

City of Ventura

Victoria Avenue Corridor Development Code Ordinance Amendment

Final
**Initial Study -
Mitigated
Negative
Declaration**



April 2016



Planning Division
501 Poli Street
Ventura, CA 93001
Phone: 805.654.7893
Fax: 805.654.7560

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

The City of Ventura has prepared an **Initial Study (IS)** to evaluate the environmental impacts of the project identified below, as required by the California Environmental Quality Act (CEQA):

- A. Project Description for Case #EIR-5-15-28041:** PROJ-8366 consists of amendments to the T4.9 (General Urban 9) zone of the Victoria Avenue Corridor Development Code Ordinance (Victoria Avenue Corridor). The proposed amendments would allow drive-through facilities to be permitted: 1) by right for Drive-Through Retail or Services and 2) with a Use Permit for Dining Establishment, Fast Service Drive Up. Amendments would include design standards for drive through facilities and revised definitions for Restaurants, Drive Through retail and services and Dining Establishment, Fast Service Drive Up land use types. In addition, the minimum number of stories would be reduced from two (2) stories to one (1) story while retaining the minimum building height of 20 feet for all structures in the T4.9 (General Urban 9) zone.
- B. Proposed finding.** In accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 *et seq.*), and consistent with State CEQA Guidelines (California Code of Regulations) Section 15070, and following the completion of an Initial Study (IS), the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant adverse effect on the environment, and that a mitigated negative declaration (MND) may be adopted.
- C. Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.
- D. Hazards:** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.
- E. Document Review and Comment.** A 20 day public review and comment period of the draft begins on February 26, 2016 and ends on March 16, 2016. To view the draft

document, please visit the city's website at www.cityofventura.net/cd/planning/EIRs. Alternatively, the draft and referenced documents are available for review between 9:00 a.m. to 5:00 p.m., Monday through Thursday at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001.

- F. Public Hearing and Comments.** A public hearing on the project described above is tentatively scheduled for April 13, 2016 at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Iain Holt, AICP at (805) 654-7752. Written comments may be mailed or faxed (805-654-7560) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001, or emailed directly to iholt@ci.ventura.ca.us.

2/25/16
Date


Iain Holt, AICP Senior Planner

**VICTORIA AVENUE CORRIDOR DEVELOPMENT CODE
ORDINANCE AMENDMENT**

**FINAL
INITIAL STUDY - MITIGATED NEGATIVE DECLARATION**

Prepared by:

City of Ventura
501 Poli Street
Ventura, California 93001
Iain Holt, AICP, Senior Planner
805-654-7752

Prepared with the assistance of:

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Ventura, California 93003

April 2016

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Appendix B Traffic and Circulation Study
Appendix C Mitigation Monitoring and Reporting Program

INITIAL STUDY

1. Project Title:

Victoria Avenue Corridor Development Code Ordinance Amendment

2. Lead Agency Name and Address:

City of Ventura
501 Poli Street
Ventura, CA 93001

3. Contact Person and Phone Number:

Iain Holt, AICP, Senior Planner
805-654-7752

4. Project Location:

Victoria Avenue Corridor, T4.9 zone, Victoria Avenue between Hwy 101 and 126, City of Ventura, California.

5. Project Sponsor's Name and Address:

City of Ventura
501 Poli Street
Ventura, CA 93001

6. General Plan Designation:

Neighborhood Medium, Neighborhood High, and Commerce

7. Zoning:

Victoria Avenue Corridor T4.9

8. Description of Project:

The proposed project consists of amendments to the Victoria Avenue Corridor Development Code Ordinance (Victoria Avenue Corridor). The proposed amendments are as follows:

- Change "Table C Allowable Land Uses" of the Victoria Avenue Corridor Development Code to allow drive-through facilities to be permitted by right in the T4.9 (General Urban 9) zone for Drive-Through Retail or Services.
- Change "Table C Allowable Land Uses" of the Victoria Avenue Corridor Development Code to allow drive-through facilities with a Use Permit in the T4.9 (General Urban 9) zone for Dining Establishment, Fast Service Drive Up.



- Change the T4.9 "Building Profile and Frontage" standards to alter the minimum number of stories from two (2) stories to one (1) story while retaining the minimum building height of 20 feet.
- Change definitions by adding:
 - Dining Establishment: Fast Service, Drive Up - Establishments primarily engaged in the preparation and sale of food and beverages, serving ready-to-eat foods or beverages which include drive-up facilities. Examples include fast-food restaurants, coffee, and bakery/ donut shops with drive up facilities.
- Edit the following definitions to read as follows:
 - Drive-Through Retail or Services - A retail or service business where services may be obtained by motorists without leaving their vehicles. Examples include automated teller machines (ATMs), banks, and pharmacy dispensaries.
 - Restaurant - Sale of prepared food and beverages in a ready-to- eat state for on-site or off-site consumption without drive up services. A dining area may or may not be provided. The restaurant use may be ancillary to another use.
- And include drive-through facility design standards within The Victoria Avenue Corridor Development Code as described in mitigation measures T-1 (a) - (d).

9. Surrounding Land Uses and Setting:

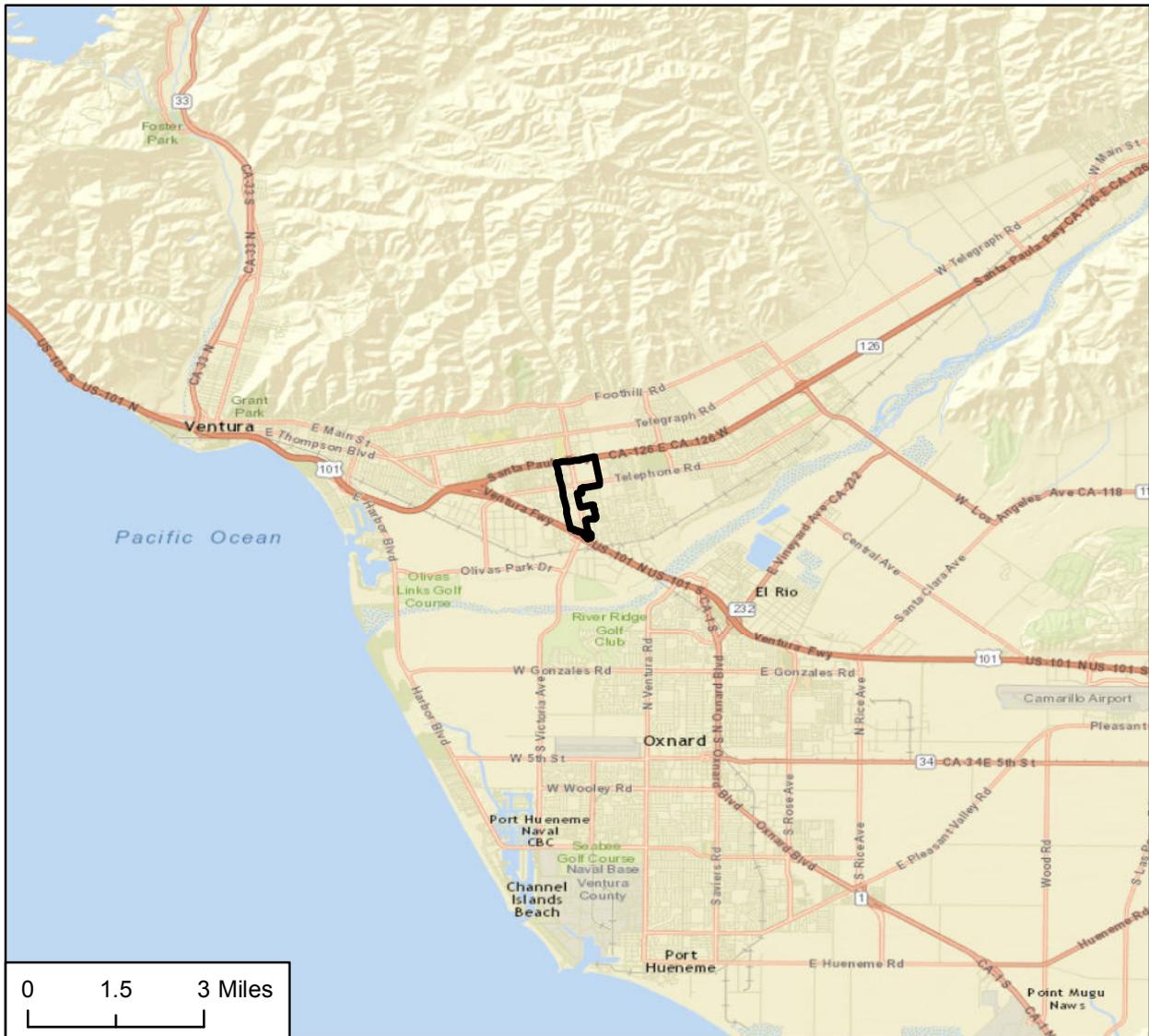
The Victoria Avenue Corridor project area is bounded on all sides by a variety of developed urban uses. To the north, land is developed with single family and multifamily residential and a public high school, to the east is single and multifamily residential, to the south and southwest are industrial land uses, and to the west is a mix of commercial and high density residential development. Further to the south of the project area is agricultural land located within unincorporated Ventura County. The project area is bounded to the north by Highway 126 and to the south by Highway 101 (Figure 2).

The T-4.9 zone allows a mix of workplace and employment uses with residential, shop-front retail, and service uses. Structures range from one to two stories. This zone covers a 56-acre area of mixed development types, including the Victoria Village retail center, single-family residential, small retail strip centers, multi-family residential, and offices (Figure 3).

10. Other Public Agencies Whose Approval is Required:

The City of Ventura is the lead agency for the project. No approvals from other agencies are required.





