dominated by two habitat types: California Sagebrush Scrub (*Artemisia californica* Shrubland Alliance) dominated by *Artemisia californica* and Lemonade Berry Scrub (*Rhus integrifolia* Shrubland Alliance) dominated by *Rhus integrifolia*.

California Sagebrush Scrub forms an intermittent to continuous canopy and includes an herbaceous layer that is variable both seasonally and annually. This alliance typically occurs on steep slopes but may also occur on rarely flooded, low-gradient deposits along streams. This alliance occurs on alluvial or colluvial derived shallow soils. Important associate shrub species observed contributing to this plant community and observed on site include coyote brush (*Baccharis pilularis*), intermediate morning-glory (*Calystegia macrostegia* ssp. *intermedia*), Plummer's baccharis (*Baccharis plummerae* var. *plummerae*), coast prickly pear (*Opuntia littoralis*), California bush sunflower (*Encelia californica*), ash coast buckwheat (*Eriogonum cinereum*), leafy California buckwheat (*Eriogonum fasciculatum* var. *foliolosum*), sawtooth goldenbush (*Hazardia squarrosa* var. *grindelioides*), giant wildrye (*Leymus condensatus*), bush monkeyflower (*Mimulus aurantiacus* var. *aurantiacus*), lemonade berry (*Rhus integrifolia*), and purple sage (*Salvia leucophylla*). Within this plant community patches of coast prickly pear were observed although not abundant enough to be mapped as a distinct habitat. California Sagebrush Scrub is the most abundant plant community on the project site and perimeter areas, and this plant community covers most of the slopes of varying aspect. A variation of this plant community, disturbed California Sagebrush Scrub, was observed between the proposed project site and the main City Hall parking lot to the south. While the associate shrub species were present, the habitat was broken up by additional non-native plants including freeway iceplant (*Carpobrotus edulis*), tree tobacco (*Nicotiana glauca*), and summer mustard (*Hirschfeldia incana*), and it forms a more open canopy.

Lemonade Berry Scrub forms an intermittent to continuous evergreen canopy on steep canyon slopes onsite. This alliance typically occurs on gentle to abrupt slopes and coastal bluffs of variable aspect in loam and clay soils. Associate species observed onsite within this alliance include California sagebrush, ash coast buckwheat, leafy California buckwheat, laurel sumac (*Malosma laurina*), Plummer's baccharis, and purple sage. This plant community is identified by CDFG as sensitive because of its limited distribution.

The County of Ventura considers locally important or sensitive plant communities as oak woodlands, plant communities associated with riparian or wetland habitat, and rare plant communities (those with a global/state ranking of 1 to 3). California Sagebrush Scrub is ranked as G5/S5 and Lemonade Berry Scrub is ranked as G3/S3. Therefore, Lemonade Berry Scrub is considered a sensitive habitat by the County of Ventura. Due to the limited distribution of this plant community within the subject project site and 100-foot perimeter study area and the greater blocks of this habitat existing immediately north of the study area, impacts to this sensitive plant community is considered a less than significant impact.

No federally designated critical habitat is mapped within five miles of the project site and no critical habitat will be impacted by the proposed project.

Special-Status Plants and Protected Trees

One special-status plant species (several individuals), Plummer's baccharis (*Baccharis plummerae* var. *plummerae*, California rare Plant Rank 4.3), was observed onsite within the Lemonade Berry Scrub at the northeast boundary of the paved parking lot. Other special-status perennial and/or annual herbs may be present onsite, as coastal sage scrub provides habitat for species such as Catalina mariposa-lily and club-haired mariposa-lily. While the timing of the June 6, 2012 survey was not conducted during the optimal blooming period for most special status plant species, Rincon conducted protocol rare plant surveys in 2011 as part of the environmental studies performed for the *Opportunities and Constraints Analysis for the Ventura Botanical Gardens*, which included the subject study area. The only special-status plant species observed during the 2011 surveys and the current 2012 survey is Plummer's baccharis. The proposed project will impact a few Plummer's baccharis individuals, but will not eliminate an entire population or reduce the population to an unsustainable level; therefore, impacts to this species is a less than significant impact.

No protected trees were observed within the project boundary or the 100 foot perimeter study area and no protected trees will be impacted by the proposed project.

Potential for Special-Status Wildlife

No special-status wildlife species were observed onsite. The special-status wildlife species tracked by CNDDDB within five miles of the project site include, monarch butterfly (G5/S3, overwintering, tracked 1.25 miles west of the site), Mexican long-tongued bat (CDFG Species of Special Concern [SSC], approximately 3 miles south of the site), and pallid bat (CDFG SSC, approximately 4 miles south of site). Bryant's woodrat (formerly San Diego desert woodrat; CDFG Species of Special Concern [SSC], approximately 2 miles north of site) typically erects middens in dense coast prickly pear and/or rock outcrop habitat. Although this coast prickly pear occurs within the 100-foot perimeter study area, and this species has been found (within the adjacent southwestern portion of botanical gardens property) by Rincon during surveys conducted as support for the *Opportunities and Constraints Analysis Ventura Botanical Gardens*, the density of the prickly pear at the subject location is not sufficient to support the Bryant's woodrat. Mexican long-tongued bat and pallid bat are not expected onsite due to lack of preferred habitat. Monarch butterfly overwintering roosts are not expected within the study area due to a lack of protected roosting trees. While a couple scattered eucalyptus exist within the 100-foot perimeter study area, they are not dense enough to provide protection. While special-status wildlife species are not expected within the study area, their absence cannot be confirmed. As such, potential impacts to special-status wildlife species are potentially significant but mitigable.

Nesting Birds

A high potential for nests and nesting birds protected by the California Fish and Game Code and protected by the federal Migratory Bird Treaty Act exists within the survey area. Several bird species were observed onsite using the natural vegetation for cover and foraging resources, including California towhee, Cooper's hawk, song sparrow, and northern flicker. Migratory bird species are expected to nest onsite during the nesting/breeding season. As such, potential impacts to protected nesting birds are potentially significant but mitigable. To avoid impacts to nesting birds, vegetation clearance should take place outside of the bird nesting season (February 1 to August 31). If vegetation

clearance is proposed within nesting habitat and within the breeding season, pre-construction bird nesting surveys will likely be required to determine the locations of nesting birds.

Wildlife Movement

Several species of common wildlife were observed or detected onsite during the site visit. In addition to the bird species mentioned above under Nesting Birds, woodrat (midden), California ground squirrel (burrows), and side-blotched lizard (direct observation) were found to use the habitats onsite as well. Several additional wildlife species are expected to frequent and inhabit the habitats of the project site. While it is evident that the site is used by wildlife, the proposed vegetation clearance within the 100 foot perimeter study area is not expected to significantly impact wildlife movement. Although it is recommended that a qualified biologist is present to clear the site of wildlife prior to the start of vegetation clearance and assist if wildlife is threatened by activities.

Constraints

The following is a summary of the recommended constraints:

- One special-status plant species, Plummer's Baccharis, was observed onsite within the Lemonade Berry Scrub. The project poses a low potential to impact Plummer's baccharis due to low number of individuals within the 100 foot perimeter study area.
 - California Sagebrush Series and Lemonade Berry Scrub habitats are present within the 100 foot perimeter study area. The removal of the small distribution of these existing habitats within the proposed clearance area represents only a small portion of the overall distribution within the surrounding areas and will not significantly impact the habitats.
 - To avoid impacts to nesting birds, vegetation clearance should take place outside of the bird nesting season (February 1 to August 31). If vegetation clearance is proposed within nesting habitat and within the breeding season, pre-construction bird nesting surveys will likely be required to determine the locations of nesting birds. Avoidance of nests and construction monitoring will reduce the potential for impact to nesting birds.
 - Presence of a qualified biologist prior to the start of and during vegetation clearance will reduce the potential for impact to existing wildlife.
-

Appendix C

Geotechnical/Slope Stability Analysis Report



**EVALUATION OF FIRE TRUCK LOADS
ON SLOPE STABILITY
UPPER PARKING LOT NORTH OF
SAN BUENAVENTURA CITY HALL
VENTURA, CALIFORNIA**

VT-24691-01
APRIL 2012

PREPARED FOR
CITY OF SAN BUENAVENTURA

BY
**EARTH SYSTEMS
SOUTHERN CALIFORNIA
1731-A WALTER STREET
VENTURA, CALIFORNIA**

EARTH SYSTEMS SOUTHERN CALIFORNIA



April 3, 2012

VT-24691-01
12-04-66

City of San Buenaventura
Attention: Rick Raives, Public Works Director
P.O. Box 99
Ventura, CA 93001

Project: Upper Parking Lot North of San Buenaventura City Hall
Subject: Recommended Fire Truck Setback from South Edge
Reference: Geotechnical Engineering Report for Repair of the Slope between Parking Lots at City Hall, Ventura, California, May 8, 1995, Earth Systems Consultants Southern California

A summer concert venue is under consideration for the upper parking lot north of the San Buenaventura City Hall and, as part of that consideration, a fire truck access lane needs to be identified. We have been asked to evaluate how close a fire truck can be positioned to the south edge of the parking lot without negatively affecting the slope stability there. The subject slope separating the two parking lots has a history of surficial instability and a geotechnical study of the situation was commissioned in 1995 (referenced above). In this evaluation, we have used soil and bedrock material strengths determined in that study for the focused stability analysis done for this study.

Present Slope Condition

The subject slope face was created by mostly cut grading but has fill at both the west and east ends. In cut areas, soft bedrock units of the Saugus formation dip to the south at about 40 degrees. The average slope gradient is about 1.25:1 (horizontal to vertical). This gradient equals about 39 degrees indicating the slope is essentially a bedrock dip slope. The slope shows effects of shallow instability at most areas below the crest. In the western and central portion of the slope, the shallow failures appear to be in the range of 1-2 feet deep. Failures are deeper in the eastern portion. The deepest is a slump that appears to have dropped about

5 feet at the crest and affected the south edge of the parking lot pavement. The southern about 3 feet of the pavement fell away in this slump. To either side of this deepest slump, instabilities in the range of about 2-3 feet depth have occurred (see attached Site Plan).

Comparing photos taken during the late 1990's (after the debris wall had been constructed at the slope toe) to current slope exposures, the slope profile at the location of the deepest slump does not appear to have changed significantly over the time period.

Slope Stability Analyses

The minimum fire truck setback distance to the south edge of the upper parking lot was evaluated by calculating the factor of safety of the existing slope profile at the area of the deepest slump under conditions of applied wheel loads of 11,000 psf (simulating the load of one quadrant of a fire truck weighing 44,000 lbs.). In our modeling, it was assumed that the steepest portion of the slope in the area of the deepest slump presently has an associated factor of safety of about 1 at the point of the northernmost AC cracking above the slump. The cracking indicates the supporting soil has begun to move.

Applying a simulated wheel load of 11,000 psf to the location of the northernmost AC pavement cracking above the slump (about 3 feet north of the AC curb) the analysis indicates a change in factor of safety to about 0.8. If the load is modeled 2 feet north of the crack, the factor of safety improves to about 0.87. Similarly, if the load is modeled 4 and 6 feet north of the crack, the factors of safety improve to 1.02 and 1.20 respectively.

Additional information regarding the slope stability analyses is presented on an attachment "Notes on Stability Analyses"

Recommended Setback Distance

The factor of safety of 1.20 that is calculated for the 6-foot setback north of the northernmost crack seems appropriate for a minimum allowable when considering a temporary load such as that imposed by a fire truck. For the central and western portions of the parking lot's south edge, the 6-foot setback is referenced from the slope crest where, in some areas, surficial instability has progressed up to the slope edge. The suggested setback is plotted on the attached Site Plan.

For reference, the 6-foot setback is approximated by the existing cable barrier that prevents autos from entering the zone near the slump area.

If Fire Truck Access is Moved to North Side of Parking Lot

We have been asked to also consider the slope conditions on the assumption that the fire truck access is shifted to the north side of the parking lot. In this case the

seating and stage are moved closer to the south edge. The stage should be set back at least 6 feet from the northernmost cracks in the AC near the slump. Concentrated people loads should be kept at least 4 feet north of the same cracks. Concentrated loads from canopy supports (if used) may need to be accommodated by pier foundations where positioned near the slope edge. We can evaluate that situation when plans are available.

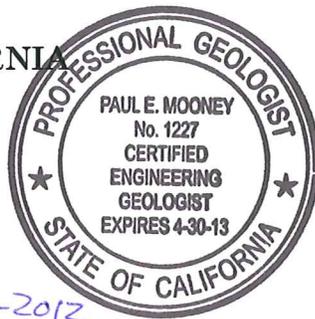
If there are any questions regarding this letter, please do not hesitate to contact the undersigned.

Respectfully submitted,

**EARTH SYSTEMS
SOUTHERN CALIFORNIA**

Paul E. Mooney

Paul E. Mooney
Engineering Geologist



4-3-2012

4/4/12

Richard M. Beard

Richard M. Beard
Geotechnical Engineer



/pem

Attach: Notes on Stability Analyses
Cross Section A-A' with Factors of Safety for 2', 4', and 6' Fire Truck offsets
Printouts from Stability Analyses
Site Plan

Copies: 3 - City of San Buenaventura
1 - Project File

Notes on Stability Analyses

- The stability analyses were computer calculated using the program GSTABL7 (Gregory, G.H., 2003).
- The topography of the cross section evaluated for stability (A-A') was determined from LIDAR data that was flown in 2005. This was because the only available topographic plan covering the subject area was prepared prior to the occurrence of the deepest slump during the 1990's.
- After the cross section was prepared using the LIDAR data, it was field checked using hand surveying equipment with good correlation.
- Soft bedrock strengths were those used in the analyses presented in the 1995 study by Earth Systems Consultants Southern California.
- Strength of the slumped soil was back calculated by assigning a factor of safety of 1 to a simulated failure surface through the steepest portion of the slump. Determined soil parameters were $\Phi = 8^\circ$, Cohesion = 90 psf.
- The applied load simulating the fire truck is a line load oriented perpendicular to the section. This is a relatively conservative model.

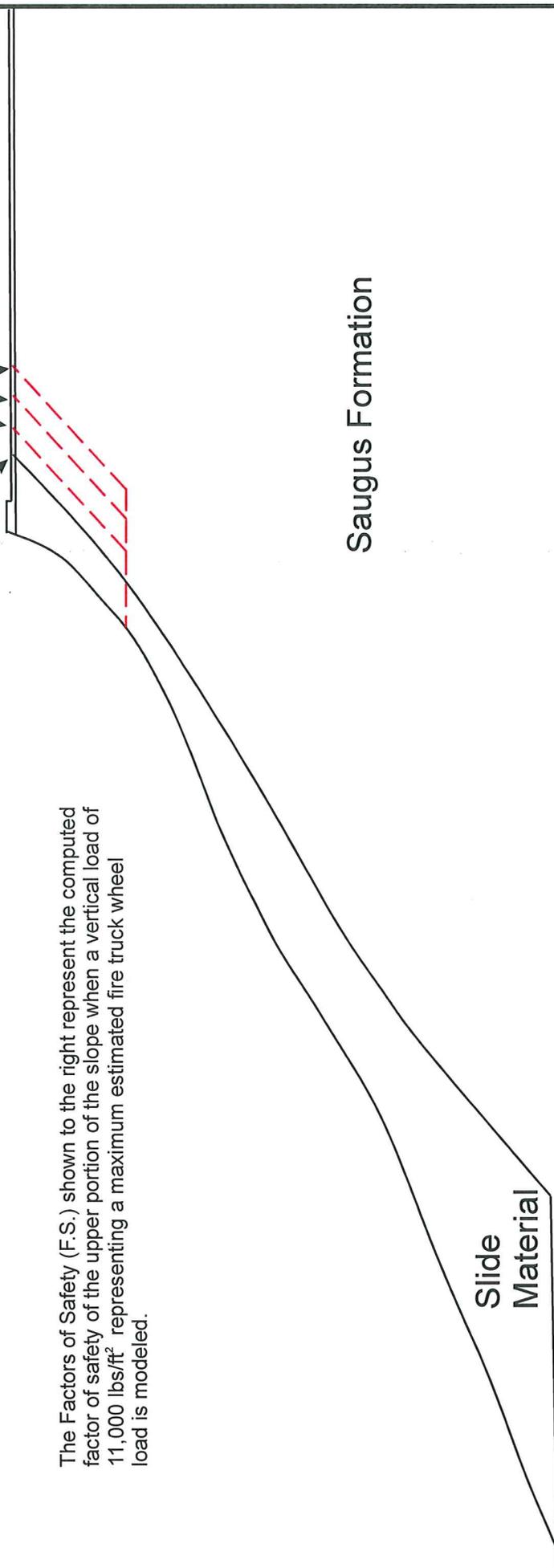
Cross Section Through Slump Area

View to West

Northernmost Crack in Pavement

2' offset, F.S. = 0.87
 4' offset, F.S. = 1.02
 4' offset, F.S. = 1.02
 6' offset, F.S. = 1.20

The Factors of Safety (F.S.) shown to the right represent the computed factor of safety of the upper portion of the slope when a vertical load of 11,000 lbs/ft² representing a maximum estimated fire truck wheel load is modeled.



Cross Section A-A'	
Ventura City Hall Slope Between North Parking Lots	
	Earth Systems Southern California
April, 2012	VT-24691-01

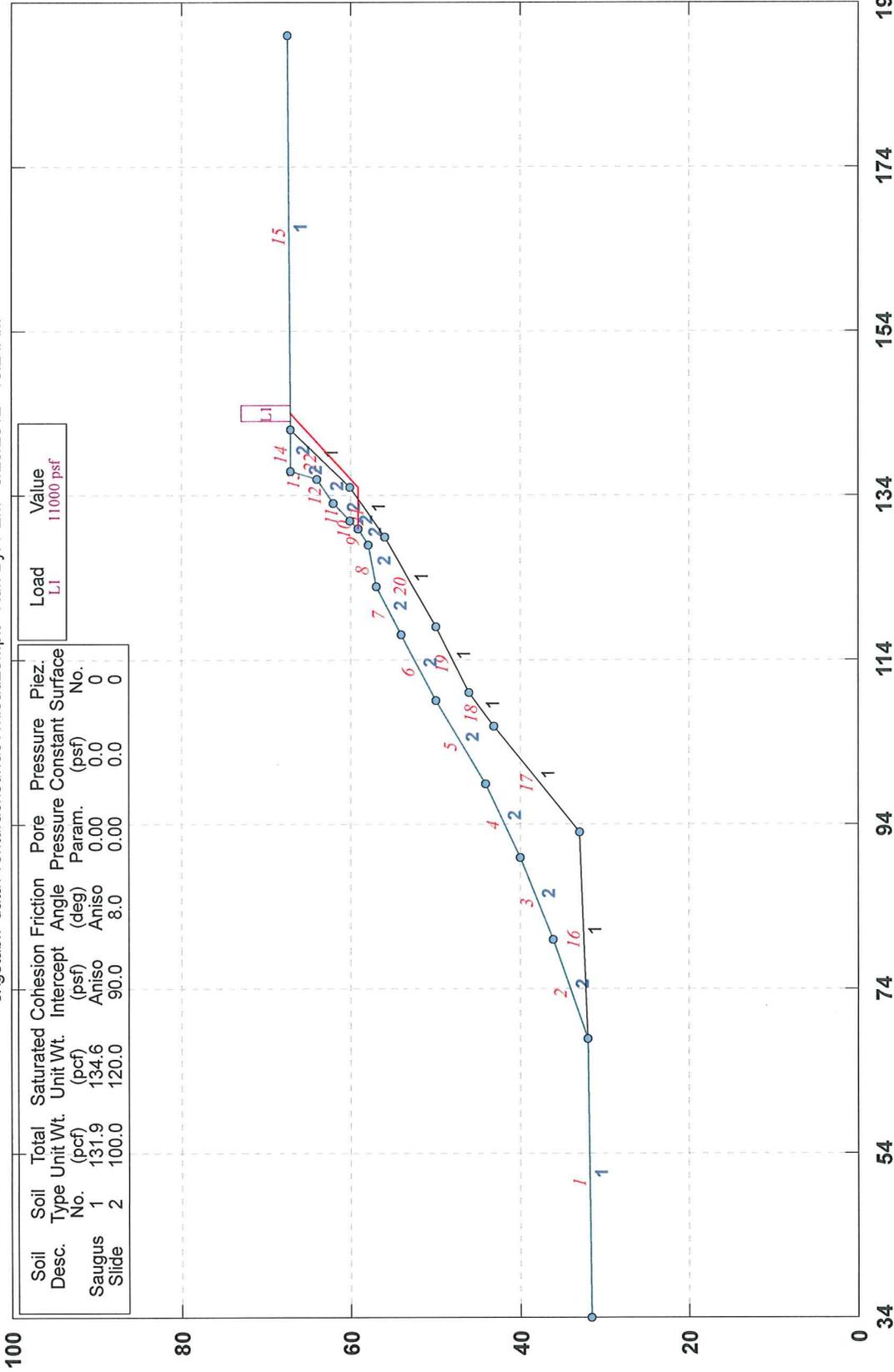
APPROXIMATE SCALE

1 in = 10 ft



Ventura City Hall Parking Lot Slope 2' North of AC Crack with Simulated Load

c:\gstabl7 data\ventura\chsurfac1\load2off.plt Run By: PEM 3/29/2012 10:24AM

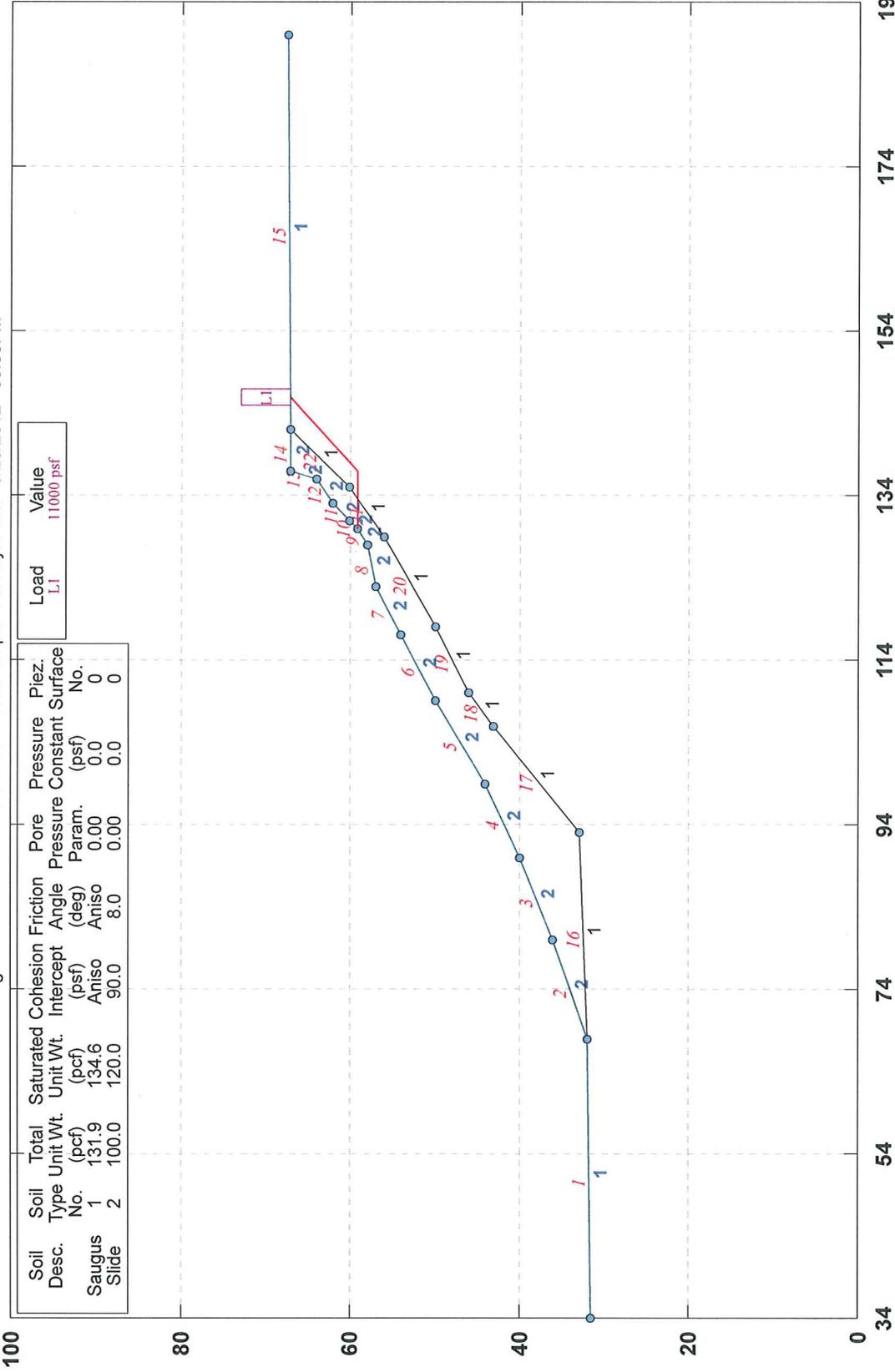


GSTABL7 v.2 FSmin=0.875
Factor Of Safety Is Calculated By The Simplified Janbu Method



Ventura City Hall Parking Lot Slope Edge of Upper Slope with Simulated Load

c:\gstabl7 data\venturachsurfac11kload4off.plt Run By: PEM 3/28/2012 03:30PM



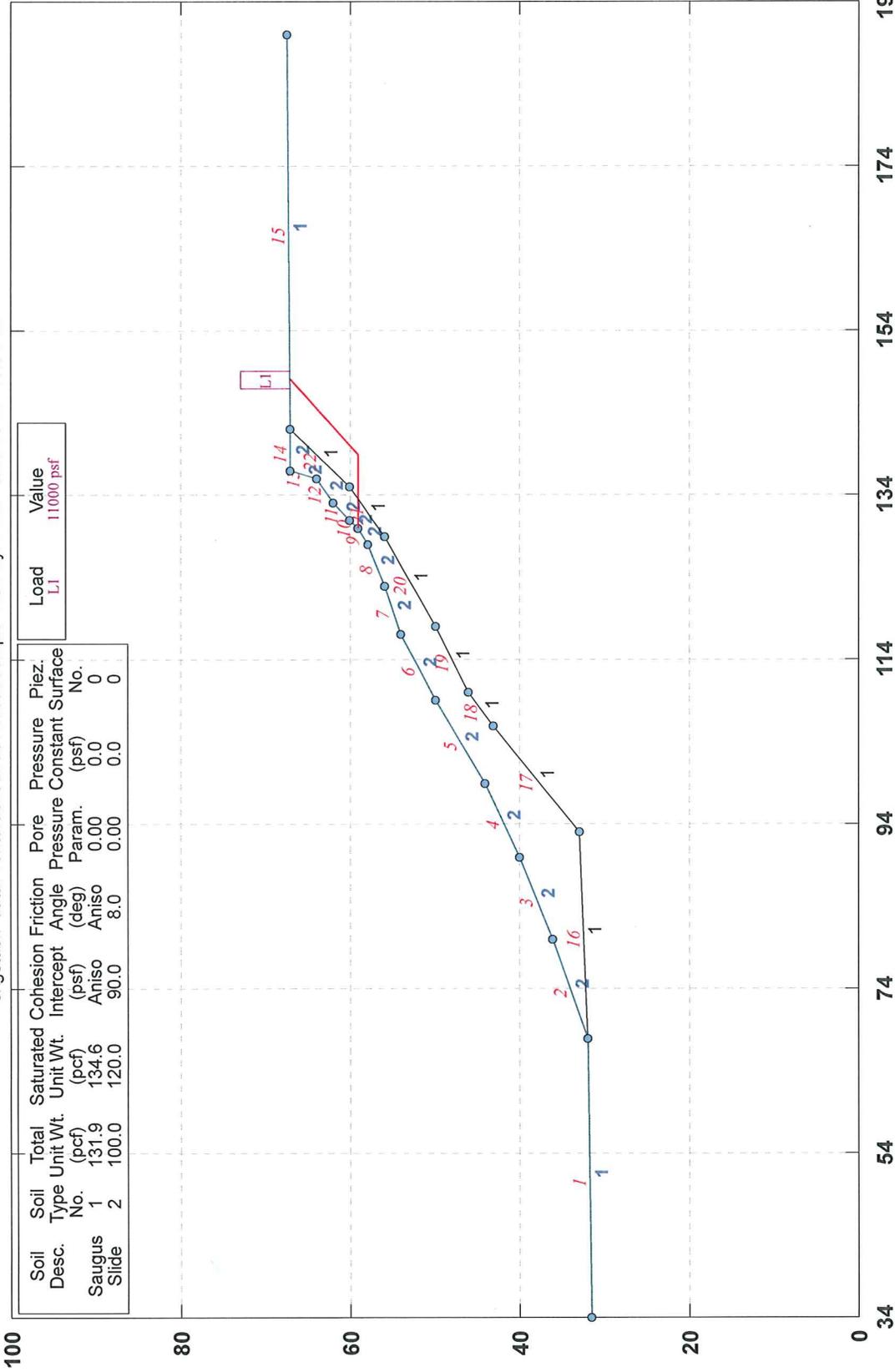
GSTABL7 v.2 FSmin=1.018

Factor Of Safety Is Calculated By The Simplified Janbu Method



Ventura City Hall Parking Lot Slope 6' North of AC Crack with Simulated Load

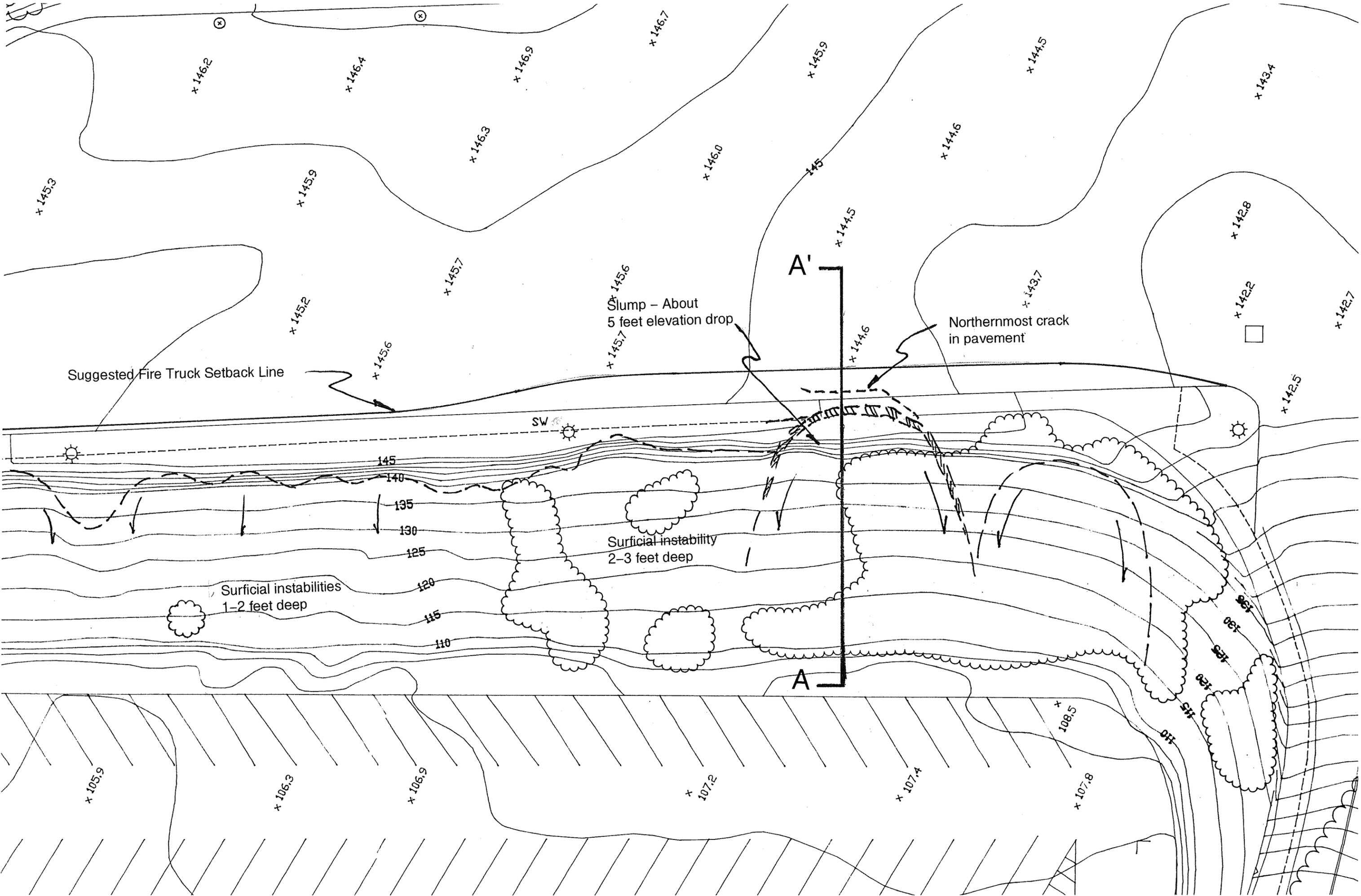
c:\gstabl7 data\venturachsurfac1\load6off.plt Run By: PEM 3/29/2012 10:34AM