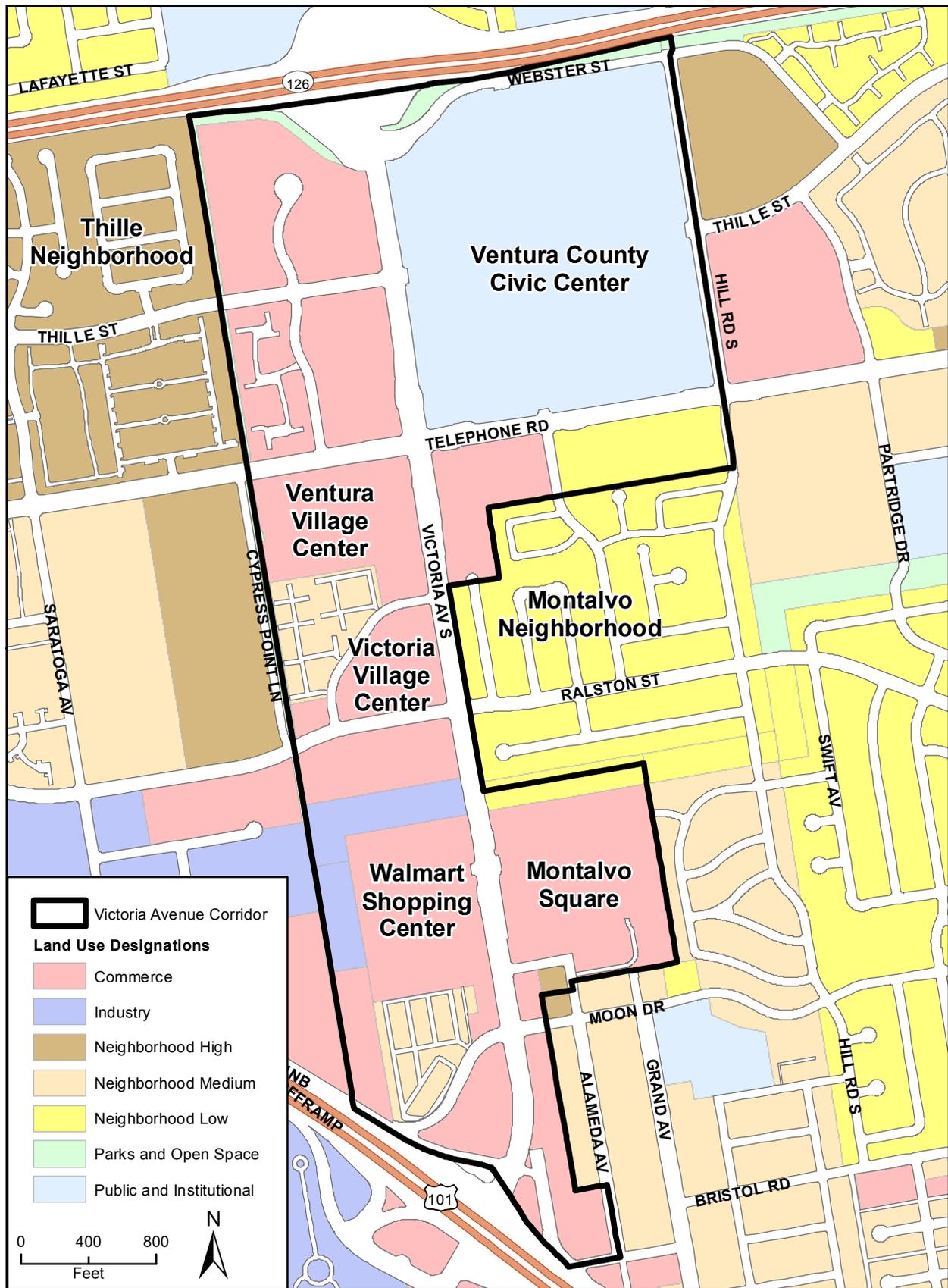
Imagery provided by ESRI and its licensors © 2015.


 Victoria Avenue Corridor



Regional Location

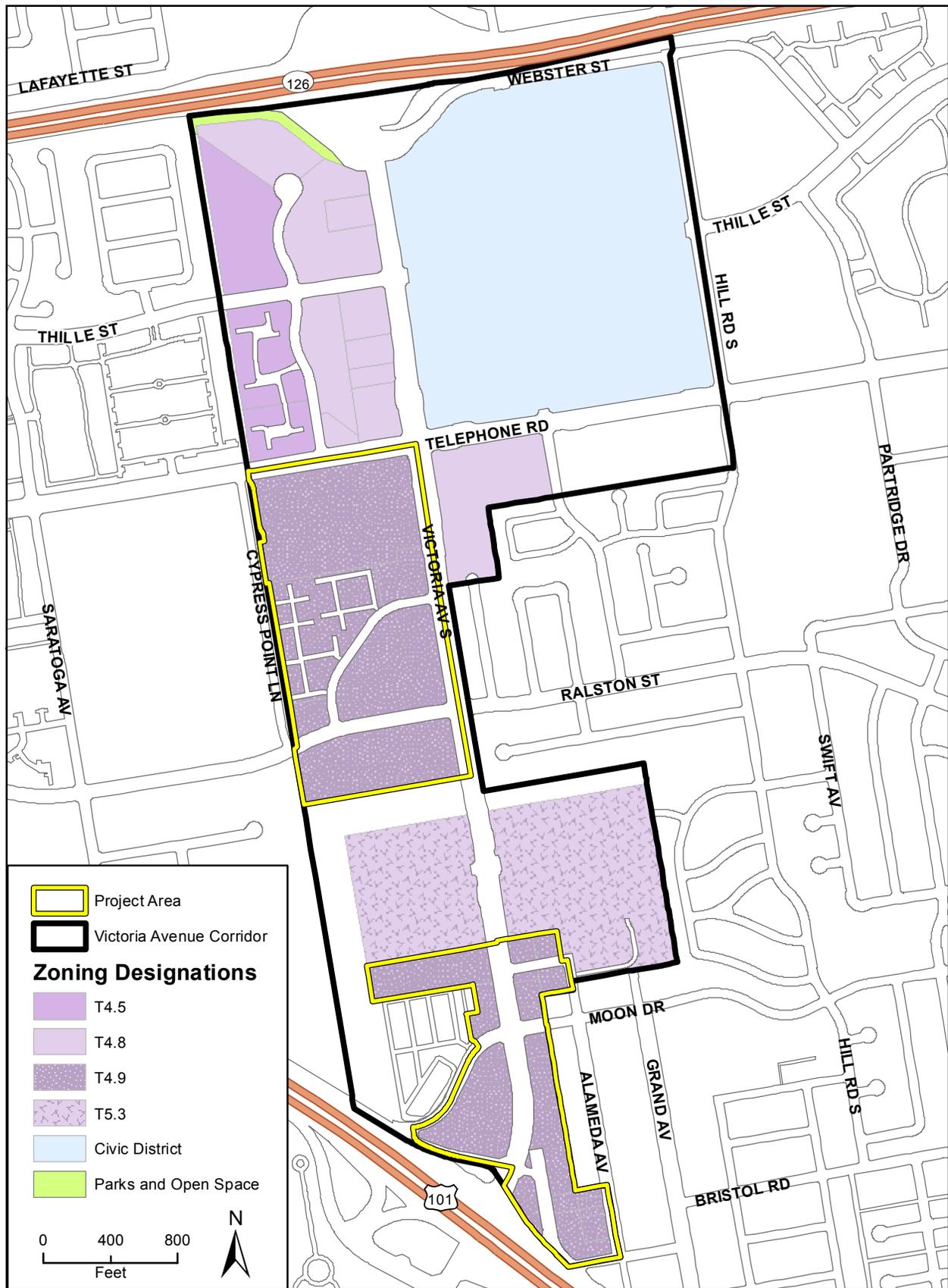
Figure 1



Imagery provided by Google and its licensors © 2015. Land Use and other data layers from City of Ventura GIS, October 2015.

Victoria Avenue Land Use Designations

Figure 2



Imagery provided by Google and its licensors © 2015. Zoning and other data layers from City of Ventura GIS, October 2015.

Victoria Avenue Zoning Map

Figure 3





Photo 1: Ventura Village Center at the corner of Victoria Avenue and Telephone Road. Commercial retail with large paved parking typical to T4.9 zones.



Photo 2: Existing First Bank drive through facility in Ventura Village Center seen from Telephone Road.



Photo 3: Existing Wendy's drive through facility and the Victoria Village Center seen from Gaviota Lane.



Photo 4: Existing Jack In The Box drive through facility seen from Victoria Avenue.

Site Photos

Figure 4
City of Ventura

ENVIRONMENTAL FACTORS POTENTIALLY 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 checked="" type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forest Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input 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 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

2/22/16

Date



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Existing Setting

The Victoria Avenue Corridor is an urban, auto-oriented commercial corridor centered on a wide arterial roadway that accommodates large traffic volumes at fairly high speeds. Most of the Victoria Avenue Corridor land area is covered by buildings, sidewalks, driveways, and large amounts of surface parking (Figure 4). Victoria Avenue is one of the eight key urban corridors defined in the City of Ventura’s General Plan (General Plan) (Ventura, City of, 2005a), from which sporadic views of visual resources are available, such as the locally known “Two-trees” and Topa Topa Mountains to the north, and limited views of agricultural areas and the Pacific Ocean to the south. The Victoria Avenue Corridor is characterized primarily by large-scale, urban shopping centers and other retail development, though single-family residential development is also present. The majority of the commercial and professional development along the corridor is low-density and auto-oriented, with building heights typically of one to two stories, with a few three to four story buildings.

Architecture along the Victoria Avenue Corridor is characteristic of typical urban strip-commercial development. Buildings are constructed out of concrete and steel, contain flat roofs, and there is little ornamentation. Many of the buildings in the Victoria Avenue Corridor area were constructed before 1980, with some newer structures developed during the 1990s, particularly residential and office buildings in the Thille neighborhood west of Victoria Avenue. The most recent larger development is the Montalvo Square Shopping Center, which was completed in 2006. In addition to Montalvo Square, the Montalvo neighborhood consists of a mix of older single-family homes.



The Thille and Montalvo neighborhoods to the west and east of Victoria, respectively, are comprised of medium-density, mostly one- and two-story single-family residences and condominiums. The most recent residential addition in the area is the 154-unit Island View Apartments project, located just south of Montalvo Square at Alameda Avenue and 8th Street (Ventura, City of, 2009).

Discussion of Checklist Answers

a) No roadways within the Victoria Avenue Corridor are designated as scenic routes or vistas by the General Plan (Ventura, City of, 2005a). The proposed amendments to the Victoria Avenue Corridor Development Code would allow the use of drive-through facilities and reduce the minimum number of stories from two to one while maintaining the minimum height requirement of 20 feet. This would not lead to the construction of larger buildings and, therefore, would not cause further inhibition of the existing occasional views of the hillsides and the ocean. Primary public views to the north and south along Victoria Avenue would remain largely unobstructed. Implementation of the Victoria Code Amendments would have no impact on scenic vistas.

NO IMPACT

b) The General Plan identifies Victoria Avenue south of Highway 101, Highway 101 itself, and SR 126 as scenic routes (Ventura, City of, 2005a). Policy 4D of the General Plan calls for protecting views along these routes. Action 4.36 requires that development within the corridor respects and preserves views of the community and its natural context. The project area is located on Victoria Avenue, north of Highway 101, and is not a designated scenic route. The southern portion of the T4.9 zone area, however, is visible from northbound Highway 101. The southern portion is developed with a two-story bank and auto oriented uses, including a gas station and a drive-through facility for fast-food drive up. The proposal to reduce the minimum number of stories from two stories to one and to allow drive-through facilities would not change the existing development pattern as viewed from Highway 101 or any scenic resources. Therefore, no impacts to scenic resources would occur.

NO IMPACT

c) The existing character of the Victoria Avenue Corridor can be described as urban and auto-oriented retail on a wide arterial roadway that accommodates large traffic volumes at fairly high speeds. Most of the corridor area is covered by buildings, sidewalks, driveways, and large amounts of surface parking. Furthermore, there are three existing drive-through facilities for fast service drive up along the Victoria Avenue Corridor, two of which are in the T4.9 zone. Therefore, proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities in T4.9 zones would not substantially degrade the existing visual character or quality of the site and its surroundings. Additionally, reducing the minimum number of stories while maintaining existing height limit requirements would have no effect on exterior building heights. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT



d) The Victoria Avenue Corridor is an urbanized area that includes streetlights, parking lot lighting, and lighting from commercial establishments. The addition of drive-through facilities would potentially create new sources of light or glare, particularly at night. New drive-through facilities may incrementally increase overall lighting in portions of the community, but would not be expected to dramatically change community-wide light conditions or greatly extend lighting into large areas where lighting is not currently present. Persistent headlight glare resulting from cars queuing in the stacking lane, however, may result in visual impacts, particularly for adjacent residential uses and oncoming traffic.

Implementation of Mitigation Measure AES-1, which requires that drive-through facilities are designed to avoid headlight glare directed towards residences and oncoming traffic, would reduce impacts to less than significant levels.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measure

AES-1 Headlight Glare. The location of drive-through facilities in relation to the building, including the location of the window, stacking lane, and access shall be oriented in a manner that headlight glare is not directed towards adjacent residential uses or oncoming traffic on public streets.