GSTABL7 v.2 FSmin=1.203

Factor Of Safety Is Calculated By The Simplified Janbu Method





Suggested Fire Truck Setback Line

Slump - About 5 feet elevation drop

Northernmost crack in pavement

Surficial instability 2-3 feet deep

Surficial instabilities 1-2 feet deep

A'

A

SW

+ 146.2

+ 146.4

+ 146.9

+ 146.7

+ 145.9

+ 144.5

+ 143.4

+ 145.3

+ 145.9

+ 146.3

+ 146.0

+ 144.6

+ 145.2

+ 145.7

+ 145.6

+ 145.7

+ 144.5

+ 143.7

+ 142.8

+ 142.2

+ 142.7

+ 142.5

145

140

135

130

125

120

115

110

+ 105.9

+ 106.3

+ 106.9

+ 107.2

+ 107.4

+ 108.5

+ 107.8

110

115

120

125

130

135

140

145

Appendix D

Fire Behavior Analysis and Fire Department Conditions of Approval



FIRE DEPARTMENT

April 11, 2012

Mark Hartley
34 N. Palm St.
Ventura, CA 93001

RE: Proposed Summer Concert Series

Mr. Hartley:

The Fire Department has reviewed the proposal for a summer concert series submitted by your team on April 10, 2012. The proposal includes an 82-foot by 246-foot fabric tent for the concerts as well as several smaller tents and facilities on the upper parking lot above City Hall. As we have discussed, this proposed event location sits within the City of Ventura's "Very High Fire Hazard Severity Zone" as determined by the State of California. Therefore, careful planning, mitigation, and preparation must be done to deal with potential wildfires and other emergencies that may arise during the concerts and over the course of the tent installation.

Review of your documents and site measurement has revealed that the proposed tent will not provide for adequate exiting as required by Chapter 24 of the Ca Fire Code (CFC) and must be reduced in size based on site conditions. Specifically, a minimum width of 10 feet is required on the north side of the tent for occupants' means of egress. Prior to final Fire Department approval, documents must be submitted that show compliance with all applicable requirements of the CFC.

Attached are two documents related to the Fire Department review. The "Fire Behavior Analysis" represents current site conditions and probable wildland fire behavior as analyzed by the Ventura County Fire Protection District's Vegetation Management Planner using standard methodologies adopted in the western United States. Also attached are draft Fire Department Conditions to be implemented for your event to ultimately meet the intent of the CFC in providing for public and responder safety.

Please review the attached documents carefully. The draft Fire Department Conditions are limited to the event as currently proposed and are subject to change based on additional information provided by you, your team or others involved with the project. If you have any questions, please contact Fire Marshal Brian Clark at (805) 654-7794.

Regards

Kevin Rennie
Fire Chief

attachments



VENTURA COUNTY FIRE DEPARTMENT WILDLAND FIRE AND AVIATION DIVISION



2471 LATIGO AVE ♦ OXNARD, CALIFORNIA 93030
(805) 388-4589

CITY OF VENTURA PROPOSED CONCERT VENUE FIRE BEHAVIOR ANALYSIS

Site Overview

The City of Ventura is located northwest of Los Angeles on the Pacific coast and is referred to as a “Beach Community”. The proposed concert venue site is located behind City Hall, 501 Poli St in the upper parking lot. The site is bordered by natural vegetation on all sides. Vegetation to the south is a narrow border between the upper and lower parking lots. Access and egress to the site is through a single driveway to the east of the City Hall. In addition to the City Hall the area supports a number of single and multi family residences. (Fig 1)

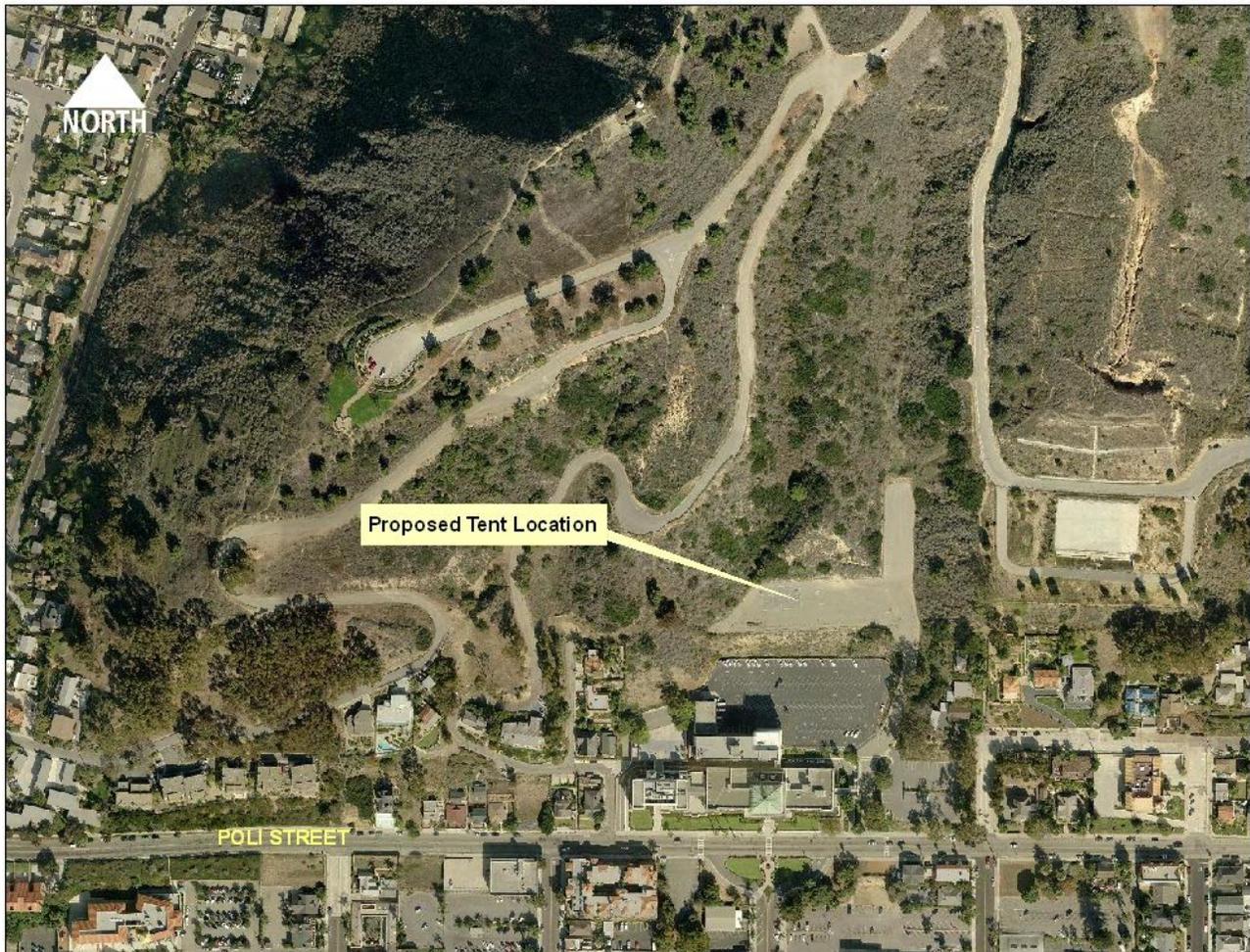


Fig 1

Topography

The proposed tent site is currently used as a paved parking area for the Ventura City Hall. The range that runs east west above the site is referred to as “Grant Memorial Park” (Fig 2). Brakey Rd is the mid-slope road that traverses the canyon ridge to the west and Summit Drive traverses the canyon mid-slope to the east. The hillside to the north of the parking area is predominately south facing with two canyons (Fig 3) that drain to the south terminating at the parking lot.

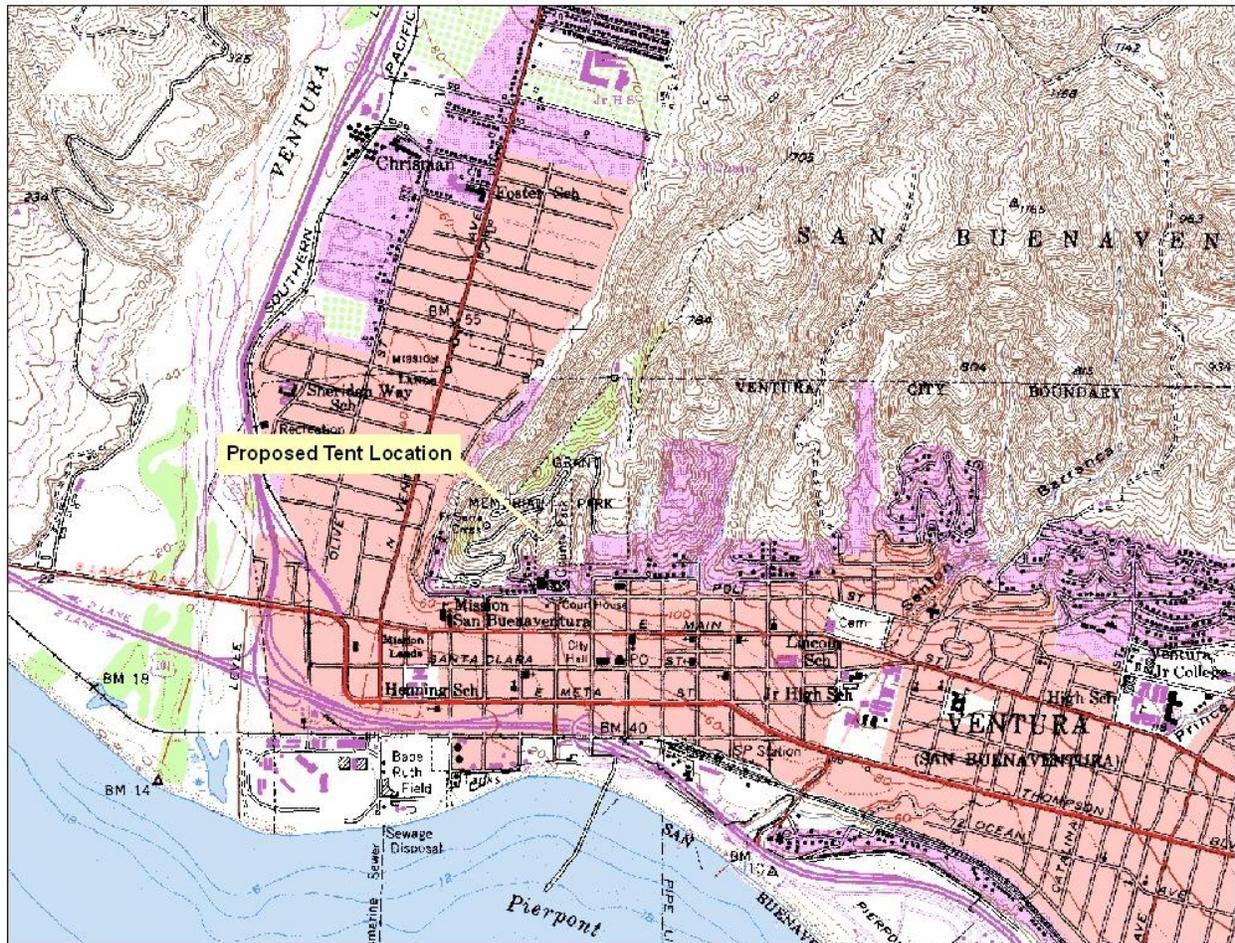


Fig 2

Slope steepness ranges between 35 and 80 percent for the surrounding slopes. The Canyon drainages range between 14 and 20 percent slope.

Topography cont.



Fig 3



Looking up Canyon 2 from the end of the parking lot.

Looking down Canyon 2 from Brakey Rd.



Topography cont.



Looking up Canyon 1 from the parking lot.

Looking down Canyon 1 from Brakey Rd.



Vegetation

The vegetation surrounding the area would be described as coastal sage scrub. This vegetation is represented by woody shrubs and shrub litter, dense, finely branched shrubs with significant fine dead fuel, about 4-6 feet tall with herbaceous plants intermixed (SH9). The dominant plant species are listed below and in (Fig 4):



Rhus integrifolia; Lemonade Berry



Baccharis pilularis; Coyote Brush



Artemisia californica; California Sage



Leymus condensatus; Giant Wild Rye

Vegetation cont.

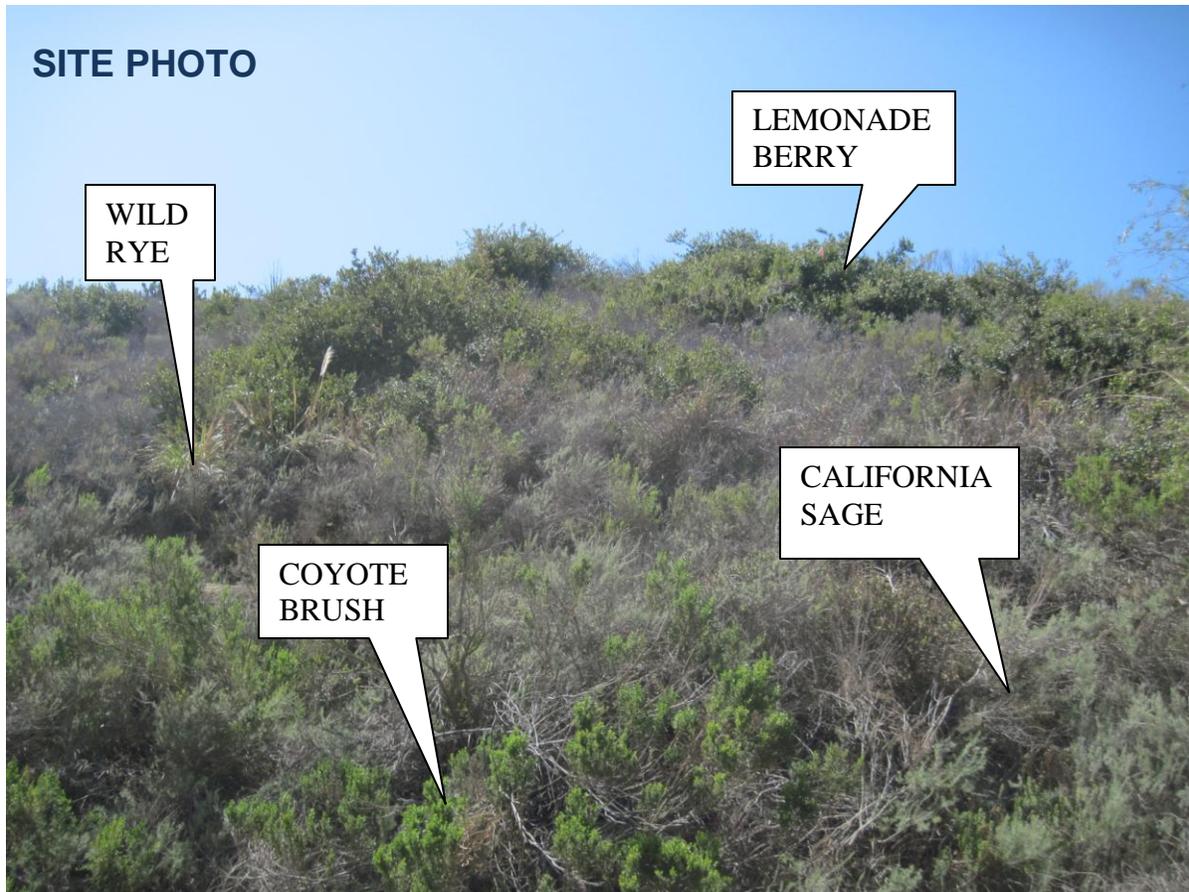


Fig-4

In addition to the plants referenced above a component of light fine short grass (FM1) is also present.

The vegetation surrounding the area would be considered an “old growth” fuel bed. Over time the accumulation of dead material increases with the lack of vegetation reduction, which would occur during a wildfire, prescribed fire or vegetation management practices. On the average, 15 years is used as a bench mark. This is the typical age at which the amount of dead vegetation exceeds the amount of live vegetation. The 15 year time frame can be shortened by drought, frost or bug kill and extended by increased precipitation or vegetation management practices. The age class for the fuel bed surrounding the proposed venue site is 42 years.

The live vegetation component and the moisture associated with it acts as a heat sink to reduce or limit fire behavior. Due to the age class of the vegetation and the increased dead vegetation component, increased fire behavior can be expected at higher live fuel moisture values of 100%. Seasonal drought conditions where the live fuel moisture on the average is at or below 100% would range from mid to late June through January. For newer growth stands of vegetation, 80% live fuel moisture or below is when you begin to experience active fire behavior. Seasonal drought conditions where the live fuel moisture on the average is at or below 80% would range from July through December.

Vegetation cont.

Coastal sage scrub (FM-SH9) is associated with high spread rates and very high flame lengths. Utilizing Behave Plus, Fire Modeling System and the vegetation moisture values listed below provides possible rates of spread and flame length under the listed wind conditions.

WIND SPEED	RATE OF SPREAD		FLAME LENGTH
	CH/HR	MPH	
5 mph	37.4	.46	16.7'
10 mph	86	1	24.6'
15 mph	141.5	1.76	30.9'
20 mph	201.9	2.52	36.4'
25 mph	266.3	3.32	41.3'
30 mph	334.1	4.17	45.9'

Fuel Moisture: 1 hour – 7%
10 hour – 8%
Live Herbaceous Moisture 100%
Live Woody Moisture 100%

The short grass (FM1) would increase rates of spread between vegetation types and also be a receptive fuel bed for spotting.



This picture indicates the type of fire behavior that a coastal sage scrub fuel bed can produce. The location of this control burn is due west of Ventura City and a good representation of the fuel surrounding the proposed venue site.

Vegetation cont.

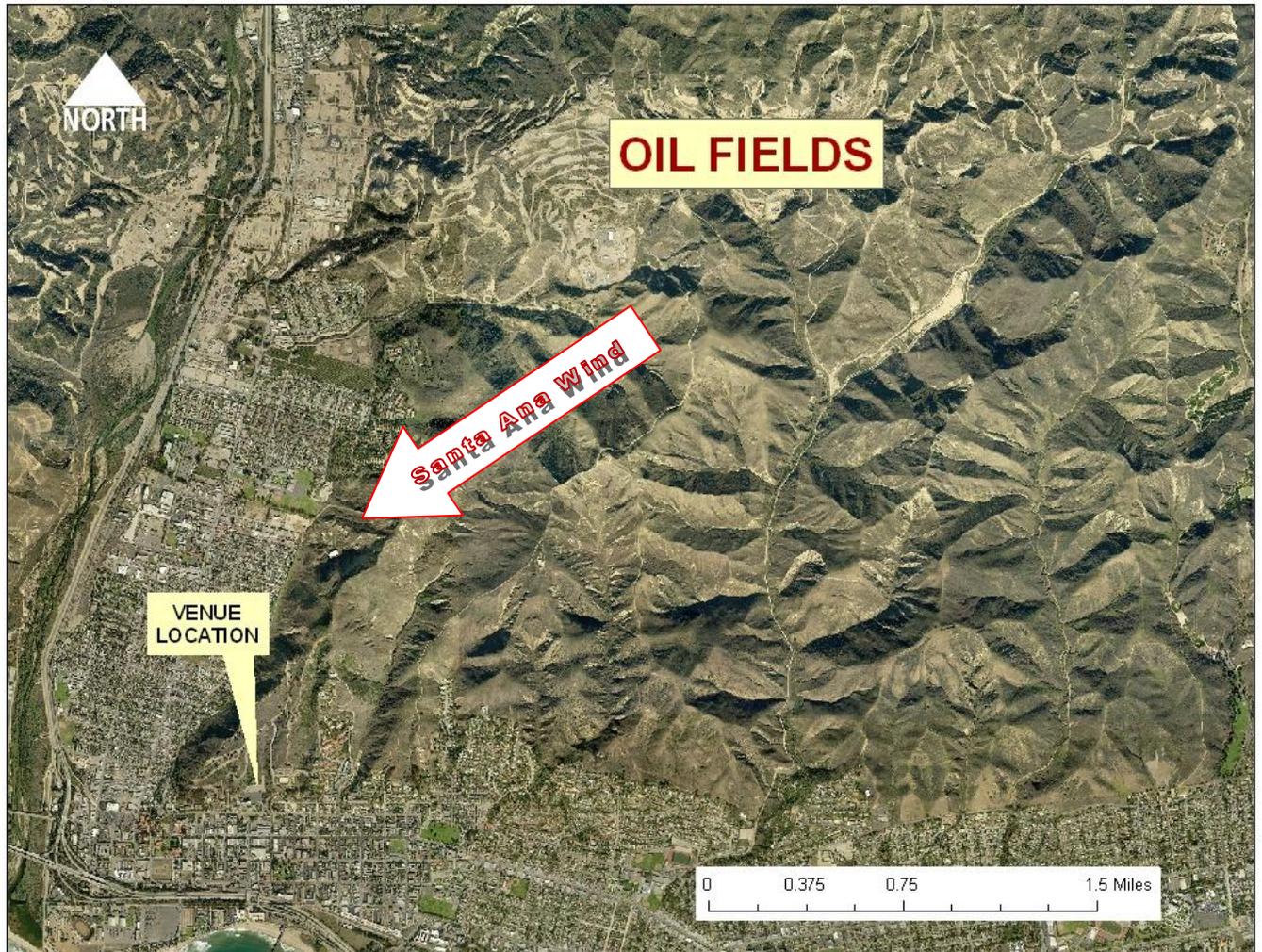


Fig. 5

Another factor in the relationship between vegetation and fire spread is the continuity of vegetation. Where there are breaks in the vegetation, like housing tracts, lakes, agriculture or road systems, fire spread is limited or in some cases stopped. Where there are no breaks in vegetation and there exist a continuous fuel bed as indicated in aerial photograph (fig.5), fire spread is unhindered. The continuity of vegetation from an ignition source to the area impacted by a wind driven fire has to be considered. Possible ignition sources up wind from the venue site include but not limited to: vehicle operations, oil field infrastructure, recreational use and arson. During normal onshore winds a fire would tend to burn away from the venue site however during a Santa Ana wind event these ignitions sources could set the stage for a wildfire that could severely impact the wildland urban interface of Ventura City.

Weather

Weather is the key component and driving force behind fire behavior. The City of Ventura has a Mediterranean climate that is typical of most California Coastal areas. Winds are typically on shore during the day with cooler temperatures averaging 74 degrees and higher relative humidity associated with the southern California coastal regions. These diurnal weather conditions would not pose a great threat to the proposed venue site.

Santa Ana Winds which are strong, extremely dry offshore winds that can easily exceed 40 mph, sweep Southern California in the late fall and early winter. These winds are known for the hot dry weather that is infamous for fanning regional wildfires, especially under drought conditions (Fig-6). It is the Santa Ana wind condition that has contributed to the wildfires that have impacted the Ventura area in the past and pose the greatest threat to the proposed venue site.

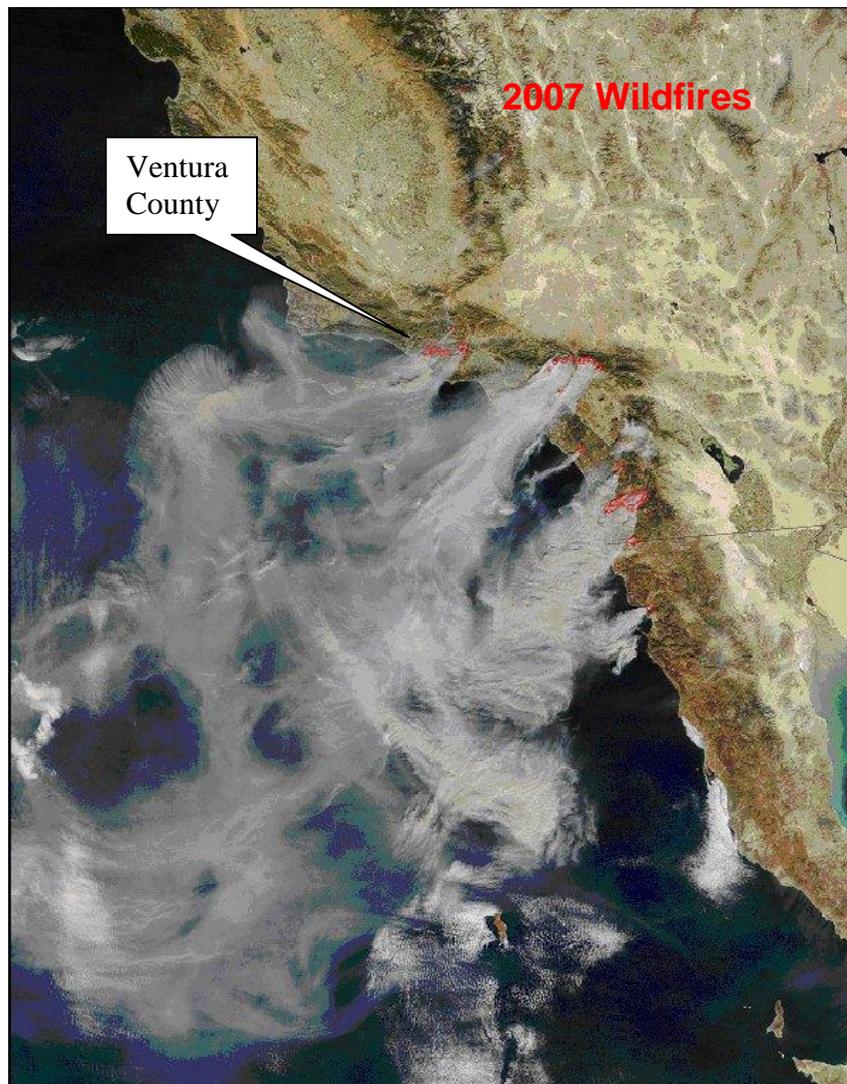


Fig-6

Fire History

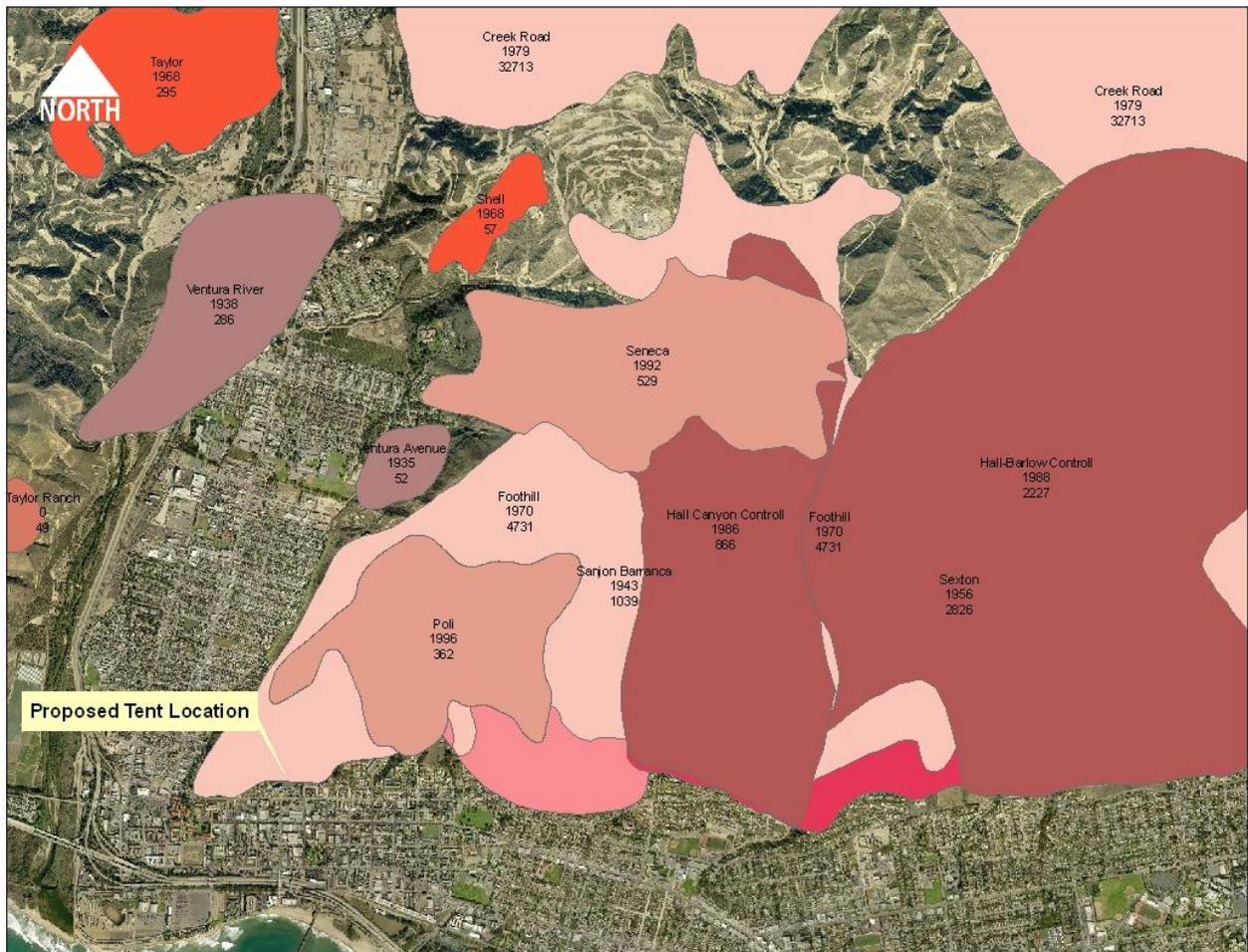


Fig-7

The area surrounding the proposed venue site has experienced four significant fires over the past 75 years. The Sanjon Barranca fire in 1943; the Foothill Fire in 1970; the Poli fire in 1996 and the School Fire (perimeter not shown) in 2006 (Fig-7).

The greater majority of these fires occurred during Santa Ana wind conditions.

Fire Behavior

Fire behavior describes how a fire burns. It is important to understand the relationship between the three environmental factors: Fuel (vegetation), weather and topography. Topography sets the stage, with little to no change over time. Fuel (vegetation) changes gradually based on seasonal drought and other weather conditions. Weather is the key component to fire behavior and can change rapidly increasing or decreasing fire behavior. Listed below are some possible scenarios based on some common weather conditions experienced in the Ventura City area.