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FORESTRY 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 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:



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
II. AGRICULTURE AND FORESTRY RESOURCES				
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"/>

Existing Setting

Although agricultural production occurs within one mile of the project site, there are no identified agricultural resources within the Victoria Avenue Corridor Development Code area. The Victoria Avenue Corridor is completely urbanized and is not located on existing agricultural land. Only 0.36 acres spanning two contiguous parcels (1928 Alameda Avenue) appears to remain undeveloped and is not cultivated or designated for agricultural use. No productive agricultural land, or land designated Agriculture, occur within the Victoria Avenue Corridor area.

Discussion of Checklist Answers

a-e) The Victoria Avenue Corridor is entirely within the urban boundaries set by the General Plan, with no farmland, land designated for agricultural use, or forest land. Two areas of highly productive agricultural land are located within one mile of the project area. However, these agricultural resources are not included in the Victoria Avenue Corridor and would not be affected by allowing drive-through facilities and reducing the number of building stories in T4.9 zone of the Victoria Avenue Corridor Development Code. No forest land or timberland exists within or near the Victoria Avenue Corridor.

NO IMPACT



	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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Existing Setting

Existing conditions for air quality in Ventura County are described in detail in the Ventura County Air Pollution Control District’s (VCAPCD) 2007 Air Quality Management Plan (AQMP). Based on information available, it is not expected that baseline conditions have changed significantly since the 2007 AQMP was completed.

Regional Climate and Meteorology

Ventura County’s climate is characterized as Mediterranean, with warm dry summers and cooler, mild winters. Inland areas typically experience a wider range of temperatures than on the coast, mainly due to the separation of regions by transformation in terrain, such as the coastal mountain ranges. Maximum temperatures in the summer in coastal areas average about 70 degrees Fahrenheit (°F), while temperatures in the high 90’s are typical in the inland valleys. Average minimum winter temperatures range from the low 40s along the coast to the low 30s inland.

The County’s meteorology is largely controlled by a persistent high-pressure system over the eastern Pacific Ocean. The Pacific high-pressure system (Pacific High) remains generally fixed several hundred miles off-shore from May through September. Coastal fog and low clouds often form a marine layer along the coast, typically in the spring and early summer.



Approximately 90 percent of the total annual rainfall in the County occurs between November and April however, rainfall amounts can vary considerably among different regions in the County. Annual rainfall averages 16 inches along the Coast. The speed and direction of local winds are influenced by the location and strength of the Pacific High, by topographical features, and by circulation patterns resulting from temperature differences between land and sea. In spring and summer, when the Pacific High is at its strongest, on-shore winds from the northwest generally prevail during the day. In the fall, on-shore surface winds decline and the marine layer grows shallow, allowing an occasional weak off-shore flow. Pollutants may accumulate more during this time of year, remaining over the ocean for a few days and carried back on-shore.

Inversions occur when a cooler, more stable parcel of air is located beneath a warmer parcel of air. An inversion essentially caps pollutants that are emitted below or within them, resulting in higher ozone concentrations, particularly at the interface between the two parcels of air. This inversion effect is intensified when the Pacific High weakens and moves inland to the east, therefore reducing wind speed along the California coast, which adds to air stagnation.

Santa Ana winds can occur in the County, primarily during the fall and winter. These winds transport warm air and pollutants from the high inland deserts into the Ventura County area. Sometimes, these winds transport pollutants off the coast, where a sea breeze then brings these pollutants back on-shore, where they combine with local emissions and can sometimes result in high pollutant concentrations.

Upper level winds are typically from the north or northwest, but occasionally southerly and easterly winds occur in the winter, particularly in the morning. These winds occur infrequently in the summer, but when they do occur, they are typically accompanied by periods of high ozone (O₃), a precursor for smog. Upper level winds can transport pollutants that originate in other Counties into Ventura County.

Local Regulatory Framework

Both the federal and state governments have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) of the California Environmental Protection Agency is the state equivalent. Local control of air quality management is provided by the CARB through county-level Air Pollution Control Districts (APCDs). The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide. In addition, the City further regulates air quality through the City's Air Quality Ordinance (Ordinance 93-37). This ordinance requires developers of projects that generate emissions exceeding Ventura County APCD (VCAPCD) significance thresholds to pay air quality impact fees that are placed in a transportation demand management (TDM) fund that is used by the City to offset project emissions through implementation of regional air quality programs.

The USEPA has set primary National Ambient Air Quality Standards (NAAQS) for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), suspended particulates,



known as PM₁₀ (particulate matter with a diameter of 10 microns or less) and PM_{2.5} (particulates of less than 2.5 microns in diameter), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, the State of California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards. Table 1 lists the current federal and state standards for regulated pollutants.

**Table 1
 Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.075 ppm	0.07 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.03 ppm
	1-Hour	---	0.18 ppm
Sulfur Dioxide	Annual	0.03 ppm	---
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	---	0.25 ppm
PM ₁₀	Annual	---	20 µg/m ³
	24-Hour	150 µg/m ³	50 µg/m ³
PM _{2.5}	Annual	12 µg/m ³	12 µg/m ³
	24-Hour	35 µg/m ³	--
Lead	30-Day Average	---	1.5 µg/m ³
	3-Month Average	1.5 µg/m ³	---

ppm = parts per million

µg/m³ = micrograms per cubic meter

Source: California Air Resources Board, www.arb.ca.gov/research/aaqs/aaqs2.pdf, October 1, 2015.

Ventura is located in the Ventura County portion of the South Central Coast Air Basin. The Ventura County Air Pollution Control District (VCAPCD) is the designated air quality control agency in the Ventura County portion of the Basin. The Ventura County portion of the South Central Coast Air Basin is a state and federal non-attainment area for ozone (1-hour and 8-hour, respectively) and a state non-attainment area for suspended particulates (PM₁₀ & PM_{2.5}). Ventura County has been listed as “serious nonattainment” for the eight-hour ozone standard. The Ventura County portion of the South Central Coast Air Basin is in attainment for the state and federal carbon monoxide standards.

Current Ambient Air Quality

The Air Quality Monitoring Station in El Rio is the nearest to the City of Ventura and most representative of air quality in the Victoria Avenue Corridor. The El Rio monitoring station measures ozone, NO₂, PM₁₀, and PM_{2.5}. The closest monitoring station reporting CO is the



Goleta-Fairview station in Santa Barbara. There are no CO monitoring stations in Ventura County. Table 2 lists the ambient air quality data for the El Rio and Goleta-Fairview monitoring stations.

Sensitive Receptors

National and state ambient air quality standards represent what is considered safe, within an adequate margin, to protect public health and welfare. These standards are designed to protect the segment of the population most susceptible to respiratory problems, such as children under 14, the elderly over 65, people engaged in strenuous work or exercise, and hospital patients. Most sensitive receptors are schools and hospitals.

Grace Lutheran Day School and College Heights Christian Elementary are located adjacent to the project area, near the intersection of Telephone Road and South Hill Road. In addition, Mound Elementary School is located approximately 250 feet east of the proposed project area and Balboa Middle School is located 100 feet north of Mound Elementary. Montalvo Elementary School is approximately 50 feet east of the proposed project area and 1,000 feet north of Highway 101. There are no hospitals in the project area – the closest medical-related building is the Ventura Surgery Center on Avocet Drive, near its intersection with Crossbill Street. The closest hospital is Community Memorial Hospital, located approximately 2.5 miles northwest of the project area. An Urgent Care facility is located at 5725 Ralston Street within the Plan area.

Odors

Existing odors near the Victoria Plan area are primarily from agricultural activities and oil refinery operations. According to California Air Resources Board (CARB)'s Community Health Air Pollution Information System (CHAPIS), there are no stationary sources of air pollution within two miles of the Victoria Avenue and 101 Freeway interchange. The closest stationary sources of air pollution are in the Ventura Harbor area, approximately 2.5 miles west of the project area. These sources include a wastewater treatment plant, a refinery, and the Ventura Port District. In addition, approximately two miles south of the project area are the stationary air pollution sources of Ogden Power Pacific. The Calmat Company oil refinery is approximately three miles east of the Plan area and the Sully Miller Contracting Company is approximately 2.5 miles east, both stationary sources of air pollution (California Air Resources Board, 2004).

Significance Criteria for Short-Term Emissions

The VCAPCD has not adopted quantitative thresholds for short-term construction emissions that would apply in Ventura County. The VCAPCD recommends thresholds for short-term (i.e., construction) and long-term (i.e., operational) emissions of 25 pounds per day (lbs/day) for ROG and 25 lbs/day for NO_x. No quantitative thresholds have been set for PM₁₀ (e.g., dust).



**Table 2
Ambient Air Quality Data Concentrations**

Pollutant	Air Pollution Data		
	2012	2013	2014
Ozone, ppm - maximum hourly concentration (ppm)	0.082	0.067	0.112
Number of days of state exceedances (>0.09 ppm)	0	0	1
Number of days of federal exceedances (>0.12 ppm)	0	0	0
Ozone, ppm - maximum 8-hour concentration (ppm)	0.065	0.063	0.077
Number of days of State exceedances (>0.07 ppm)	0	0	2
Number of days of federal exceedances (>0.075 ppm)	0	0	1
Carbon Monoxide, ppm - Worst 8 Hours ^a	0.65	NA	NA
Number of days of state 1-hour exceedances (>20.0 ppm) ^a	0	-	-
Number of days of state 8-hour exceedances (>9.0 ppm) ^a	0	-	-
Nitrogen Dioxide, ppm - Worst Hour	0.057	0.040	0.039
Number of days of state exceedances (>0.18 ppm)	0	0	0
Particulate Matter <10 microns, maximum concentration in $\mu\text{g}/\text{m}^3$ (State/Fed)	56.9	46.7	51.3
Number of samples of state exceedances (>50 $\mu\text{g}/\text{m}^3$), <u>24-hour average concentration</u>	1	0	2
Number of samples of federal exceedances (>150 $\mu\text{g}/\text{m}^3$), <u>24-hour average concentration</u>	0	0	0
Particulate Matter <2.5 microns, maximum 24-hour average concentration in $\mu\text{g}/\text{m}^3$	30.8	22.2	22.2
Estimated number of days of federal 24-hour average exceedances (>35 $\mu\text{g}/\text{m}^3$)	0	0	0

Source: CARB, Air Quality Data Statistics; available at <http://www.arb.ca.gov/adam/topfour/topfour1.php>

All data except for CO data is from the El Rio Monitoring Station

a No CO monitoring is available in Ventura County, the closest point is the Goleta-Fairview site results.

NA= Not Available

Discussion of Checklist Answers

a) Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. The project site is located within the South Central Coast Air Basin (SCCAB), which includes all of Ventura County, and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). Ventura County is designated under the federal and state standards as nonattainment for 8-hour ozone and as nonattainment for the state 1-hour ozone standard (Ventura County Air Pollution Control District, 2007). The VCAPCD's Air Quality Management Plan, adopted in 2007, includes the County's strategy for attaining ozone standards.

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate



population exceeding the forecasts used in the development of the AQMP. As discussed in *Population and Housing*, the proposed amendments to the Victoria Avenue Development Code would not directly or indirectly induce any population growth. By allowing drive-through facilities, the proposed amendments do not promote the construction of additional housing units. Additionally, because the area is already developed and three drive-through facilities currently exist, the proposed amendments would not lead to the addition of businesses or employment opportunities that would result in corresponding population growth. Therefore, it would be consistent with the population forecasts contained in the AQMP. Vehicle use, energy consumption, and associated air pollution emissions within the City would be comparable to existing conditions.

LESS THAN SIGNIFICANT IMPACT

b) The proposed amendments to the Victoria Avenue Development Code would not involve any specific development that would generate long-term increases in air pollutant emissions. As discussed below, neither construction activity nor long-term operation of drive-through facilities facilitated by the proposed amendments would cause any violation of any air quality standards or contribute substantially to an existing or projected air quality violation.

Construction Impacts

Construction impacts associated with the proposed amendment would allow the construction of drive-through facilities which would generate temporary air pollutant emissions. These impacts are associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction vehicles, in addition to reactive organic gases (ROG) that would be released during the drying phase upon application of architectural coatings. Grading, excavation, hauling, and site preparation would involve the largest use of heavy equipment and generation of fugitive dust. Construction equipment would be required to comply with U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) Tier 3 standards for off-road diesel engines.

The VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or NO_x emissions over 25 pounds per day (Ventura County Air Pollution Control District, 2003). Construction-related emissions of ROG and NO_x associated with construction of individual drive-through facilities would be expected to be well below 25 pounds per day. Nevertheless, VCAPCD and City requirements pertaining to control of dust and emissions would apply to all construction activity.

Operational Impacts

Because the Victoria Avenue Corridor Development Code currently allows commercial buildings without drive-through facilities, air pollution emissions associated with the proposed amendment primarily includes emissions associated with vehicle idling in drive-through lanes. The VCAPCD has no specific rules or regulations governing land developments and no authority over the permitting of drive-through facilities. The Santa Barbara County Air Pollution Control District (SBAPCD) provided a memo to the Santa Barbara County Planning



Commission regarding the comparison of air quality impacts associated with drive-through facilities and non-drive-through facilities (Santa Barbara County Air Pollution Control District, 2008)(Appendix A). No similar study has been conducted in Ventura County. Comparison studies of projects with and without drive-through facilities have been prepared under the direction of the Santa Barbara County APCD, since the early 1990s. The scenarios in these studies have included emissions resulting from when a customer arrives at the site until the customer leaves the site. In their most recent analysis in 2008, two types of scenarios during peak-times at a restaurant were considered: average customer time while idling in the drive-through lane, and average customer time parking and re-starting vehicles.

The Santa Barbara County APCD study reported that cars idling for 10 minutes emit 0.14 grams/trip of ROG and 1.34 grams per trip of CO. In comparison, cars that are parked and restart after 10 minutes emit 0.18 grams per trip of ROG and 1.85 grams per trip of CO. Cars idling for 5 minutes emit 0.56 grams per trip of NO_x, while cars restarting after 5 minutes emit 0.70 grams per trip. The analysis concluded that idling emissions for each vehicle are lower compared to the parked vehicle emissions; therefore, park-and-restart facilities generate more emissions than a facility with drive-through facilities because a vehicle's starting and evaporative "hot soak" emissions are higher than the stabilized running exhaust emissions from an idling vehicle.

The main air quality concern associated with drive-through facilities is the potential to create carbon monoxide (CO) hotspots where a large number of vehicles idle. The nearest CO monitoring station to the project area is the Goleta-Fairview station. The highest daily maximum 8-hour CO emission averages at this station ranged from 0.61-0.65 parts per million (ppm) in 2012 (most recent data made available by CARB Air Quality Data Statistics). The California and State primary standards for daily maximum 8-hour CO emissions are 9.0 ppm. CO levels in the area have not approached state or federal ambient air quality standards for many years.

There are currently three fast-food drive-through facilities (two in T4.9) and one bank drive-through in the project area. Assuming that the Victoria Code amendment would allow the number of drive-through facilities to double, which is a conservative assumption, this would involve the addition of four drive-through facilities. According to the traffic study prepared by *Associated Transportation Engineers*, the types of facilities with the highest trip generation rates are banks. Banks with an average building size of 4,400 square feet generate an increase in traffic of 18 and 35 trips during the A.M. and P.M. peak commuter periods, equaling a total of 53 total peak commuter trips per facility per day. Based on the emission rates provided by the Santa Barbara County APCD and on the assumption that the area could support an additional four drive-through facilities, an additional 212 trips per day (53 trips/facility/day x 4 facilities) would cause an increase in 284.08 grams of CO emissions accordingly. In comparison, if there was an addition of four park-and-stop facilities, the same number of trips would cause an increase in 392.2 grams of CO emissions (assuming the duration of time spent at a drive-through and at a park-and-stop facility is 10 minutes). Therefore, the amount of CO emitted at a drive-through facility is less than that what would be emitted at a park-and-stop facility. Additionally, these amounts of CO emissions would not cause the area to approach state or federal ambient air quality standards.



As mentioned above, National and state ambient air quality standards represent what is considered safe, within an adequate margin, to protect public health and welfare. These standards are designed to protect the segment of the population most susceptible to respiratory problems, such as children under 14, the elderly over 65, people engaged in strenuous work or exercise, and hospital patients. Sensitive receptors to the project area include five elementary schools ranging from a distance of approximately 50 feet to 1,000 feet from the project area and an Urgent Care facility located at 5725 Ralston Street within the Plan area. The potential emissions associated with the proposed project would be minor and would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

LESS THAN SIGNIFICANT IMPACT

c) As discussed under parts (a) and (b), the proposed project would be consistent with the VCAPCD's Air Quality Management Plan and would not exceed VCAPCD emissions thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment.

LESS THAN SIGNIFICANT IMPACT

d) Sensitive receptors include residential areas, schools, hospitals, and daycare centers. The sensitive receptors closest to the project site are the schools discussed above. As discussed in parts b-c, the project would not generate emissions exceeding VCAPCD significance thresholds and idling engines at drive-through facilities would not be expected to create CO hotspots that would affect sensitive receivers due to the low background CO levels in the area and the distance from drive-through facilities to sensitive receivers; therefore, it would not expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

e) The proposed amendments to the Victoria Avenue Development Code, which would allow drive-through facilities and reduce the minimum building story required from two to one while maintaining the minimum building height requirement of 20 feet, would not create objectionable odors affecting a substantial number of people. Drive-through facilities are not identified in Table 6-3 of the 2003 Ventura County Air Quality Assessment Guidelines, which identifies land uses that may generate significant levels of odors and construction impacts would be short-term in nature. In addition, it is not anticipated that drive-through facilities would be located in close proximity to any uses (such as residences) that are sensitive to odors. Therefore, odor impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
-- Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Existing Setting

The Victoria Avenue Development Code area consists of approximately 260 acres of highly urban developed land. The T-4.9 zone includes 56 acres of developed land within the Victoria Avenue Corridor area with the exception of 0.36 acres. The City’s General Plan is predominantly focused on the intensification and reuse of previously developed areas, thereby



limiting expansion into agricultural and/or relatively undisturbed areas. Policies and actions put forth in the General Plan are intended to decrease development pressure on more sensitive or biologically productive areas within the scope of the General Plan.

Existing development in the Victoria Avenue Corridor consists of auto-oriented commercial centers and office uses. All of the land within the Victoria Avenue Corridor area has been modified from its natural rural state. Existing habitat consists largely of trees, windrows and landscaping. Trees and windrows can provide habitat to nesting birds. The monarch butterfly (*Danaus plexippus*), a CDFG Special Animal, can also roost in these areas that serve as wintering sites, in addition to sensitive bats such as the California Mastiff bat (*Eumops perotis*). However, the IS-MND conducted for the Victoria Avenue Corridor Development Code identifies that monarchs in the Victoria Avenue Corridor have been extirpated (Ventura, City of, 2009). Relevant actions in the General Plan pertaining to biological resources found in the Victoria Avenue Corridor are Actions 1.22, 1.23, 1.24 and 3.6, which require the preservation of mature trees and further increases in windrows and tree thickets.

Discussion of Checklist Answers

a) The allowance of drive-through facilities and a reduction of building stories, facilitated by the Victoria Avenue Development Code amendments, would occur within a completely urban and previously developed area where biological resources are limited. No habitats would be modified as a result of the proposed amendments to the Victoria Avenue Development Code and no other direct or indirect effects on special status species would occur. No impacts would occur.

NO IMPACT

b-d) The proposed amendments to the Victoria Avenue Development Code affect only land zoned T4.9 (urban general) within the Victoria Avenue Corridor. Any development under the proposed amendments would occur within a completely urban and previously developed area. No riparian habitats, sensitive natural communities, federally protected wetlands, or wildlife corridors have been identified within the Victoria Avenue Corridor; therefore, no impacts would occur.

NO IMPACT

e, f) The proposed amendments would not conflict with any local policies or ordinances protecting biological resources, such as the State Natural Communities Conservation Plan. The amendments to the Victoria Avenue Development Code would adhere to the General Plan's conservation and open space elements. There would be no conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other habitat conservation plan. Therefore, the proposed project would have a less than significant impact on local policies or ordinances protecting biological resources.

NO IMPACT



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

Existing Setting

The diversity of natural resources, the temperate climate that allows for long growing seasons, proximity to the coast, and abundant natural materials available for tool manufacturing all combined to produce an archaeological record in Ventura of almost the entire chronological and cultural span of human activity in southern California. Prehistoric sites generally involve at least one of the following resources: middens, milling stone sites, large villages, cemeteries, hilltop bead shrines, flake scatters and camp workshops (Ventura, City of, 2005b).

Within the General Plan Area, there are 25 recorded archaeological sites and 96 historic landmarks or points of interest, at least 43 of which may also contain subsurface cultural resources (Ventura, City of, 2005b). None of these identified sites fall within the Victoria Avenue Corridor area, however the potential for archaeological discoveries during trenching and grading activities remains. In addition, the Montalvo District may support a number of post war buildings which may have historic merit as they exceed 40 years in age.

Discussion of Checklist Answers

a-d) The proposed amendments to the Victoria Avenue Development Code do not alter the Code’s requirements and procedures for development review and permitting that support the protection of cultural resources. The Victoria Avenue Development Code includes a requirement for a historic assessment when new development or demolition is proposed on a structure 40 years of age or older.

There are no identified historic sites in the Victoria Avenue Corridor. However, there is always the possibility that unknown archaeological resources could be discovered during any development project in the City. General Plan Policy 9D calls for the proper treatment of



archaeological and historical resources. In addition, all development within the Victoria Avenue Corridor is subject to Mitigation Measure Cultural 1 of the Victoria Avenue Corridor Plan and Development Code Mitigation Negative Declaration, which requires the presence of an archaeologist and Native American monitor during excavations (Ventura, City of, 2009). Implementation of General Plan policies and actions and the mitigation measure identified in the Victoria Avenue Corridor Plan MND would reduce the impacts to unidentified prehistoric archaeological resources to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>



Existing Setting

The City of Ventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The City is located at the western edge of the Oxnard Plain, an alluvial plain that covers over 200 square miles in the southern portion of Ventura County. Much of the City is on the relatively flat coastal plain, but steeply sloped hills abut the northern portion of the city.

The Victoria Avenue Corridor is generally level and slopes gently from north to south. No major drainages, wetlands, or waterways occur within the project area; however, drainage throughout the City of Ventura area is generally from the hillsides to the southwest toward the Pacific Ocean.