The fire behavior scenarios listed below are based on weather conditions common to the Ventura City area. Fire behavior outputs are based on Behave Fire Modeling Runs using the coastal sage scrub (SH9) fuel model. Live fuel moisture values are based on the Ventura County live fuel moisture averages. Fire Behavior Outputs are defined:

Surface Rate of Spread: The “speed” the fire travels through the surface fuels. Surface fuels include the litter, grass, brush and other dead and live vegetation. The Maximum rate of spread is the spread rate of the head fire.

Flame Length: The flame length of a spreading surface fire within the flaming front is measured from midway in the active flaming combustion zone to the average tip of the flames.

Probability of Ignition: Is an indication of the chance that a firebrand will cause an ignition.

Scenario 1: Diurnal weather conditions for April

Month.....April
Time of day.....1500 hrs
Temperature.....75°F
Relative Humidity.....38%
Wind.....west 8mph
Sky weather.....Sunny
Live fuel moisture.....123% (Average live fuel moisture for April)
Slope Steepness.....35%

Fire Behavior Outputs:

Surface Rate of Spread (Maximum).....50.7 ch/h (.6 mph)
Flame Length.....18.7ft
Probability of ignition.....60%

Fire Behavior Cont.

Scenario 2: Cold Front

Month.....April
Time of day.....1500 hrs
Temperature.....60°F
Relative Humidity.....85%
Wind.....west 16mph
Sky weather.....Sunny
Live fuel moisture.....123% (Average live fuel moisture for April)
Slope Steepness.....35%

Fire Behavior Outputs:

Surface Rate of Spread (Maximum).....31.9 ch/h (.4 mph)
Flame Length.....9.8ft
Probability of ignition.....20%

Scenario 3: June Gloom

Month.....June
Time of day.....1500 hrs
Temperature.....55°F
Relative Humidity.....95%
Wind.....west 2mph
Sky weather.....Overcast
Live fuel moisture.....97% (Average live fuel moisture for June)
Slope Steepness.....35%

Fire Behavior Outputs:

Surface Rate of Spread (Maximum).....12.2 ch/h (.1 mph)
Flame Length.....9.0ft
Probability of ignition.....10%

Fire Behavior Cont.

Scenario 4: August summer evening

Month.....August
Time of day.....1900 hrs
Temperature.....80°F
Relative Humidity.....50%
Wind.....calm
Sky weather.....clear
Live fuel moisture.....70% (Average live fuel moisture for August)
Slope Steepness.....35%

Fire Behavior Outputs:

Surface Rate of Spread (Maximum).....12.6 ch/h (.1 mph)
Flame Length.....9.7ft
Probability of ignition.....30%

Scenario 5: Santa Ana Winds

Month.....October
Time of day.....1500 hrs
Temperature.....90°F
Relative Humidity.....10%
Wind.....North East 30 mph
Sky weather.....Sunny
Live fuel moisture.....65% (Average live fuel moisture for October)
Slope Steepness.....35%

Fire Behavior Outputs:

Surface Rate of Spread (Maximum).....208.4 ch/h (2.6 mph)
Flame Length.....37.9ft
Probability of ignition.....90%

Fire Behavior Cont.

WIND SPEED	POTENTIAL SPOTTING DISTANCE
1 MPH	0.1 MI
5 MPH	0.2 MI
10 MPH	0.4 MI
15 MPH	0.7 MI
20 MPH	0.9 MI
25 MPH	1.1 MI
30 MPH	1.4 MI
35 MPH	1.6 MI
40 MPH	1.8 MI
45 MPH	2.1 MI

Spotting distance from a wind-driven surface fire is the maximum distance that one can expect potential spot fires based on firebrands from a spreading wind-driven surface fire. Spotting distance in the scenarios listed above range from .1(500feet) – 2 miles. Spotting distance is based upon transport wind conditions, fuel burning and receptive vegetation to spotting.

SMOKE

Another issue regarding fire behavior is impacts due to smoke. Limited visibility could hamper access and egress along with health impacts to the public.



Jesusita fire 2009. These same smoke conditions could be produced during a Santa Ana wind event impacting the City of Ventura.



Coastal sage scrub. Loma Fire Camarillo

The fire behavior prediction values referenced are based on calculations derived from Behave Plus, Fire Modeling System 5.0.2, historical weather and experienced gained from a 33 year fire career with the Ventura County Fire Department. All numeric values are predictions and could increase or decrease in value based on the fire environment conditions.

Brendan Ripley
Vegetation Management Planner
Ventura County Wildland Division



DRAFT

Ventura Botanical Gardens Summer Concert Series Fire Department Conditions

Mitigation

1. Provide 100' of vegetation clearance from all combustible tents (measured horizontally) prior to installation of tents or other structures.
2. Provide Water Supply
 - a. Flow test hydrants - 1500 gpm with 20 psi residual required*.
3. Confirm compliance with all applicable sections of Ca Fire Code (CFC). Tent will remain onsite for a maximum of 180 days.
4. Confirm that tent structure can be set on uneven grade. Note: If ropes, structural bracing or other anchoring supports are needed on tent exterior, then width measurements for emergency access and means of egress must begin from said supports at grade level.
5. Confirm that stage and other structural components are of noncombustible construction.
6. Construct second exit down the west end from upper to lower parking lot that conforms to the Ca Building Code.
7. Means of egress shall comply with Ch 24 and Ch 10, CFC requirements and extend to Poli St. The site traffic plan shall provide for separation of pedestrians and vehicles from the venue to Poli St. Means of egress and emergency vehicle access shall be separated along east road to the upper lot.
8. Provide "no parking" zone in the lower parking lot to limit vehicles from spaces in the south two rows. This area is to be used as a safety zone for responders and occupants.

Preparation

1. FD standby personnel shall be required for concert(s)
 - a. 3-person Medic Engine Company \$498/Hr
 - b. 2-person Wildland Patrol/FOBs \$316/Hr
 - c. 1 Fire Safety Officer \$113/Hr

Total: \$927/Hr*
2. Provide "crowd managers" as described in Sec 2404.20.2 CFC (1 for every 250 occupants).
3. Provide emergency medical transport services from a private contractor (see Ventura County EMS Agency requirements for an ALS ambulance).
4. FD personnel will lay a 4" water supply line from the west hydrant up to the southwest corner of the upper parking lot. This line will be used solely for fire suppression.

* If fire hydrants do not meet CFC flow requirements, then a FD water tender will be required at an additional cost of \$316/Hr.

Response

Situations that will result in cancellation of events:

1. FD personnel will obtain spot weather forecasts on day before and day of concert(s). Triggers to cancel event will be based on field observations. If a wildland fire occurs, the objective will be to evacuate the site within one hour based on wind direction, rate of spread and spotting as described by tables provided in the "Fire Behavior Analysis" authored by the Ventura County Fire Protection District's Vegetation Management Planner.
2. "Red Flag Warnings" that apply to Ventura as determined by the National Weather Service will result in cancellation of show(s) until warning(s) expire. Tent fabric material shall be removed within 6 hours of declaration of a red flag warning.

Appendix E

Noise Impact Assessment



April 11, 2012

Scott Boydston
Ramusen & Associates
21 S. California Street, 4th Floor
Ventura, CA 93001

**Re: Noise Impact Assessment
Summer Concert Series**

Dear Mr. Boydston:

This letter has been prepared to summarize the Noise Impact Assessment (NIA) prepared for the Summer Concert Series to be held in a parking lot behind Ventura City Hall. This NIA presents a worst case assessment of noise impacts that may occur during a concert. Noise impacts have been calculated based on noise source information from the concert producer (Nederlander) and default propagation assumptions from the *Ventura County Initial Study Assessment Guidelines* (April 26, 2011).

Noise impacts have been determined for the nearest residences in each direction (in front of and behind the stage) that have line-of-site to the stage location. Residences that are farther away from the stage or that are shielded from direct view of the stage by buildings or terrain are expected to experience lower noise impacts than the receptors included in this NIA. The attached figure shows the location of the receptors addressed in this NIA.

The concerts will be held in a portable “tent” structure, which will provide approximately 10 dBA of noise attenuation (i.e., half the perceived sound level). The maximum sound level in front of the stage is estimated to be 100 dBA at 80 feet and the maximum sound level in back of the stage is expected to be 85 dBA at 80 feet. Unimpeded propagation of sound is assumed to result in a 5 dBA reduction in noise levels for each doubling of distance from the source (*Ventura County Initial Study Assessment Guidelines*). See the attached propagation calculations for additional information.

Table 1 presents the maximum noise levels predicted during the concerts.

Table 1: Noise Impacts

Receptor	Maximum Noise Level (dBA)
East Receptor (Behind Stage)	69.4
West Receptor (In Front of Stage)	74.1

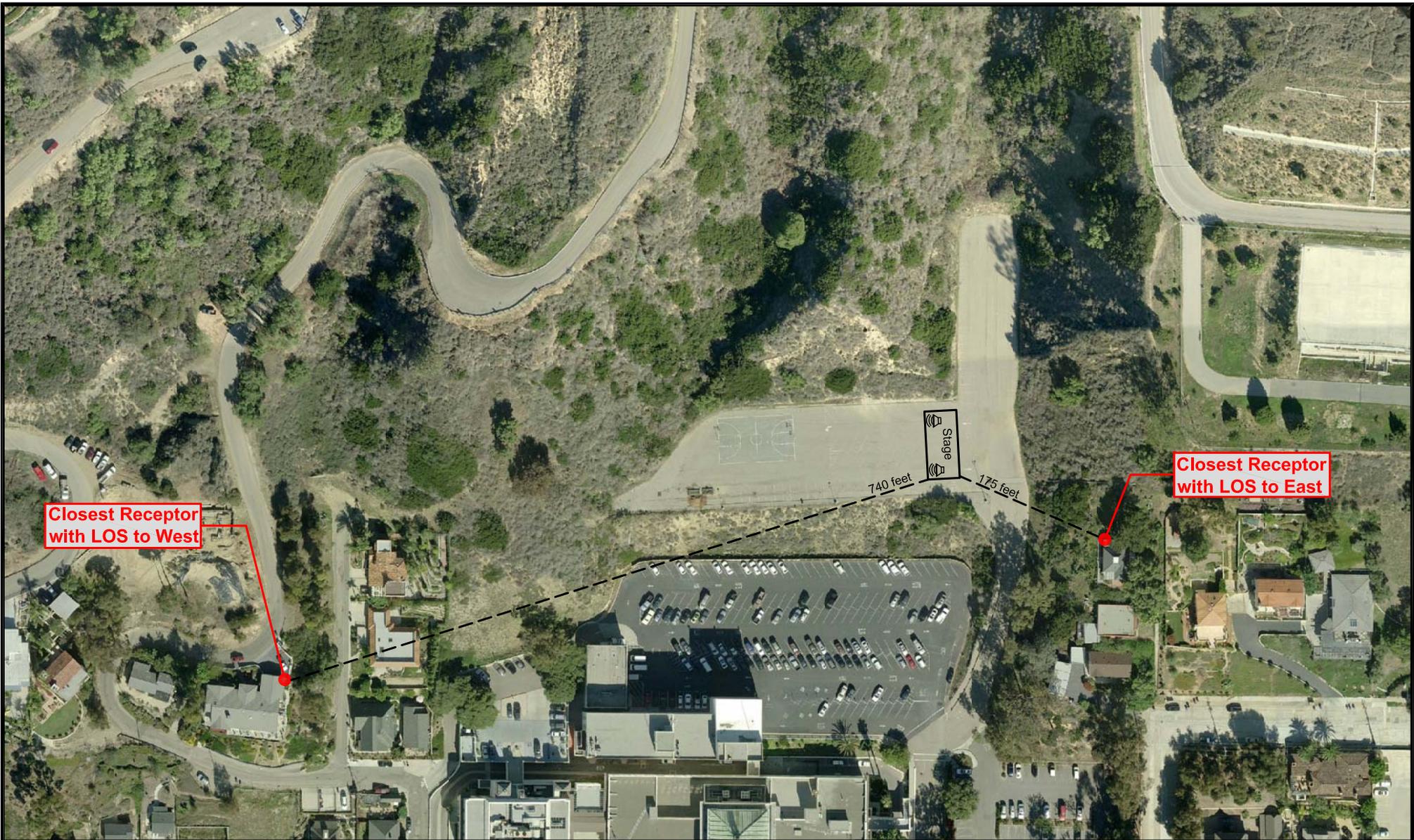
For reference, these noise levels are approximately equivalent to the noise level experienced 50 feet away from an idling city bus or a lawn mower (Federal Transit Administration’s *Transit Noise Impact Assessment*).

Please call me or John Hecht at (805) 275-1515 if you have any questions or if you need additional information.

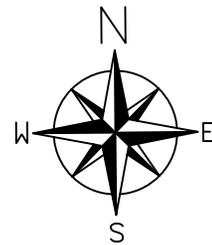
Respectfully submitted,

Garrett Zuleger, P.E.
Engineer III
Sespe Consulting, Inc.

Attachments 1. Source/Receptor Location Figure
 2. Noise Propagation Calculations



Notes:
 The closest receptor in each direction with line of site (LOS) to stage is identified.
 Receptors that are shielded from the stage by terrain or buildings are expected to experience lower noise levels than receptors that are not shielded.



SESPE
 CONSULTING, INC.

FIGURE - Source/Receptor Locations
 PROJECT: Summer Concert Series
 DRAWN BY: GLZ DATE: 4/10/12
 REVISION:

Summer Concert Series - Noise Propagation Calculations

Receptor	Orientation	Max Source Noise Level at 80' (dBA)	Distance to Stage (ft)	Direct Propagation Noise Level (dBA)	Attenuation due to Tent (dBA)	Max Outdoor Noise Level at Receptor (dBA)
East Receptor	Behind Stage	85	175	79.4	10	69.4
West Receptor	In Front of Stage	100	740	84.1	10	74.1

Notes:

Source noise level in front of stage based on information from Nederlander, the concert producer.

Source noise level behind stage estimated to be 15 dBA less than front of stage.

Attenuation due to tent estimated to be 10 dBA based on Federal Highway Administration and EPA documentation.

Direct propagation noise level calculated based on a 5 dBA reduction per doubling of distance, per the Ventura County Initial Study Assessment Guidelines.

Appendix F

Traffic and Parking Management Plan





ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805) 687-4418 • FAX (805) 682-8509

Since 1978

Richard L. Pool, P.E.
Scott A. Schell, AICP, PTP

 **DRAFT**

April 9, 2012

12037L01.WP

Scott Boydston
Rasmusen & Associates
21 S. California Street, 4th Floor
Ventura, CA 93001

TRAFFIC AND PARKING MANAGEMENT PLAN FOR THE VENTURA AMPHITHEATER PROJECT - CITY OF VENTURA

Associated Transportation Engineers (ATE) has prepared the following traffic and parking management plan for Ventura Amphitheater Project, located adjacent to City Hall in downtown Ventura.

The amphitheater would contain 1,800 fixed-seats. Approximately 12 concert events (6 weekday and 6 weekend) would be held each year between the months of June and October. The concerts would be held in a temporary amphitheater facility located on the northerly parking lot behind the City Hall building on Poli Street. The amphitheater facility would consist of a stage, seating areas, an office building, restrooms, concession stands, a VIP/service vehicle parking area, and an open picnic area. Events would start at 7:00 P.M. and end by 10:00 P.M.

ATE has reviewed the estimated attendance information and events schedule, and has visited the site to verify the on-site circulation and parking conditions. The following management plan provides recommendations for parking management, vehicular traffic and circulation, control, pedestrian routing and information outreach.

PARKING

Parking Supply

Two parking lots are provided at City Hall that could be used for the concert events. The main City Hall lot provides 188 parking spaces (including 5 ADA spaces) and the eastern City Hall lot contains 61 parking spaces, for a total parking supply of 249 spaces in the immediate vicinity of the project site. Figure 1 shows the configuration of the main City Hall parking lot. It is anticipated that the City would move their fleet vehicles, which are stored in the main lot, to the smaller parking lot located on the western side of City Hall on evenings when events are held at the site.

Events would not be scheduled on Mondays so they would not overlap with evening City Council hearings. In order to accommodate other meetings and City Hall employees who may be working in the evening, 20 parking spaces would be reserved in the eastern parking lot for official City Hall use. This would bring the useable parking City Hall parking supply to 229 spaces.