Similar to much of southern California, Ventura is located within a seismically active region and is crossed by several potentially active fault systems. Major fault zones in the General Plan Area include the Ventura-Foothill, Country Club, Oak Ridge, McGrath, and Red Mountain faults. The Victoria Avenue Corridor is susceptible to the effects of moderate to large earthquake events. The potentially or probably active Oak Ridge fault crosses through the Victoria Avenue Corridor area roughly parallel to Highway 126 south of Telephone Road (Impact Sciences, Inc., 2011). This fault has thousands of feet of subsurface displacement, but is poorly defined at the surface.

A major earthquake event could potentially trigger liquefaction, a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel. An earthquake of sufficient magnitude and duration can create seismic waves that can shear soil deposits that have a tendency to decrease in volume. If drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil. This process can transform stable granular material into a fluid-like state. The potential for liquefaction to occur is greatest in areas with loose, granular, low-density soil, where the water table is within the upper 40 to 50 feet of the ground surface. Liquefaction can result in slope and/or foundation failure, and also post-liquefaction settlement. The southern portion of the Victoria Avenue Corridor area lies within liquefaction hazard zone (Ventura, City of, 2005b).

The southern portion of the Victoria Avenue Corridor also contains highly expansive soils, which generally consist of clay, which swells when wet and shrinks when dried. Wetting can occur naturally in a number of ways, (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines). Expansive soils are often prone to erosion. Foundations of structures placed on expansive soils may rise during the wet season and fall during the succeeding dry season. The majority of the City of Ventura, including the Victoria Avenue Corridor, is located on moderately expansive soils (Ventura, City of, 2005b).

Discussion of Checklist Answers

a.i, ii) The proposed project comprises: 1) allowing drive-through facilities within an existing urban area that is currently developed with three drive-through facilities; and 2) reducing the minimum number of stories of buildings from two stories to one story, without affecting exterior height requirements. Along with many areas across California, the Victoria Avenue Corridor is on or around active or potentially active fault traces and therefore is constantly potentially subject to surface rupture. However, the Victoria Avenue Development Code



emphasizes infill development in an area already heavily developed and the proposed amendments would not facilitate new development other than drive-through facilities. The Uniform Building Code (UBC) applies standards to development specifically designed to protect people and structures from loss, injury or death due to rupture, ground shaking, ground failure and landslides. The allowance of drive-through facilities and reducing building stories would not expose people or structures to substantial adverse effects related to rupture or ground failure. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.iii) Liquefaction due to seismic activity is a potential geological hazard in the southern portion of the Victoria Avenue Corridor, just north of US-101. City standards for building review require soil reports and geotechnical studies as standard practice. All new development would conform to the California Building Code (CBC) (as amended at the time of permit approval), as required by law. General Plan Action 7.7 requires geotechnical investigations in specified situations. Implementation of these codes and actions would ensure that future construction would resist damage from liquefaction or soil expansion. Such measures include, but are not limited to, the use of caissons, special foundation designs, and importation of clean fill. Future drive-through facilities, as allowed by the proposed amendments, would be subject to the laws and regulations currently in place and would not increase the risk of liquefaction.

LESS THAN SIGNIFICANT IMPACT

a.iv) The Victoria Avenue Corridor is flat and not subject to landslide hazards. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b-d) Expansive soils such as those in the southern end of the Victoria Avenue Corridor are susceptible to erosion, however, the Victoria Avenue Corridor consists of completely developed or previously developed land with most surface soils being covered by existing buildings or pavement. UBC, CBC, and City standards for building construction standards and review would ensure that future construction activities would be adequately protected from soil erosion, loss of top soil, lateral spreading, or expansion. Future drive-through facilities, as allowed by the proposed amendments, would be subject to the laws and regulations currently in place and would not increase risks posed by unstable soils.

LESS THAN SIGNIFICANT IMPACT

e) The entire Victoria Avenue Corridor area relies on a sewer system for wastewater disposal. No impacts to septic tanks would occur.

NO IMPACT



	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"/> |

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature.

GHGs occur from both human and non-human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil, and natural gas for heating and electricity and gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased by over 36%, 148%, and 18% respectively. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Energy Commission, 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate



change impacts. Neither VCAPCD, the City of Ventura, nor the Ventura Port District have adopted GHG emissions thresholds, and no GHG emissions reduction plan with established GHG emissions reduction strategies has been adopted locally. The VCAPCD staff, though, has examined options for GHG thresholds for CEQA documents. Among the approaches discussed, VCAPCD prefers consistency with the South Coast Air Quality Management District (SCAQMD) (Ventura County Air Pollution Control District, 2011). The SCAQMD is considering a tiered approach with locally adopted GHG reduction plans followed by GHG threshold values set to capture 90% of project GHG emissions by project type. SCAQMD's proposed threshold is 3,000 metric tons per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds - Option 1", September 2010).

a) Construction activities facilitated by the proposed amendments would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Operational emissions include emissions from energy use (electricity and natural gas production), area sources (consumer products and landscape maintenance), waste generation (emissions from waste decomposition at landfills), water sources (electricity to supply water to the project site), and mobile sources (vehicles traveling to and from the project site and vehicles idling in the drive-through lane).

The proposed amendments to the Victoria Avenue Corridor Development Code would not facilitate new development other than drive-through facilities. These facilities would not be expected to increase overall traffic or vehicle miles traveled (VMT), but they may increase emissions associated with vehicle idling in drive-through lanes. The VCAPCD has no specific rules or regulations governing land developments and no authority over the permitting of drive-through facilities. The main GHG of concern associated with drive-through facilities is the amount of CO₂ emitted compared to non-drive-through facilities.

The Santa Barbara County APCD provided a memo to the Santa Barbara County Planning Commission comparing the air quality and GHG impacts associated with drive-through facilities and non-drive-through facilities (2008)(Appendix A). No similar study has been conducted in Ventura County. The study reported that the amount of CO₂ emitted during 10 minutes of a car idling is approximately 13.42 grams per trip. Therefore, the proposed project could potentially cause an additional amount of CO₂ to be emitted in the project area. Based on assumptions and calculations discussed in *Section III Air Quality*, an additional 212 trips per day would cause an additional 2,845 grams or 0.003 MT of CO₂ to be emitted in the project area per day.

The SCAQMD Working Group has released draft recommendations for screening levels of GHG emissions. According to the draft, all land use projects that do not exceed a screening threshold of 3,000 MTCO₂e would be considered to result in a less than significant impact with respect to GHG emissions. Therefore, the potential amount of CO₂ that could be generated by the proposed amendments is minimal and impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT



b) Neither the VCAPCD nor the City of Ventura has adopted a Climate Action Plan or any other adopted plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the South Coast Association of Government (SCAG) adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and efficient transportation infrastructure."

The proposed project involves the allowance of drive-through facilities and decreases the minimum number of stories from two to one in T4.9 zones in the Victoria Avenue Corridor. It would involve enhancement of existing facilities within an urbanized area. The proposed project would not conflict with the RTP/SCS.

Executive Order (EO) S-3-05 was issued by the Governor in June 2005. EO S-3-05 sets a GHG emission reduction target of 1990 levels by 2020. Assembly Bill 32, the "California Global Warming Solutions Act of 2006," was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006, published the *Climate Action Team Report* (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include a variety of techniques aimed at the reduction of passenger and light duty truck emissions, reduction of energy and water use and increased recycling. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project such as reducing water use and encouraging smart land use. The Victoria Avenue corridor is along an existing commercial thoroughfare. The proposed project would not conflict with applicable GHG reduction strategies.

The proposed project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97 and SB 375.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Existing Setting

Hazardous materials include medical and industrial wastes, pesticides, herbicides, radioactive materials, and combustible fuels. Improper use, storage, transport, or disposal of these materials may result in harm to humans, surface or ground water degradation, air pollution, fire, or explosion.

The Victoria Avenue Corridor is bounded to the north by SR 126 and to the south by U.S. Highway 101, both identified by the General Plan as routes where transportation of hazardous materials are a concern. There are no “brownfields” or other contaminated sites located within or near the Victoria Avenue Corridor. The majority of brownfield sites in Ventura are located in the Westside and North Avenue neighborhoods (Ventura, City of, 2005a). The City has established a Brownfield Assessment Demonstration Pilot Program to fund site assessments and initiate remediation.

Within Ventura, the City Fire Department maintains a team specially trained and equipped to respond to hazardous materials emergencies. Additional equipment and personnel for large-scale hazardous materials incidents is available from the County Fire Protection District, the City of Oxnard, and the U.S. Naval Construction Battalion Center in Port Hueneme (Ventura, City of, 2005a). The County of Ventura Certified Unified Program Agency (CUPA), or Hazardous Materials Program, provides regulatory oversight for hazardous materials within the Victoria Avenue Corridor. In addition to conducting annual facility inspections, CUPA is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and stormwater illicit discharge inspections (Ventura, County of, 2012). The City Fire Department compiles and maintains a list of businesses that meet the threshold criteria for use, storage, or disposal of hazardous materials, compressed gases and/or hazardous waste. The City of Ventura Fire Department responds to all hazardous materials calls within the City. The City maintains a hazardous materials (HAZMAT) team at Fire Station 6, located at 10979 Darling Road in Ventura. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials (Ventura, City of, 2010).

a, b) The proposed amendments to the Victoria Avenue Development Code would not create a significant hazard to the public or the environment because the allowance of drive-through facilities and the reduction of building stories has no relation to hazardous materials. The Ventura County Hazardous Materials Program regulates hazardous materials, which are frequently transported along SR 126 and US Highway 101, which are located at the north and south boundaries of the Victoria Avenue Corridor, respectively. The City does not currently restrict travel ways for hazardous materials transportation. Compliance with the policies and actions set forth in the General Plan, in combination with existing regulations administered by the State of California and Ventura County HAZMAT Program would reduce impacts associated with hazardous materials to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

c) The following schools are within one-quarter mile of the Victoria Avenue Corridor: Montalvo Elementary, Portola Elementary, Mound Elementary, Balboa Middle School, Buena High



School, and College Heights Christian School. Because drive-through facilities are not used for the transport, use, or disposal of hazardous materials, no impacts to schools would occur.

NO IMPACT

d) There are no sites listed as open hazardous material sites, compiled pursuant to Government Code Section 65962.5 located within the Victoria Avenue Corridor (California State Water Resources Control Board, 2015) (Department of Toxic Substances Control, 2015). The California State Water Resources Control Board has six leaking underground storage tank (LUST) sites listed within the Victoria Avenue Corridor on their GeoTracker database. As of April of 2014, however, all six sites have been cleaned up and the cases have been closed. There are no open cases within the Victoria Avenue Corridor. Additionally, the California Department of Toxic Substances Control's online EnviroStor database showed no records of hazardous material sites within the Victoria Avenue Corridor. Therefore, the proposed amendments to the Victoria Avenue Development Code would have no impact on such sites.

NO IMPACT

e, f) The Victoria Avenue Corridor is not located within two miles of an airport or private airstrip. Therefore, the proposed amendments to the Victoria Avenue Development Code would not result in a safety hazard for people residing or working in the area.

NO IMPACT

g) The proposed amendments to the Victoria Avenue Development Code would not impair implementation of or otherwise interfere with adopted emergency response plans or emergency evacuation plans. Because there are currently existing drive-through facilities in the Victoria Avenue Corridor, and because no exterior building heights would be affected, emergency plans pertinent to the area should not need to be updated to reflect any changes.