Additional public parking lots, including the main downtown parking garage, are located within easy walking distance of City Hall. Data contained in the City of Ventura Downtown & Beachfront Parking Assessment¹ indicates that there are 1,186 public off-street parking spaces and 905 public on-street parking spaces within the downtown area.

Table 1 summarizes the available public parking supply in the vicinity of the site.

**Table 1
Available Parking Supply**

Parking Area	Parking Supply
City Hall - Main Lot	188 Spaces
City Hall - East Lot(a)	41 Spaces
Downtown Public Off-Street Parking Lots	1,186 Spaces
Downtown Public On-Street Parking	905 Spaces
Total Available Parking Supply	2,320 Spaces

(a) 61 total spaces provided with 20 spaces reserved for official City Hall use.

¹ Downtown & Beachfront Parking Assessment , City of Ventura, September 2011.

Existing Parking Demands

Parking demand data published in the City of Ventura Downtown & Beachfront Parking Assessment was used to determine the number of parking spaces that would be available within the downtown area for event guests. Tables 2 and 3 presents the weekday and Saturday peak parking demands for the downtown area.

**Table 2
Downtown Ventura Existing Parking Demands - Thursday Evening**

Area	Peak Demand	Parking Supply	% Occupied	Available Spaces
Off-Street	553 Vehicles	1,186 Spaces	47%	633 Spaces
On-Street	363 Vehicles	905 Spaces	40%	542 Spaces
Total	916 Vehicles	2,091 Spaces	44%	1,175 Spaces

**Table 3
Downtown Ventura Existing Parking Demands - Saturday Evening**

Area	Peak Demand	Parking Supply	% Occupied	Available Spaces
Off-Street	837 Vehicles	1,186 Spaces	71%	349 Spaces
On-Street	462 Vehicles	905 Spaces	51%	443 Spaces
Total	1,299 Vehicles	2,091 Spaces	62%	792 Spaces

Project Parking Demands

Parking demand estimates were developed for the project assuming the 1,800-seat amphitheater. The analysis assumes that 10% of the event guests would utilize alternative transportation (walk, bicycle, taxi, drop-off/pick-up) to access the site or would drawn from the existing entertainment activity that currently occurs in the downtown Ventura area. The demand analysis assumes that the remaining 90% of the concert attendees would travel to the downtown area via automobiles. The analysis assumes an average vehicle occupancy (AVO) of 2.5 people per vehicle. The analysis also assumes a staff parking demand of 21 spaces. Table 4 presents the parking demand calculations completed for the project.

**Table 4
Amphitheater Event Parking Demand**

Demand Type	Size	AVO	Parking Demand
Guests	1,620 (a)	2.5	648 Spaces
Staff	25	1.2	21 Spaces
Total Demand			669 Spaces

(a) Assumes 10% of 1,800 guests (180) arrive via alternative transportation modes or linked trips from within the downtown area.

The data presented in Table 4 indicate that the peak parking demand for an event with 1,800 attendees would be 669 vehicles.

Future Parking Occupancies

The parking demands generated by the project were added to the existing downtown parking demands for the weekday and Saturday evening periods to determine if adequate parking would be available. The results of the analysis are summarized in Tables 5 and 6.

**Table 5
Existing + Project Demands - Weekday Evenings**

Existing Downtown Parking Demand	Concert Parking Demand	Existing + Concert Parking Demand	Parking Spaces(a)	% Occupied
916 Spaces	669 Spaces	1,585 Spaces	2,320 Spaces	68%

**Table 6
Existing + Project Demands - Saturday Evenings**

Existing Downtown Parking Demand	Concert Parking Demand	Existing + Concert Parking Demand	Parking Spaces(a)	% Occupied
1,299 Spaces	669 Spaces	1,967 Spaces	2,320 Spaces	85%

The data presented in Tables 5 and 6 indicate that adequate parking is available in the City Hall lots and the downtown public parking areas to accommodate the parking demands that would be generated by a concert event on weekday and Saturday evenings.

Parking Management

The City Hall parking lots would be reserved for VIP parking and event staff. The entrance to City Hall on Poli Street would be signed to indicate that the parking is reserved with no public parking allowed. The VIP parking passes would be sold with the tickets and only parking pass-holders and event staff would be allowed to enter the site.

Event staff would arrive at the event venue at approximately 5:00 P.M. (2 hours before the start of the event) and park in the smaller eastern City Hall parking lot. The 20 parking spaces reserved for official City Hall use would also be provided in the eastern parking lot. The first event arrivals would be directed to park in the smaller lot so that it fills up first. This system will reduce conflicts between vehicles turning right into the parking lot and pedestrians walking to the upper event venue area or to the will-call ticket booth that is proposed in the southwest corner of the parking lot.

Accessible Parking

There are 5 accessible parking spaces provided in the first row of parking located adjacent to the entrance of City Hall (see Figure 1). These spaces would be used during events. A shuttle would be provided to transport attendees requiring assistance from the lower parking lot to the upper event venue. If additional handicapped spaces are required based on the actual demands realized, the spaces could be provided within the first parking row by designating accessible aisles between the existing standard spaces. This would result in the loss of 2 to 4 standard spaces. The accessible parking spaces would be allocated with a reservation system similar to the VIP parking spaces.

Additional accessible access from the Ventura downtown area would be provided via a drop-off and shuttle system. The ADA drop-off area would be located along the north side of Poli Street east of the City Hall entrance driveway. The shuttle would start at the Poli Street shuttle stop then circulate within the site to pick up guests using the handicap parking spaces on site. Figure 2 shows the proposed location of the ADA drop off zone, shuttle stops and shuttle route.

Bicycle Valet Parking

A free bicycle valet parking area will be implemented in the eastern City Hall parking lot to encourage bicycle use. This type of program has been successfully implemented at the Santa Barbara County Bowl.

Neighborhood Parking Control

There are several residential neighborhoods located on the north side of Poli Street east and west of City Hall. In order to discourage event parking intrusion into the neighborhoods, it is recommended that "No Event Parking" signs be placed at the entrance to the neighborhoods on Chestnut Street, Fir Street, Ash Street, and Kalorama Street to the east and Brakey Road to the west. Figure 3 shows the location of the "No Event Parking" signs.

TRAFFIC AND CIRCULATION

Event Ingress and Traffic Control

The City Hall parking lots are accessed by the main driveway on Poli Street. Westbound Poli Street is stopped at the driveway and eastbound Poli Street does not stop. Poli Street is two lanes wide and the City Hall driveway contains two outbound lanes (left-turn and right-turn) and one inbound lane. The City Hall driveway approach is controlled by stop signs. A pedestrian cross walk is located on the east side of the intersection. Figure 1 and Figure 4 illustrate the existing configuration of the City Hall driveway on Poli Street.

In order to accommodate the vehicular and pedestrian flows that will be generated during and event, the following traffic control measures are recommended for the Poli Street/City Hall driveway (see Figure 5).

- Assign a traffic control officer at the intersection of the City Hall driveway and Poli Street to control vehicular and pedestrian traffic flows.
- Reconfigure the City Hall driveway to provide one outbound lane, one inbound lane and a pedestrian walkway area. The reconfiguration would utilize post-tube delineators (eg. "candle sticks") and signage to direct vehicles and pedestrians onto the site.
- Install signage to indicate that the City Hall parking lot is reserved with no public parking allowed ("VIP Parking Only - No Public Parking").
- Close the small driveway located west of the main City Hall driveway to pedestrian and vehicular traffic.

On-Site Signage and Staff

Parking control staff will be stationed at the entrance to the two City Hall parking lots to control access to the parking lots and to direct vehicular and pedestrian traffic. As noted in the Parking section, the smaller eastern City Hall parking lot will be used for staff parking, and will provide the 20 reserved spaces for official City Hall use. The first event patrons that arrive at the site will be directed to this lot. Once the lot is full it will be closed until the

after the event starts. This system will minimize conflicts between vehicles turning right into the parking lot and pedestrians walking to the upper event venue area or to the will-call ticket booth that is proposed in the southwest corner of the parking lot.

Egress

To streamline egress after the event, it is recommended that the outbound lane be restricted to right-turn only, as it is currently striped. A traffic control officer would also be stationed at the intersection of Poli Street and the City Hall to control vehicular and pedestrian flows after the event ends. Parking control staff will be stationed at the entrance to the two City Hall parking lots to direct vehicular and pedestrian traffic exiting the site when the concert ends.

Passenger/Taxi Loading Area

It is recommended that the curb area on the north side of Poli Street west of the City Hall driveway be signed for passenger drop-offs and pick ups as well as Taxi loading and unloading. This will provide a dedicated area for vehicles to stop and unload passengers for the events.

PEDESTRIAN ROUTING

Amphitheater guests parking in the downtown area will be directed to the amphitheater north along California Street to City Hall. Signage will be placed directing pedestrians to the east side of California Street, up to Poli Street. At the California Street "Horseshoe", barricades will be placed to prevent pedestrians from crossing in front of City Hall. Pedestrians will then be directed east on Poli Street to the crosswalk, where a traffic enforcement officer will direct pedestrians and motorists. Figure 6 shows the pedestrian routing plan developed for the project.

At the City Hall parking lot entrance, the inbound lane will be coned-off for exclusive use by pedestrians. The 20-foot-wide access road from the lower City Hall parking lot to the event venue will be coned-off to provide 6-feet for pedestrians and 14-feet for emergency vehicle and shuttle access. Figure 5 shows the pedestrian access cross-section for the City Hall access driveway and Figure 7 shows the pedestrian access cross-section for the upper road that accesses the event venue.

INFORMATION OUTREACH

In order to provide as much information to guests as possible regarding vehicle parking, ADA access and parking, and pedestrian circulation, it is recommended that the Ventura Amphitheater Project create an information outreach campaign. Information should include:

- Recommended event arrival times.
- The VIP parking lot locations and restrictions.
- Map of downtown Ventura parking lot locations.
- Accessible parking space program and reservation system.
- Drop-off location and shuttle availability for patrons with disabilities.
- Public drop-off location.
- Parking restrictions in adjacent neighborhoods.

The outreach program should stress that parking lots at City Hall will be reserved for VIP guests, and that general parking will be accommodated within the downtown parking lots and on-street parking areas. The outreach program should also indicate the recommended pedestrian route to the venue. Outreach may be provided through the Ventura Amphitheater website, flyers when/if tickets are mailed to guests, and via email.

This concludes ATE's traffic and parking management plan for Ventura Amphitheater Project.

Scott A. Schell, AICP, PTP

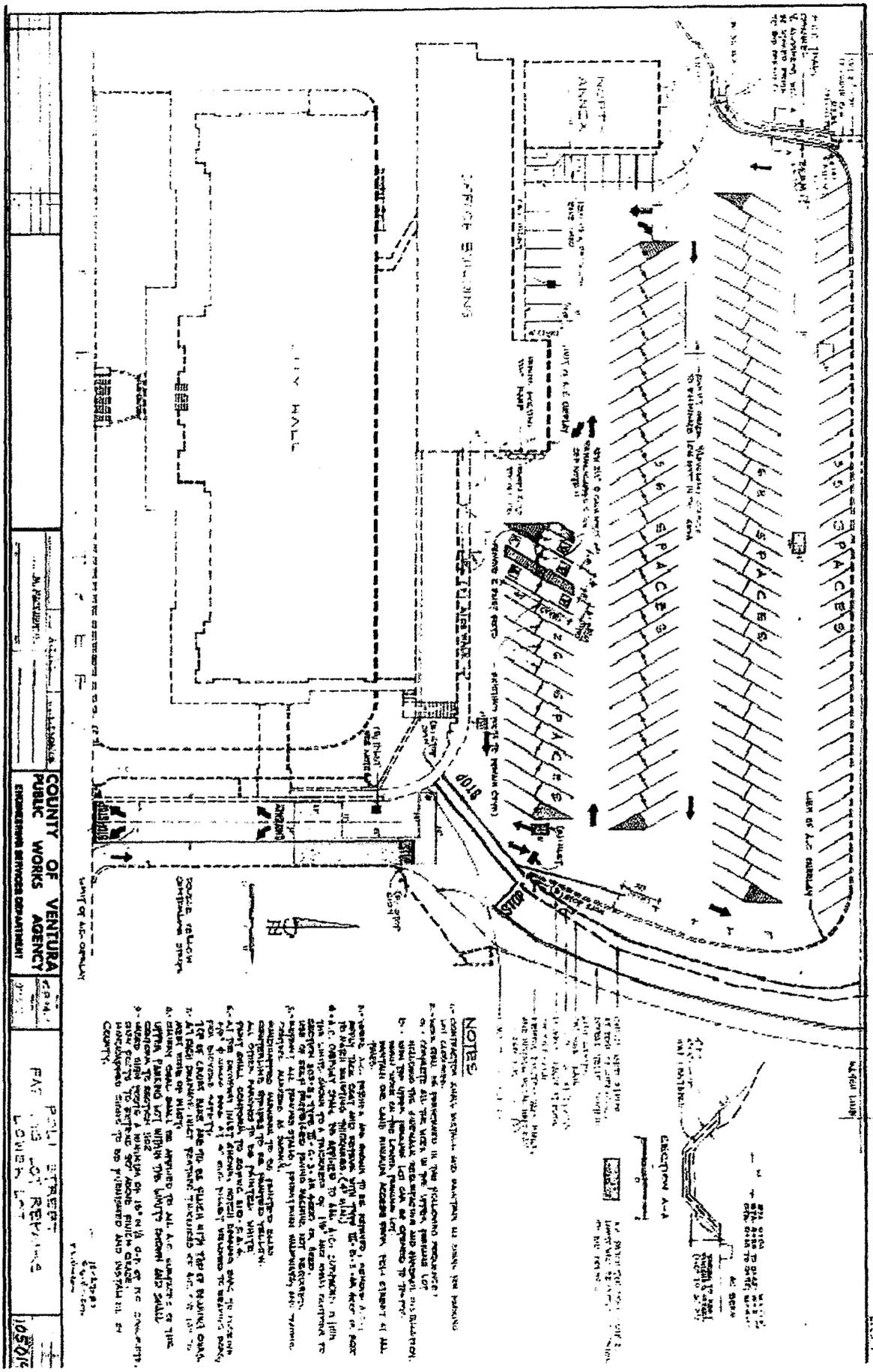
Attachments



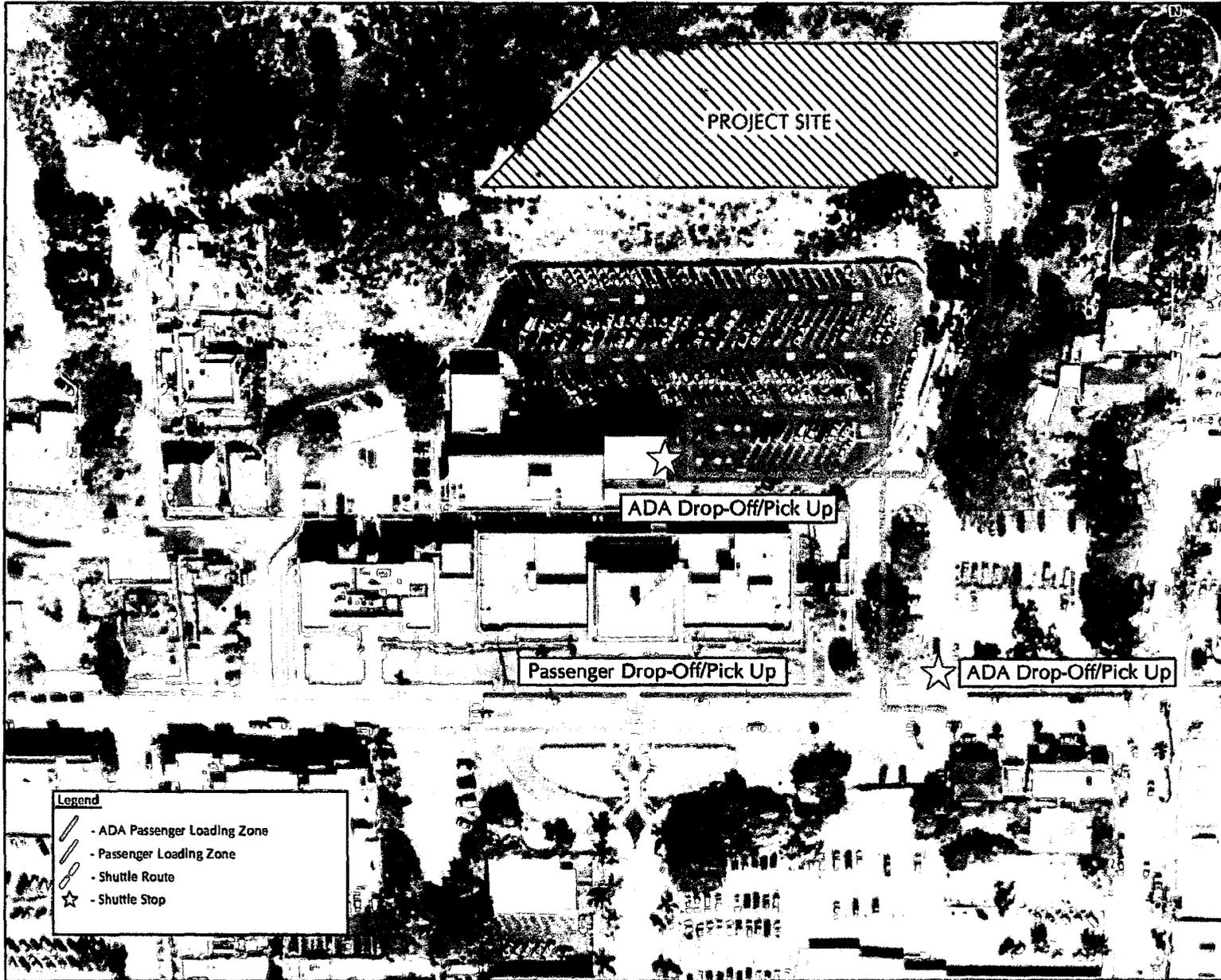
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TRANSPORTATION
ENGINEERS

VENTURA CITY HALL SITE PLAN

FIGURE 1



MADE - #11037



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ADA SHUTTLE SYSTEM

FIGURE 2

MMF - #11037



Legend

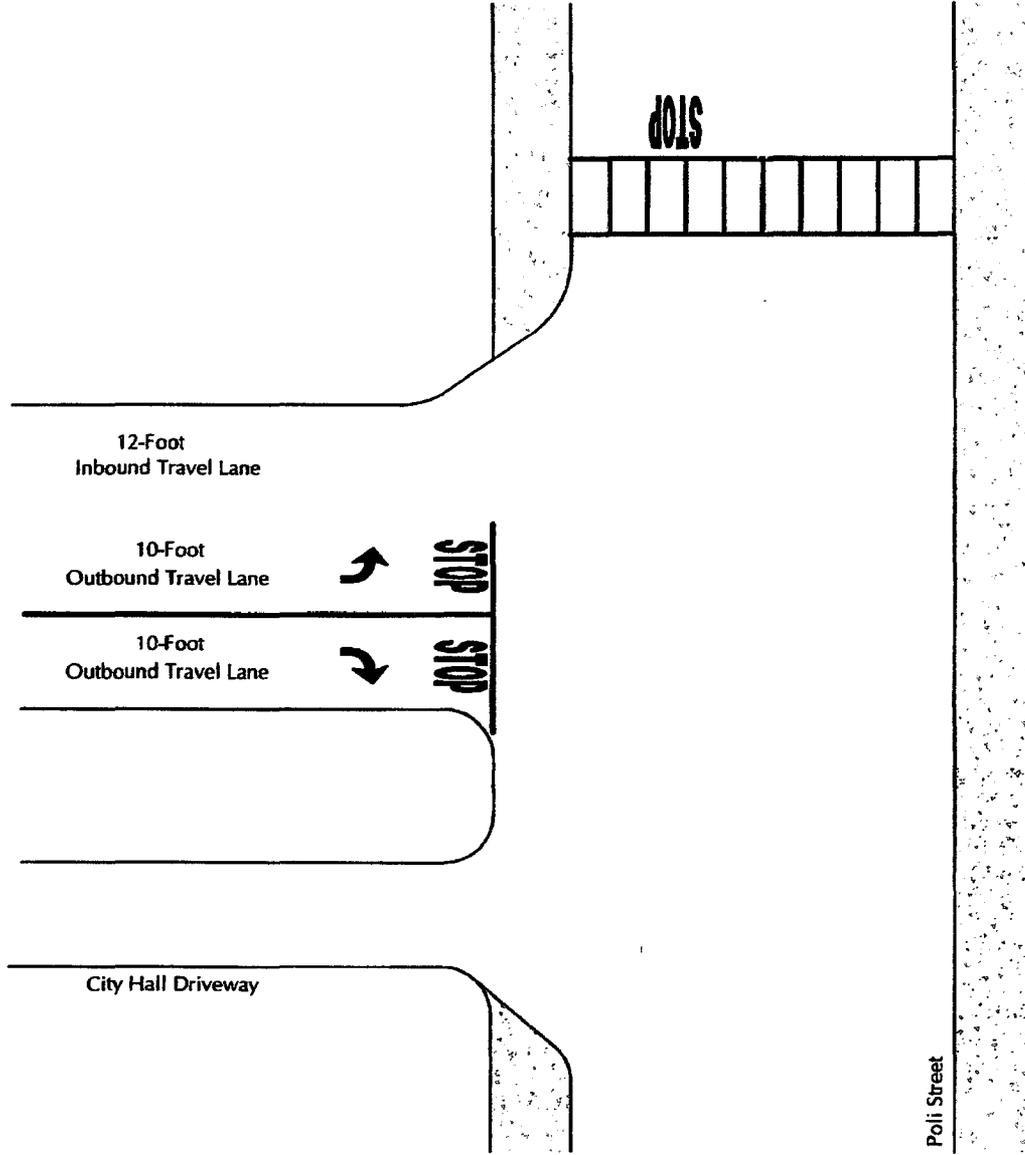
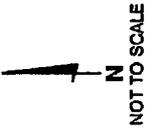
 - No Event Parking Signs



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NEIGHBORHOOD PARKING RESTRICTIONS

FIGURE 3

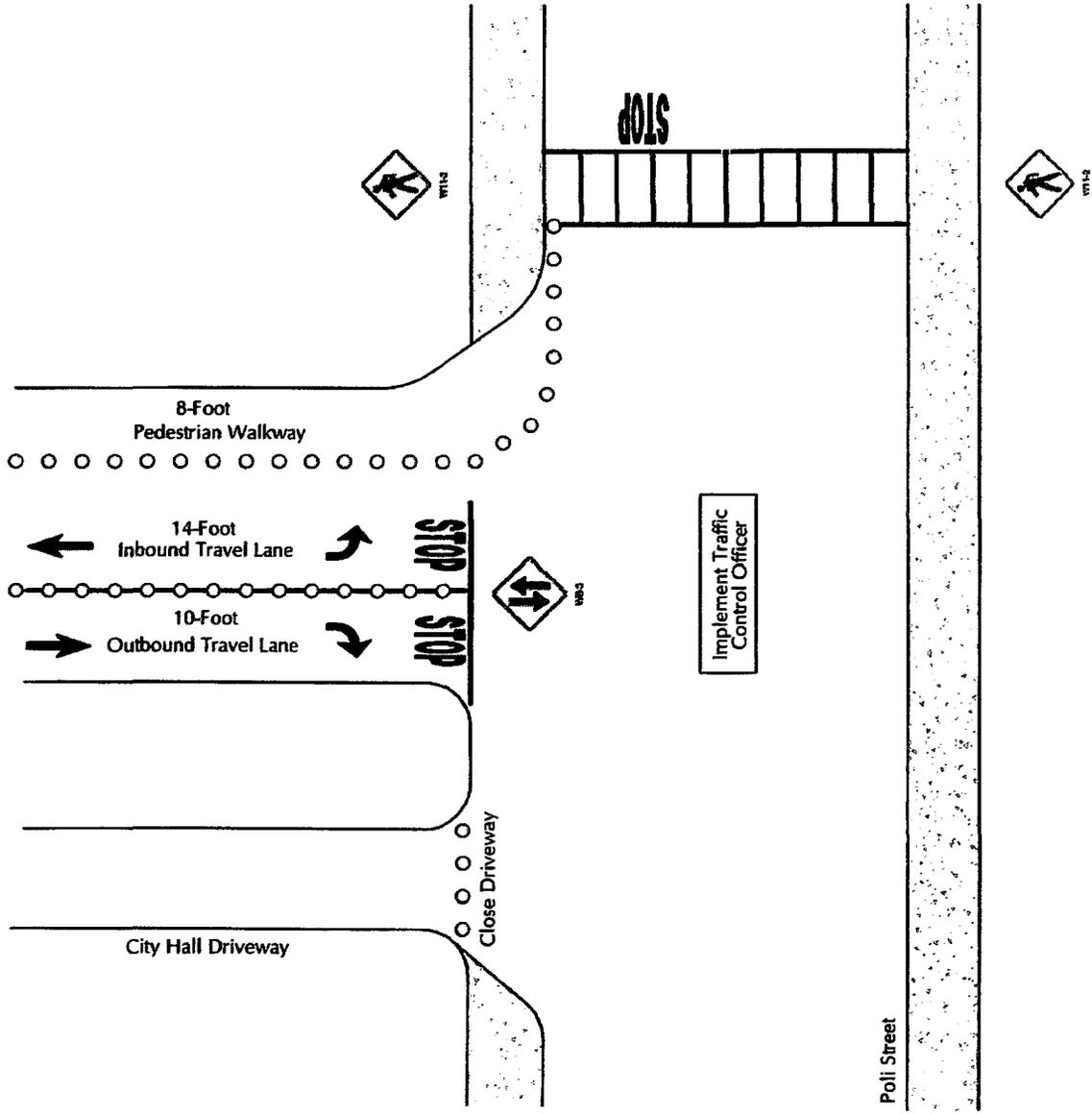
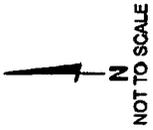