LESS THAN SIGNIFICANT IMPACT

h) The Victoria Avenue Corridor is not directly adjacent to any hillside areas that would have wildfire risks. The Victoria Avenue Corridor is located in a heavily developed and urban setting that is not generally subject to wildland fires. No impacts would occur.

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 flood flows?	<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:

- | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) Result in inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Existing Setting

Rainfall in the City of Ventura generally drains from the hills to the north and terminates in the Ventura River, Santa Clara River or the Pacific Ocean (Ventura, City of, 2005a). The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and maintains approximately 20 natural barrancas and concrete channels that serve as major drainages in the city. There are no VCWPD controlled water courses within the Victoria Avenue Corridor. The entire Victoria Avenue Corridor is outside of the Federal Emergency Management Agency (FEMA) designated 100-year floodplain and is not anticipated to be subject to major flood hazards (Ventura, City of, 2005b).

The City owns and/or maintains local drainage facilities in the City. Most City drainage facilities are designed to convey runoff generated from a 10-year storm event within the storm drain, while city streets convey flows above the 10 year storm. The General Plan has adopted actions 5.14 and 5.15 to assess and replace failing and/or deficient storm drain systems in areas of new development or where deficiencies or failures exist (Ventura, City of, 2005a).

According to the Los Angeles Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) 303(d) List of Water Quality Limited Segments, there are no areas within the Victoria Avenue Corridor where water quality is a concern. Water quality is subject to seasonal variation. Common sources of water quality degradation in the Ventura area include surface runoff from oil fields, agricultural areas, urban land uses, and natural sedimentation. Best Management Practices (BMPs) are typically employed during construction to maintain water quality and must be consistent with anticipated pollutant loads and water quality objectives.

If the Castaic and/or Pyramid dams were to fail, they would have the potential to flood the lower portion of the Victoria Avenue Corridor (Ventura, City of, 2005b). Castaic dam is approximately 47 miles to the northeast of the City of Ventura and Pyramid dam is an additional 15 miles north of Castaic. Both dams meet applicable safety requirements and are inspected by the Division of Dam Safety and the California Department of Water Resources twice per year to ensure compliance and that any necessary maintenance is performed (Ventura, City of, 2005b).



Discussion of Checklist Answers

a) The proposed amendments to the Victoria Avenue Development Code would not violate any water quality standards or wastewater discharge requirements. Changes to development under the proposed amendments should not lead to any significant increase in impervious surface as the vast majority of the land surface within the area is already built-up or paved and auto oriented.

LESS THAN SIGNIFICANT IMPACT

b) The amendments to the Victoria Avenue Development Code are consistent with the General Plan for the intensification and reuse of developed land. No additional impervious surfaces would be added as the area is already largely built-up or paved. Furthermore, the General Plan contains adopted policies and actions for water conservation, such as Action 5.1, which calls for the use of low-flow fixtures, leak repair, drought-tolerant landscaping, and reclamation. Other General Plan policies and actions for water conservation are Policy 5A, Actions 5.1, 5.4, and Policy 5B, Actions 5.7, 5.8, 5.9 and 5.11. Any development under the proposed amendments would adhere to these policies and actions.

LESS THAN SIGNIFICANT IMPACT

c) The Victoria Avenue Corridor ends approximately one mile north of the Santa Clara River and no other stream or river occurs within the Corridor. Therefore, no stream or river would be altered by the proposed amendments, and no or of off-site substantial erosion or siltation would occur. Additionally, the Victoria Avenue Corridor is already developed, with the vast majority of land surface built-up or paved. Any development under the proposed amendments to the Victoria Avenue Development Code would be urban infill and not substantially increase the amount of impervious surface. The proposed amendments' impact on drainage patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d) The Victoria Avenue Corridor ends approximately one mile north of the Santa Clara River. No stream or river occurs within the Corridor. Therefore, no stream or river would be altered by the proposed amendments to the Victoria Avenue Development Code that result in any flooding. The Victoria Avenue Corridor is developed, with the vast majority of land surface built-up or paved. Any development under the proposed amendments to the Victoria Avenue Development Code would be urban infill and would not substantially increase the amount of impervious surface. Furthermore, the General Plan includes Actions 5.14 and 5.15 to ensure that any deficiencies in storm water drainage facilities would be repaired. The proposed amendments impact on drainage patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e) The Victoria Avenue Corridor is already developed and auto oriented with the vast majority of land surface built-up or paved. Any development under the proposed amendments to the Victoria Avenue Development Code would be urban infill and would not substantially increase the amount of impervious surface area within the corridor. Furthermore, the General Plan



includes actions 5.14 and 5.15 to ensure that any deficiencies in storm water drainage facilities would be repaired. The proposed amendments' impact on drainage and run-off patterns would be less than significant.

LESS THAN SIGNIFICANT IMPACT

f) Regulations under the Federal Clean Water Act (CWA) require compliance with the National Pollutant Discharge Elimination System (NPDES) general construction storm water permit for projects that would disturb an area greater than one acre. Compliance with the NPDES permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) that contains BMPs to control discharge of pollutants including sediment into local surface water drainage. In addition, the Ventura County Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires new development and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. Implementation of these standards and adherence to and implementation of adopted policies and actions would ensure that impacts to drainage, surface runoff, erosion, siltation, flooding, and water quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

g, h) The entire Victoria Avenue Corridor is outside the 100-year flood zone and dam inundation areas. No impact specific to the 100-year flood or dam inundation areas would occur.

NO IMPACT

i) Only the southernmost portion of the Victoria Avenue Corridor would potentially be flooded by the failure of the Castaic and Pyramid dams. The potentially affected area is already fully developed with urban structures and uses and the proposed amendments would not increase exposure. Regular inspections of both dams reduce the risk of failure to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

j) The Ventura Avenue Corridor is outside of the tsunami risk area as identified by the California Geological Survey (California Geological Survey, California Emergency Management Agency, & University of Southern California, 2009). The proposed amendments to the Victoria Avenue Development Code would have no impacts related to seiche or tsunami risks. The Victoria Avenue Corridor is located south and downhill from the City's hillsides, however, the Corridor's boundary is approximately one mile south of the City's Hillside Management Program area. This distance significantly reduces the vulnerability to mudflows or landslides.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the project:				
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 checked="" type="checkbox"/>	<input 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"/>

Regulatory Setting

The Victoria Avenue Development Code identifies four types of zones (T4.5, T4.8, T4.9, and T5.3) to guide and restrict development form and intensity within distinct sub areas of the Victoria Avenue Corridor (Figure 3). T4.9 areas contain land designated as Commerce, Neighborhood High, and Neighborhood Medium Density under the General Plan (Ventura, City of, 2005a) Within the T4.9 zone, the Victoria Avenue Corridor Development Code allows a mix of residential, shop-front retail, and service uses such as multi-family residential, financial services, medical and dental offices, and general retail less than 100,000 square feet. Conditional uses include schools, fitness facilities, and gas stations. Current regulations for buildings require a minimum of two stories and a maximum of six stories. Front and side street setback standards range from 0 feet to 15 feet, depending on frontage type, and rear yard setback standards range from 5 feet to 20 feet, depending on number of stories and location in relation to alleys.

Physical Setting

The Victoria Avenue Corridor is characterized by shopping centers and the County Government Center. The Walmart shopping center site consists of single story tilt-up construction buildings with businesses such as IHOP and Trader Joes and expansive surface parking. Victoria Village North consists of single story retail commercial use, including Harbor Freight Tools, the 99 Cents Only Store and Wendy’s. Ventura Village South at the southwest corner of Victoria Avenue and Telephone Road similarly consists of single story retail commercial buildings, including a Vons, Subway and Peets Coffee and Tea. Also at the corner of Victoria Avenue and Telephone Road is a 76 gas station with a car wash. The northeastern portion of the Victoria Avenue Corridor is occupied by the County Government Center, which



is composed of multiple three story buildings with associated open lawn with mature trees as well as expansive surface parking.

The T4.9 zone comprises 56 acres of the Victoria Avenue Corridor. This land is developed with the Victoria Village Shopping Center (anchored by Vons), smaller retail strip centers, stand-alone offices and financial institutions, and multi-family and single-family residential units. Within the Commerce-designated area of the T4.9 zone, in addition to retail, office, and residential uses, two fast-food drive-through facilities and a bank drive-through facility are legal, non-conforming. The Neighborhood High-designated parcels under the General Plan are developed with single family residential or are vacant. The segment of the T4.9 zoned land that is designated Neighborhood Medium is developed with the Ralston Village Condominiums, a 140-unit, two-story town home condominium complex. While the T4.9 zone allows six-story buildings, the tallest building in the T4.9 zone is three stories tall.

The proposed amendments would apply to the T4.9 (Urban General 9) zone. The amendments would: 1) reduce the minimum number of stories of buildings from two to one, while maintaining the minimum height standard of 20 feet; and 2) allow or conditionally allow the use of drive-through facilities, of which three currently exist.

Discussion of Checklist Answers

a) The existing development of the Victoria Avenue corridor is primarily auto oriented commercial uses. The 2005 General Plan describes Victoria Avenue as, “a wide artery with high traffic volumes and shopping centers” (Ventura, City of, 2005a). Implementation of the proposed amendments to the Victoria Avenue Corridor would not cause any shift in this existing character. Furthermore, because the proposed amendments would not alter the existing land uses within the Victoria Avenue Corridor, no neighborhoods or communities would be cut off or divided as a result of implementation of the proposed amendments.

NO IMPACT

b) The T4.9 areas contain land designated as Commerce, Neighborhood High, and Neighborhood Medium under the General Plan. The amendment to the Victoria Avenue Corridor Development Code, which would reduce the internal height of buildings and allow drive-through facilities in the T4.9 zone, would be subject to applicable General Plan Land Use Element policies, including:

Policy 3B: Integrate uses in building forms that increase choice and encourage community vitality.

Policy 3C: Maximize use of land in the city before considering expansion.

Policy 3E: Ensure the appropriateness of urban form through modified development review.

Drive-through facilities for fast-food services, which would be conditionally allowed in the T4.9 zone, would be subject to conditions of approval to ensure compatibility with surrounding uses. Drive-through facilities for retail or services, such as drive-up ATMs and banks would be allowed by right; however, the types of businesses would have limited hours of operation and



less demand, as demonstrated in Table 5. Further, reducing the number of stories from two stories to one story would not affect the exterior heights of future development, as the standard for building heights would not change. Therefore, the proposed amendments would not facilitate any new development that is incompatible with the existing setting.

The Code amendments would create the potential for additional drive-through facilities, which are not currently allowed. The area within the T-4.9 zone is developed with a mix of retail, office, and residential uses. The T4.9 zone allows building up to six stories in height, thereby substantially increasing potential square footage without occupying additional land area. The T4.9-zoned vacant parcels on Alameda Street and parcels developed with single family residences can accommodate substantial development or redevelopment given standards that allow six stories and relatively narrow setbacks. Additionally, in the Commerce designated areas, there is surplus land used for parking lots that is not fully utilized and can accommodate additional development. Within the Victoria Village South shopping center, for example, the Victoria Avenue Corridor Development Code MND anticipates an increase of 112,260 square feet of office and retail space (Ventura, City of, 2009). Therefore, the T4.9 zone could accommodate a minimum of 15,000 square feet of new commercial and office uses.

LESS THAN SIGNIFICANT IMPACT

c) There are no habitat preservation plans or areas or natural community conservation plan areas within or directly adjacent to the Victoria Avenue Corridor; therefore, the proposed project would have no impact on any habitat or natural community conservation plan.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XI. MINERAL RESOURCES

-- 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"/>

Existing Setting

There are no known mineral resources within or near by the Victoria Avenue Corridor.



Discussion of Checklist Answers

a) The proposed amendments to the Victoria Avenue Development Code do not apply to areas known to contain any mineral resources.

NO IMPACT

b) The proposed amendments to the Victoria Avenue Development Code do not apply to areas known to contain any mineral resources.

NO IMPACT

	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:

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 expose people residing or working in the project area to excessive noise levels?	<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 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"/>



Existing Setting

According to the Ventura General Plan, the major exterior noise source in the vicinity of the proposed project site is vehicle traffic. In particular, the Victoria Corridor Plan area is comprised of an eight-lane arterial and is bound to the north by SR 126 and to the south by US 101. As provided in the General Plan EIR, traffic on these two major highways generates Community Noise Equivalent Levels (CNEL)¹ greater than 75 decibels (dBA)² which are generally confined to these roadways and their immediate surroundings. Table 3 presents the approximate distance of CNEL contours from major highways and roadways in the vicinity of the Plan area. Most notably, the 60-65 dBA CNEL contour extends approximately 2,145 feet to the north of US 101, near the intersection of Victoria Avenue and Ralston Street.

**Table 3
 Existing Noise Levels from Major Roadways
 in the Vicinity of the Victoria Corridor Plan Area**

Roadway (direction of measurement)	Distance from Edge of Roadway to CNEL Contour (feet)			
	> 75 dBA	70-75 dBA	65-70 dBA	60-65 dBA
US 101 (to north)	145	335	840	2,145
SR 126 (to south)	40	190	460	1,050
Victoria Avenue (both east and west)	NA	40	85	400
Telephone Road (both north and south)	NA	<20	85	275

Note: Distances are approximate

Source: City of Ventura. 2005 Ventura General Plan Final EIR

In addition to modeled noise levels provided in the General Plan EIR, specific noise measurements were recorded from a location within the Victoria Avenue Corridor during a survey conducted from October 2001 to April 2002. The equivalent noise level (Leq³) measured at this location (60 feet to the east of the Victoria Avenue centerline) was 72.6 dBA over a 20 minute averaging period. It should be noted that the sound level measured at any one location fluctuates throughout the day. Therefore, this measurement is not necessarily indicative of long-term average daily noise exposure at this location (2005 Ventura General Plan Final EIR).

Discussion of Checklist Answers

a, c, d) The proposed amendments to the Victoria Avenue Development Code would allow drive-through facilities, which could potentially affect noise levels in the area. The major noise sources attributed to drive-through facilities include amplified speech emanating from the speaker, idling cars, cars circulating along the drive-through aisle, and less frequently, engines

¹ CNEL is the energy-averaged sound level measured over a 24-hour period, with a 10-dB penalty assigned to noise events occurring between 10:00 P.M. and 7:00 A.M., and an additional 5-dB penalty for noise during the evening (7:00 P.M. to 10:00 P.M.).

² dBA (A-weighted decibel scale) emphasizes the range of sound frequencies that are most audible to the human ear (between 1,000 and 8,000 Hertz).

³ Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy that is contained in the actual fluctuating levels over a set period of time. Typically, Leq is summed over a one hour period.



starting. Noise levels generated by loud vehicles on the site would be similar to noise levels generated by circulation of the same or similar vehicles on the roadway network and along Victoria Avenue. Noise generated from the speakers at the drive-through fast-food restaurant would reach up to 55 dBA Lmax at 50 feet (Yucca Valley, Town of, 2008). Idling vehicles typically produce noise levels of 52 to 54 dBA Lmax at 30 feet from the source (Illingworth & Rodkin, Inc., 2015). According to Section 10.650.130 of the City of Ventura Municipal Code, this level of noise would fall below the daytime threshold of 60 dBA and nighttime threshold of 55 dBA for commercial uses.

Noise-sensitive uses in the project area include residences and schools that are as close as about 200 feet to 1,000 feet from the project area. The closest sensitive uses include the Montalvo residential area, which is bordered to the north, west, and south by the project area; the Thille residential area, adjacent to the project area to the west; and Montalvo Elementary school, approximately 200 feet southeast from the project area. These sensitive uses are already shielded by noise levels associated with the adjacent commercial uses due to the amount of buildings in the project area. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. Therefore, since the noise associated with the amendment would fall below City noise thresholds and no sensitive uses are to be affected. Thus, the impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) Construction activities would be the most likely source of excessive ground borne vibration or ground borne noise levels to nearby receptors. However, these activities would be short term in nature and the City's Noise Ordinance (Sect. 10.650.150) allows for exemption of construction activities from the established noise standards during the hours of 7 a.m. and 8 p.m.

As shown in Table 4, the noise level associated with heavy equipment typically ranges from about 76 to 89 dBA at 50 feet from the source. Such noise levels can be disturbing, particularly to noise-sensitive uses such as residences, schools, and hospitals. The grading/excavation phase of construction tends to create the highest construction noise levels because of the operation of heavy equipment.

Table 4
Typical Noise Levels at Construction Sites

Equipment Onsite	Average Noise Level at 50 Feet
Air Compressor	81 dBA
Concrete Mixer	85 dBA
Saw	76 dBA
Scraper	89 dBA

Source: Transit Noise and Vibration Impact Assessment, Harris Miller Miller & Hanson Inc., May 2006.



Individual construction projects would be expected to generate noise levels similar to those shown in Table 4. Such levels would be temporary, but could potentially exceed ambient noise levels given that ambient noise in the area is typically within 60 - 75 dBA. Assuming compliance with the City's Noise Ordinance for hours of construction, ground borne vibration and noise associated with construction activities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

e, f) The Victoria Avenue Corridor is not located within two miles of a public airport or public use airport or in the vicinity of a private airstrip. Therefore, the project would have no impact relative to airport noise.

NO IMPACT

	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"/>

Existing Setting

The T4.9 zone allows multifamily development (Ventura, City of, 2009). Within the Victoria Avenue Corridor, there are currently approximately 511 residential units. Residential neighborhoods within the T4.9 zones of the Victoria Avenue Corridor area consist of attached medium-density housing along Gaviota Lane and single family homes along Victoria Avenue at the southeast portion of the Corridor, some of which are used for commercial purposes. Additionally, construction has recently begun on the 154-unit Island View apartment complex, just south of Montalvo Square.

The two main residential neighborhoods adjacent to Victoria Avenue Corridor are Thille to the northwest and Montalvo to the east. The Thille neighborhood consists of a mix of housing types built mostly between 1960 and 1980, with some development that occurred in the 1990s to 2000.



The Montalvo neighborhood also consists of a mix of housing types, with newer development in close proximity to the Montalvo Square Shopping Center.

Discussion of Checklist Answers

a) The proposed amendments to the Victoria Avenue Development Code would not directly or indirectly induce any population growth. The proposed amendments would not promote the construction of additional housing units and would not involve the extension of any roads or other infrastructure. No impact would occur.

NO IMPACT

b, c) The Victoria Avenue Corridor is developed with a mix of commercial and residential uses. Allowing drive-through facilities in the T4.9 zone would not result in displacement of housing units above what may be displaced under existing regulations. No impact would occur.

NO IMPACT

	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:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>



Existing Setting

The City of Ventura provides public services to the Victoria Avenue Corridor. The City of Ventura Fire Department (VFD) provides emergency and non-emergency fire and protection services, including fire response, emergency medical response, hazardous materials response, and public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, code compliance and public education. The City of Ventura Police Department (VPD) provides a variety of law enforcement and community services within City jurisdictional limits, including the Victoria Avenue Corridor.

There are several city parks within or close to the Victoria Avenue Corridor, including 5-acre Montalvo Hill Park and a network of linear parks running along the western length of the Corridor. Public schools within or near the Victoria Avenue Corridor include Montalvo Elementary, Elmhurst Elementary, Portola Elementary, Mound Elementary, Balboa Middle School, Buena High School, Foothill Technology High. Grace Lutheran School, Temple Christian School, and College Heights Christian Schools, are private schools within 1/4-mile of the Victoria Avenue Corridor.

Discussion of Checklist Answers

a (i) The Victoria Avenue Corridor is served by Fire Station 3, located at 5838 Telegraph Rd. The Ventura Fire Department (VFD) has a response time goal of four minutes (for at least 90 percent of responses); however, response times in the Montalvo area currently exceed four minutes, and therefore do not meet VFD standards (Ventura, City of, 2005a). However, the General Plan Policy 7C for optimizing firefighting and emergency response capabilities and Actions 7.12, and 7.13, ensure adequate structural fire protection, access, water supply, vegetation clearance, and measures that resolve extended response time problems. The proposed amendments to the Victoria Avenue Development Code would change the minimum number of stories from two to one in T4.9 zones; however, the minimum building height would remain at 20 feet. Therefore, no change in required equipment type would be expected. No new fire protection facilities would be needed to serve the Victoria Avenue Corridor as a result of the proposed amendments to the Victoria Avenue Development Code.

NO IMPACT

a (ii) The General Plan accounts for growth in its assessment of police needs. There is no identified need for new police facilities within the Victoria Avenue Corridor (Ventura, City of, 2005a). The proposed amendments would allow drive-through facilities, which would not increase demand for police protection service or create the need for new or expanded facilities.

NO IMPACT

a (iii) The proposed amendments to the Victoria Avenue Development Code would not result in the generation of any new students in the Ventura Unified School District because allowing drive-through facilities and reducing the minimum story requirement of buildings in the T-4.9 zone would not result in an increase in population. Furthermore, payment of state mandated statutory fees, which would be required for most new development is deemed to be a full and complete mitigation of the impacts of any legislative or adjudicative act, or both involving, but not limited to, the planning, use, development of real property, or any change in governmental



organization or reorganization. Assuming collection of state-mandated school impact fees on all new development within the Victoria Avenue Corridor, no impacts would occur.

NO IMPACT

a (iv) General Plan Actions 6.1 and 6.2 address the issue replacing parks with urban development by encouraging development of new parks and community gardens, and requiring higher density development to provide aesthetic green spaces such as pocket parks and seating plazas. There are currently no existing parks or open space overlays in T4.9 zones within the Victoria Avenue Corridor. Therefore, there are no anticipated significant impacts to parks as a result of the implementation of the proposed amendments to the Victoria Avenue Development Code would have no impact to parks.

NO IMPACT

a (v) There are no anticipated significant impacts to public facilities as a result of the implementation of the proposed amendments to the Victoria Avenue Development Code.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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"/>

Existing Setting

No natural undeveloped open space is located in close proximity to the project area. There are two City owned parks within the Victoria Avenue Corridor, Montalvo Hill Park and the County Hill Linear Park. The closest parks outside of the Victoria Avenue Corridor include, Vista Barranca Park and Thille Park. Vista Barranca is a linear park located along an oak- and willow-lined drainage flowing from north to south through the Montalvo neighborhood and is located approximately one-third of a mile to the east. Thille Park is located between Thille and Saratoga streets, approximately 1/3 mile to the west.



Discussion of Checklist Answers

a) Allowing drive-through facilities and reducing the required number of internal of building stories would have no effect on the use of parks. The amendments would not increase the local population, nor would it physically affect parks. The Victoria Avenue Corridor is already a heavily developed area and the addition of drive-through facilities would not directly affect any existing recreational facilities or increase demand for recreational facilities. Therefore, the proposed amendments to the Victoria Avenue Corridor Development Code would have no impact on the use of existing parks and other recreational facilities in the area.