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POLI STREET/CITY HALL DRIVEWAY - EXISTING CONFIGURATION

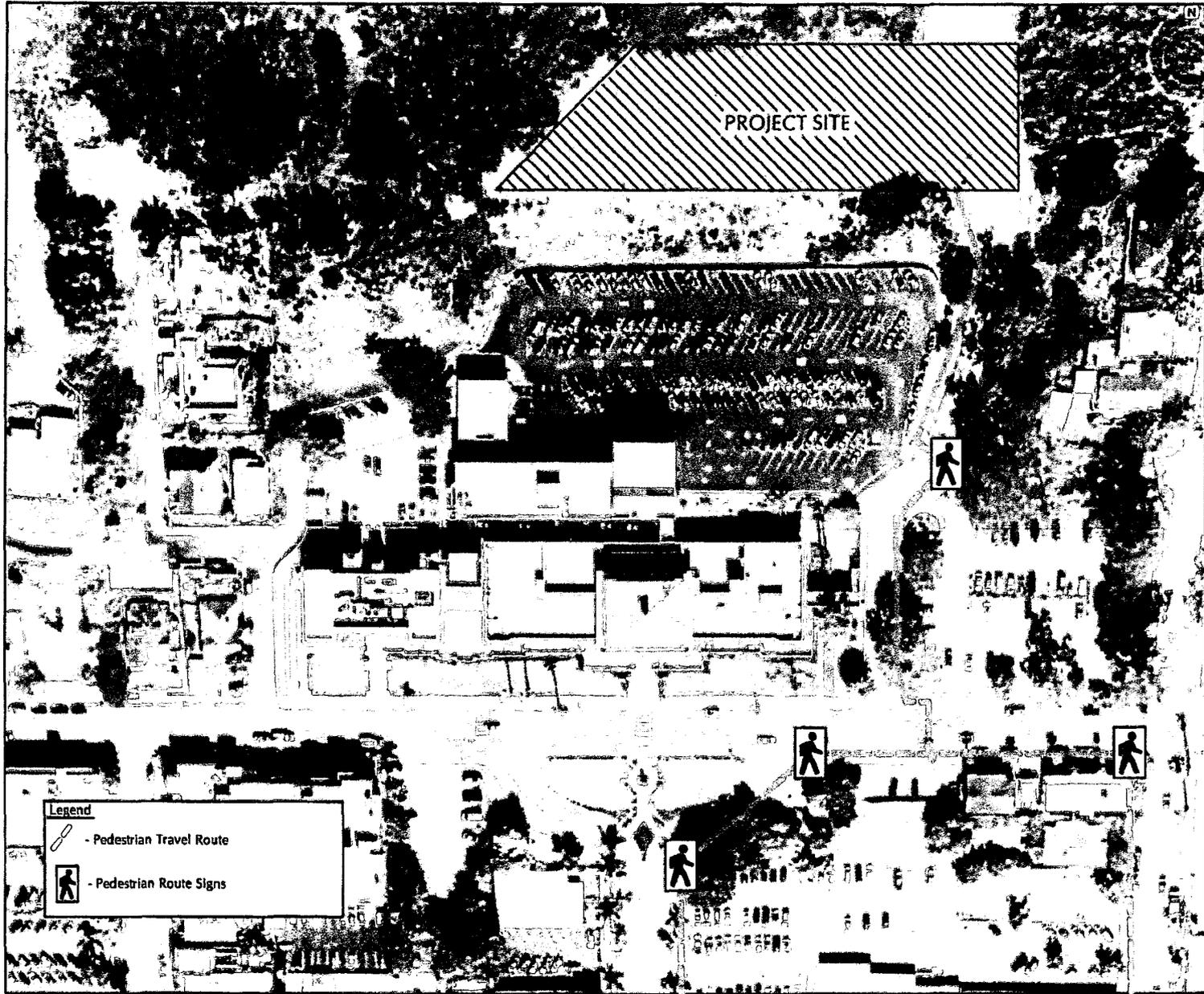
FIGURE 4

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POLI STREET/CITY HALL DRIVEWAY - PROPOSED TRAFFIC CONTROLS

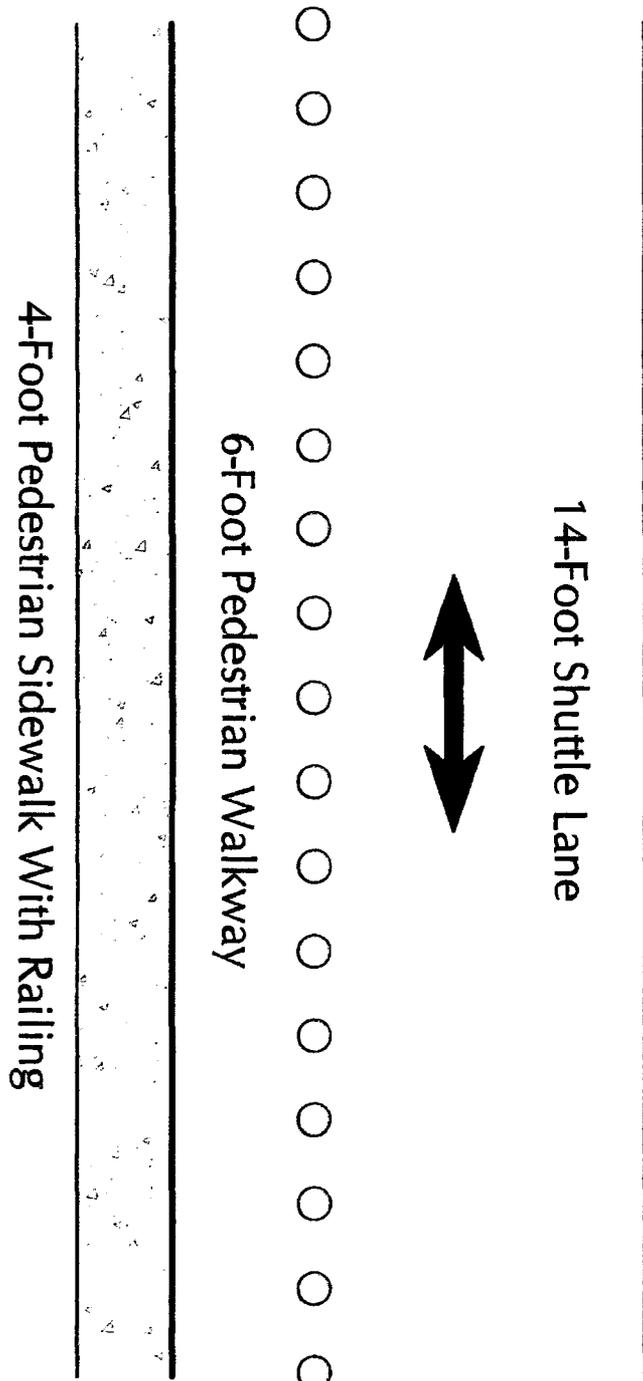


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PEDESTRIAN ROUTING PLAN

FIGURE 6

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UPPER ACCESS ROAD PROPOSED CONFIGURATION

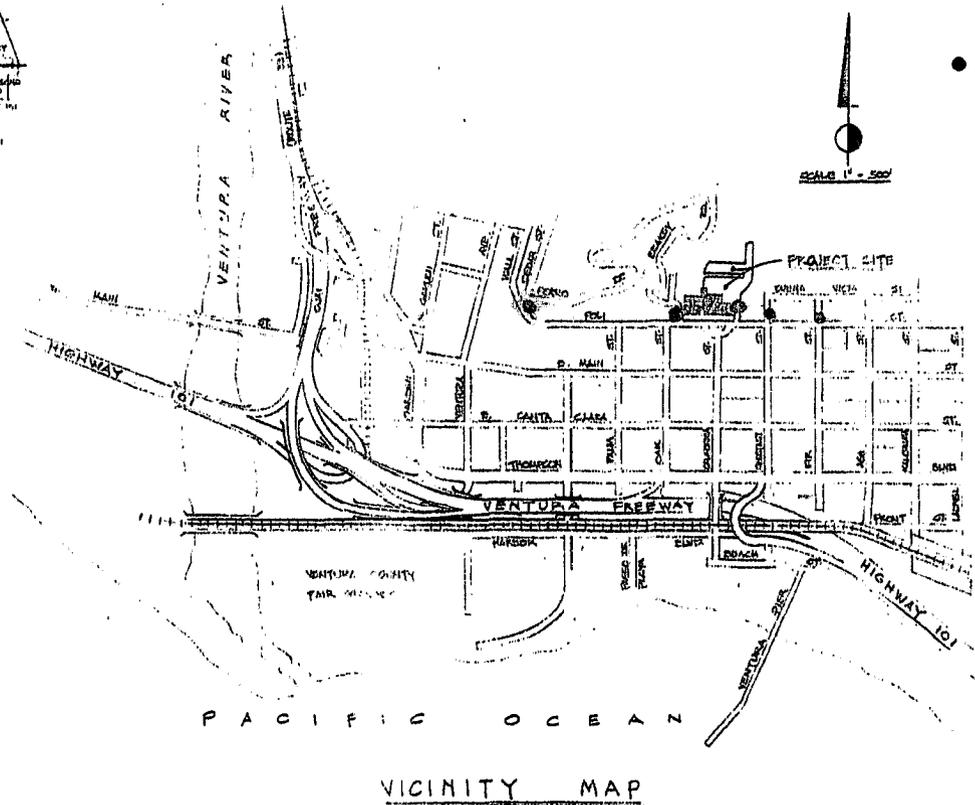
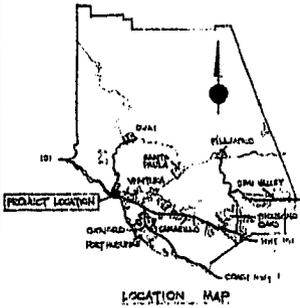
FIGURE

7

MMF - #11037

COUNTY OF VENTURA
PUBLIC WORKS AGENCY

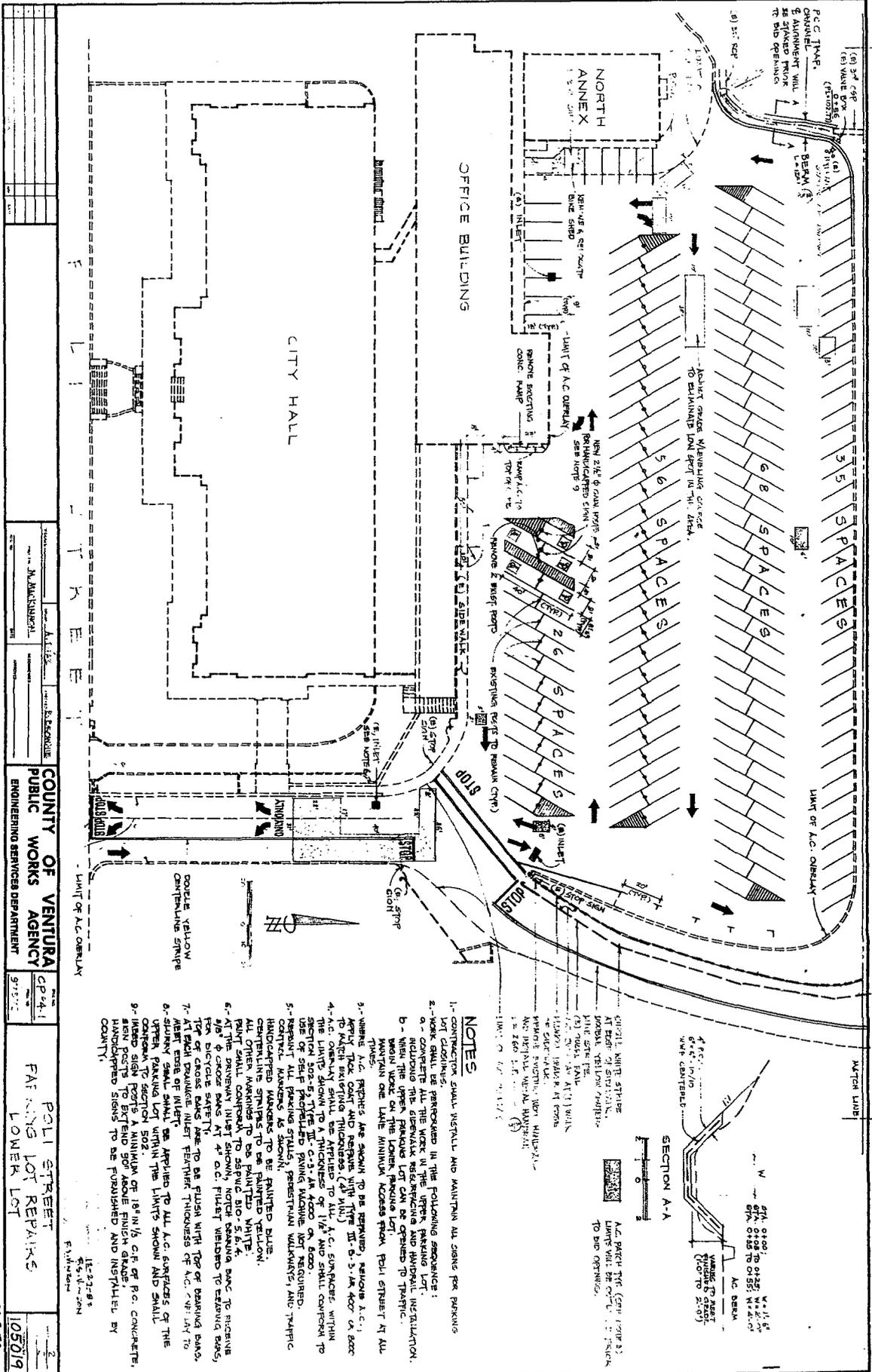
POLI STREET PARKING LOT REPAIRS
SPECIFICATION CP 84-1



- Residential Street Parking Security Personnel Locations

INDEX OF DRAWINGS
1.- TITLE SHEET
2.- LOWER LOT
3.- UPPER LOT

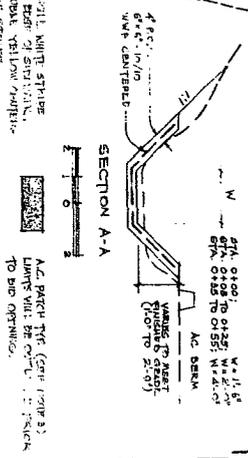
<p><i>Approved</i> 7/18/01 <i>Arthur School</i></p>	<p>COUNTY OF VENTURA PUBLIC WORKS AGENCY ENGINEERING SERVICES DEPARTMENT</p>	<p>CP 84-1 97873</p>	<p>POLI STREET PARKING LOT REPAIRS TITLE SHEET</p>	<p>109018</p>
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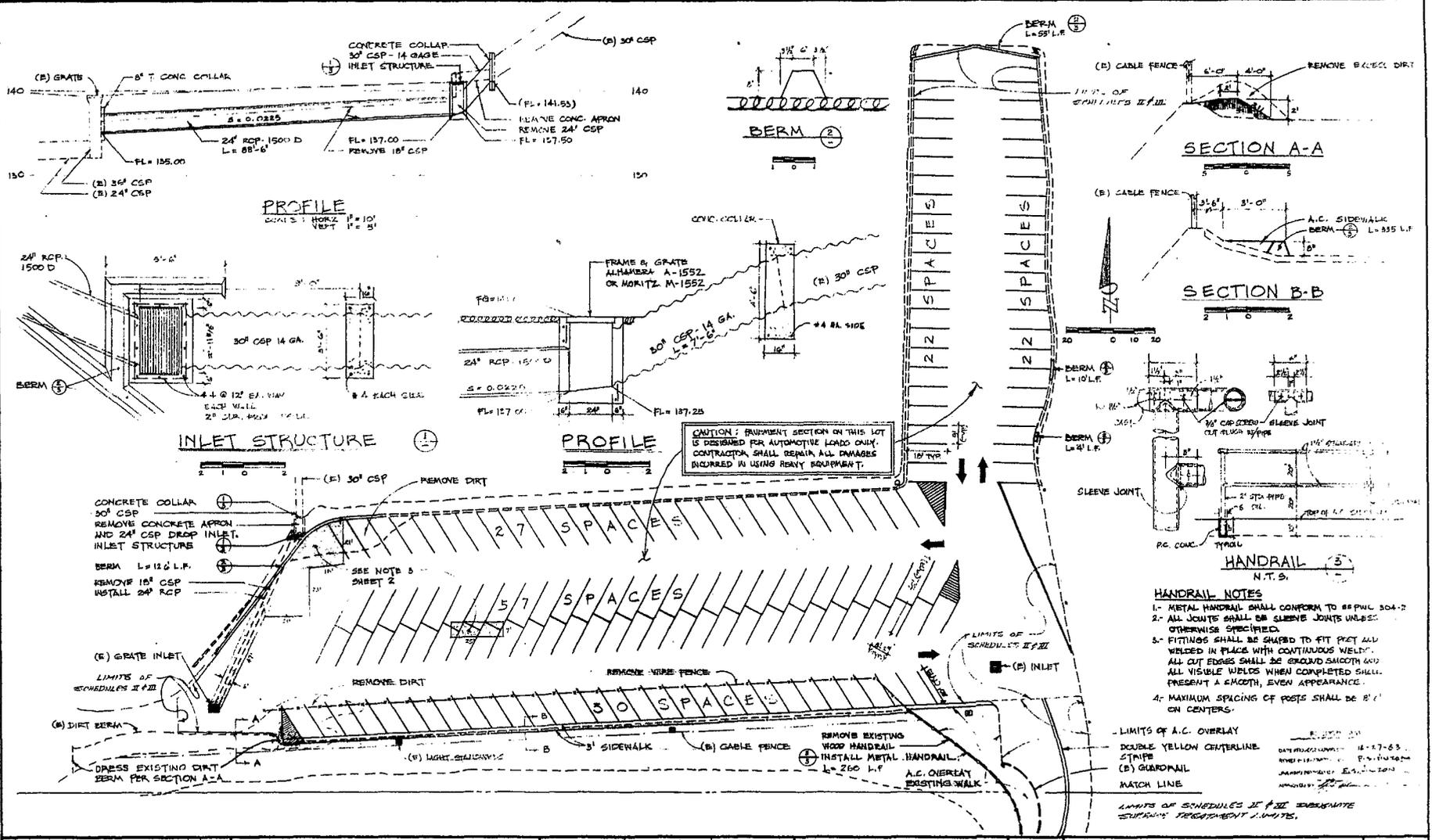
NOTES

- 1- CONTRACTOR SHALL INSTALL AND MAINTAIN ALL SIGNS FOR PARKING LOT CLOSURES.
- 2- WORK SHALL BE PERFORMED IN THE FOLLOWING SEQUENCE:
 - a - COMPLETE ALL THE WORK IN THE UPPER PARKING LOT, INCLUDING THE GENERAL RESURFACING AND HANDPAINT INSTALLATION.
 - b - WHEN THE UPPER PARKING LOT CAN BE OPENED TO TRAFFIC, MAINTAIN ONE LANE MINIMUM ACCESS FROM POLI STREET AT ALL TIMES.
- 3- WHERE A.C. REPAIRS ARE SHOWN TO BE REQUIRED, REMOVE A.C. REPAIR TACK COAT AND REPAIR WITH TYPE II-6-3 (A.A. 400' ON BOG TO MATCH EXISTING THICKNESS) (2" MIN).
- 4- AT THE DRIVEWAY (LEFT SHOWN), A.C. SIGNATURE WITHIN THE LIMITS SHOWN TO 1" ANCHORS OF 1/4" AND SHALL CONFORM TO SECTION 502-5.1 TYPE III-C-3. AT 4000 ON BOG, USE OF SELF PROPELLED PAVING MACHINE NOT REQUIRED.
- 5- REPAIR ALL PARKING STALLS, PEDESTRIAN WALKWAYS, AND TRAFFIC CONTROL MARKERS AS SHOWN.
- 6- HANDPAINTED MARKERS TO BE PAINTED BLUE.
- 7- ALL OTHER MARKERS TO BE PAINTED YELLOW.
- 8- ALL OTHER MARKERS TO BE PAINTED WHITE.
- 9- AT THE DRIVEWAY (LEFT SHOWN), NOTCH STAINING BAND TO RECEIVE 1/2" Ø CROSS BARS AT 4' O.C. FILED WELDED TO EXISTING BARS, FOR BICYCLE SAFETY.
- 10- CROSS BARS ARE TO BE FINISH WITH TOP OF BEARING BARS.
- 11- ALL OTHER MARKERS TO BE PAINTED WHITE.
- 12- SIGNAGE SHALL BE APPLIED TO ALL A.C. SURFACES OF THE UPPER PARKING LOT WITHIN THE LIMITS SHOWN AND SHALL CONFORM TO SECTION 502.
- 13- ALL SIGN POSTS TO BE 18" IN 1/2 C.F. OF P.C. CONCRETE, HANDPAINTED SIGNS TO BE FORWARDED AND INSTALLED BY COUNTY.

SECTION A-A



PROJECT NO.	105019
DATE	05/29/83
BY	...
CHECKED BY	...
APPROVED BY	...
SCALE	AS SHOWN
PROJECT NAME	POLI STREET PARKING LOT REPAIRS LOWER LOT
AGENCY	COUNTY OF VENTURA PUBLIC WORKS AGENCY
DEPARTMENT	ENGINEERING SERVICES DEPARTMENT
LOCATION	...
DATE OF ISSUE	...
DATE OF REVISION	...
REVISION	...



NO.	DESCRIPTION	DATE	BY
1			
2			
3			
4			

DATE	BY	DATE	BY
10-17-63	CP 84.1		
10-17-63	97375		

COUNTY OF VENTURA
PUBLIC WORKS AGENCY
ENGINEERING SERVICES DEPARTMENT

PROJECT NO. **CP 84.1**
DATE **10-17-63**
BY **CP 84.1**
CHECKED BY **97375**

POLI STREET
PARKING LOT REPAIRS
UPPER LOT

105020