NO IMPACT

b) There are no existing parks within T4.9 zones of the Victoria Avenue Corridor. Therefore, the proposed amendments to the Victoria Avenue Development Code would have no significant impact on the recreational facilities and would not require the construction of new or expanded recreational facilities.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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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 congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<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
XVI. TRANSPORTATION/TRAFFIC				
-- Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Associated Transportation Engineers prepared a Traffic and Circulation Analysis of the proposed amendments. That analysis is included in its entirety in Appendix A. The analysis in this Initial Study relies in part on the findings of the ATE analysis.

Existing Setting

Victoria Avenue Corridor is an eight lane arterial that extends for approximately one and a quarter miles between U.S. Highway 101 to the south and SR 126 on the north. Primary vehicular access to the area is via US Hwy 101 and SR 126, with additional access off Telephone Road, a four-lane arterial, and two lane connectors such as Ralston and Walker Streets. Walker Street is a freeway frontage road west of Victoria Avenue that connects with Moon Drive to the east. Thille Street provides access only to the west of Victoria Avenue. Telephone Road provides east-west access across the City, extending four miles east to Saticoy, with an interchange at U.S. Highway 101 approximately one mile west of Victoria Avenue. Ralston Street and the Walker Street/Moon Drive collector extend for approximately two miles and provide connectivity to both the Thille and Montalvo neighborhoods to the northwest and to the east, respectively. With the exception of these streets, roadway circulation connectivity with surrounding neighborhoods is limited, with roads in adjacent neighborhoods sometimes terminating in cul-de-sacs or obstructed by walls or commercial centers.

Public transit service along the Victoria Avenue Corridor is provided by both Gold Coast Transit (GCT) and Ventura Intercity Service Transit Authority (Vista) (Ventura, City of, 2005b).

Pedestrian and bicycle access within and around the Victoria Avenue Corridor is provided via sidewalks on all streets, as well as dedicated Class I pedestrian and bike trails located along the corridor’s western boundary and in Montalvo Hill park adjacent to Montalvo Square. Sidewalks are marked as bike paths along Victoria Avenue, and Ralston Street and Telephone Road are designated Class II bike paths. Along Victoria Avenue, little buffer currently exists between on-street traffic and the adjacent pedestrian realm, however, two zoning overlays of



the Victoria Avenue Corridor Development Code are intended to facilitate the construction of frontage improvements for safe and convenient pedestrian access concurrent with future development.

The Victoria Shopfront Overlay applies to parcels zoned T5.3 (Montalvo Square and Wal-Mart shopping centers) as well as the T4.9-zoned Victoria Village South shopping center between Gaviota Lane and Ralston Street. The Shopfront Overlay requires a landscaped sidewalk separated by a slip road and angled parking for safe and convenient pedestrian and vehicular access and parking for businesses. The Parkway Overlay applies to the remaining T4.9 parcels along Victoria Avenue and requires a landscape buffer and wider sidewalks.

The existing average daily trips (ADT) along Victoria Avenue range between 50,000 and 54,000 ADT (Ventura, City of, 2009). Additionally, the IS-MND for the original Victoria Avenue Development Code found the level of service (LOS) at intersections along Victoria Avenue range from LOS A to LOS C.

Discussion of Checklist Answers

a-b) Victoria Avenue is an eight lane arterial and auto oriented corridor that accommodates high levels of traffic. Within T4.9 zones, there are two existing fast-food drive-through facilities, Wendy’s and Jack-In-The-Box, as well as one existing bank drive-through facility, First Bank. The allowance of drive-through facilities may increase traffic along Victoria Avenue, depending on establishment type and building size (Table 5); however, as demonstrated in Table 6, 35 percent to 50 percent of the trips would be “pass by” trips, which are drawn from existing traffic streams on Victoria Avenue and would not result in increased trips. (Associated Transportation Engineers, 2015). Assuming the addition of one drive-through bank and one drive-through pharmacy, traffic would increase by 24 AM trips and 56 PM trips. This increase is well below the City of Ventura General Plan assumption of 7,000 ADT by 2025 on Victoria Avenue (Ventura, City of, 2005b). The allowance of several drive-through facilities could be accommodated under existing policies and standards.

**Table 5
 Additional Traffic Generated by Drive-Through Facilities**

Land Use	Average Building Size	Trips Generated with Drive-Through	Trips Generated without Drive-Through	Additional Trips
Fast-Food Restaurant	3,800 SF	AM = 173 trips PM = 124 trips	AM = 167 trips PM = 99 trips	AM = +6 trips PM = +25 Trips
Coffee/Donut Shop	2,000 SF	AM = 201 trips PM = 86 trips	AM = 217 trips PM = 82 trips	AM = -16trips PM = +4 Trips
Pharmacy	13,850 SF	AM = 47 trips PM = 137 trips	AM = 41 trips PM = 116 trips	AM = +6 trips PM = +21 Trips
Bank	4,400 SF	AM = 44 trips PM = 88 trips	AM = 26 trips PM = 53 trips	AM = +18 trips PM = +35 Trips

** Provided by Traffic and circulation analysis for the Victoria Avenue Corridor Development Code Ordinance amendment, Associated Transportation Engineers, January 11, 2016 (Associated Transportation Engineers, 2015)*



**Table 6
 Trip Types for Commercial Uses with Drive-Through Lanes**

Land Use	Trip Type	
	Primary and Diverted Trips	Pass-By Trips
Fast-Food Restaurant	50%	50%
Coffee/Donut Shop	50%	50%
Pharmacy	51%	49%
Bank	65%	35%

Source: Associated Transportation Engineers 2015

The proposed amendments to allow drive-through facilities in T4.9 zones of the Victoria Avenue Corridor Development Code would not affect the use of public mass transit within the Victoria Avenue Corridor. As Victoria Avenue is improved with wider sidewalks and landscape buffers, per the Shopfront and Parkway Overlay standards, the public realm is anticipated to transition from an auto-oriented thoroughfare to a multi-modal urban setting. The addition of drive-through facilities fronting Victoria Avenue may conflict with the Shopfront and Parkway Overlay standards of the Victoria Avenue Corridor Development Code. Impacts would be potentially significant; however, implementation of the mitigation measure below would reduce impacts to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

The following mitigation measures would reduce potentially significant impacts to transportation hazards to less than significant levels.

T-1(a) Access and Circulation. The Victoria Avenue Corridor Development Code shall include the following drive-through facility design standards:

Drive-through lanes shall be designed as follows:

- Lanes shall not enter or exit directly onto the public right-of-way. Drive-through lane entrances and exits shall be located a minimum of 50 feet from the nearest adjacent street connection (driveway).
- Drive-through lanes shall be clearly marked with signs and pavement markings delineating the entrance, exit and one-way path of travel.
- Drive-through stacking lanes shall be delineated from traffic aisles, other stacking lanes, and parking areas with striping, curbing, landscaping and the use of alternative paving materials or raised islands.
- Internal traffic circulation patterns on the lot shall be adequate to keep traffic from backing into the street or blocking access to any required parking spaces on the lot.
- As determined by the City Engineer, a traffic study addressing both on-site and off-site traffic and circulation impacts may be required as part of a permit application for a drive-through facility.



T-1(b) Drive-Through Lane Vehicle Stacking. The Victoria Avenue Corridor Development Code shall include the following drive-through facility design standards:

Drive-through stacking lanes shall be designed to avoid conflicts with vehicular traffic flows, adjacent streets, and parking areas. Stacking lanes shall be designed to meet minimum stacking spaces set forth in the table below. In the case of unique uses, a queuing study may be performed to determine the stacking requirements subject to the approval of the Community Development Department Director.

Table 7
Drive-Through Lane Stacking Requirements

Land Use	Vehicle Stacking	Measured From
Fast-Food Restaurant	10 Vehicles	Pick-Up Window
Coffee/Donut Shop	12 Vehicles	Pick-Up Window
Pharmacy	4 Vehicles	Pick-Up Window
Bank	8 Vehicles	Teller Window/Remote Teller
Remote ATM	4 Vehicles	ATM Machine
Automated Car Wash	4 Vehicles	Car Wash Entrance

- Each stacking space shall be a minimum of 20 feet in length and 10 feet in width along straight portions; and a minimum of 12 feet in width along curved segments.
- The drive-through lane design shall be independent of any on-site parking spaces, parking maneuvering areas, public streets, alleys or traffic ways.
- Drive-through lanes shall not impede or impair access into or out of adjacent parking spaces.

T-1(c) Avoidance of Pedestrian and Bicycle Conflicts. The Victoria Avenue Corridor Development Code shall include the following drive-through facility design standards:

- Direct pedestrian entry through the front of the building shall be provided from public streets and sidewalks to the building entrance.
- Well-articulated pedestrian routes and zones shall be provided on the site, linking building entrances and parking areas.
- Drive-through lanes should be designed to minimize conflicts with pedestrian walkways, bicycle routes, and paths of travel.
- Drive-through lanes that obstruct a pedestrian pathway between parking areas or sidewalks and entries into the building should be designed with a pedestrian crossing that is delineated by landscaping, striping, curbing, or raised or decorative paving, to separate pedestrian and vehicular access and circulation.



T-1(d) City Engineer Review and Approval. All drive-through facilities shall be reviewed and approved by the City Engineer prior to final approval to ensure conformance with design standards.

c) No airports are located within or in close proximity to the Victoria Plan area. Implementation of the proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities and reduce the minimum building story requirement from two to one in T4.9 zones would not affect air traffic at any of the airports within Ventura County or at any other airport within the region.

NO IMPACT

d, e) As discussed in the ATE Traffic and Circulation Analysis (Appendix A), drive-through facilities can attract a high volume of automobile traffic accessing a site. The circulation patterns and vehicle stacking that result from drive-through lanes have the potential to create vehicular and pedestrian conflicts on the site of the drive-through facility and on the surrounding street network. Drive-through facilities could result in potential impacts to:

- Adjacent streets and intersections due to the location of site driveways and the creation of turning movement conflicts;
- Vehicular and bicycle traffic on adjacent streets from vehicle queues extending beyond designated storage areas interfering with roadway traffic flows;
- Vehicle queuing on adjacent parking spaces;
- Pedestrian safety due to drive-through lane circulation and stacking; and
- Emergency access due to vehicle stacking spilling over onto roadways and parking areas.

Drive-through retail or services, such as ATMs, banks, and pharmacies, would be allowed by right in the T4.9 zone. Drive-through facilities for fast-food services in the Victoria Avenue Corridor would be conditionally allowed in the T4.9 zone, and would be subject to conditions that may reduce the potential for transportation-related design hazards. They would not, however, be subject to development and operational standards set forth in Chapter 24.475 of the Municipal Code, which require setbacks and drive-up lane design configurations that are intended to improve design and safety. Impacts would be potentially significant; however, implementation of the mitigation measures below would reduce impacts to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Implementation of mitigation measures T-1(a)-T-1(d) would reduce potentially significant impacts to transportation hazards to less than significant levels

f) Transit service along the corridor is provided by both GCT and Vista (Ventura, City of, 2005b). Pedestrian access within and around the project site is provided via sidewalks on all streets, as well as dedicated Class I pedestrian trails located along the Plan area's western boundary in Thille and in Montalvo Hill linear park adjacent to and north of Montalvo Square.



Bicycle traffic is accommodated on the sidewalks which are marked as bike paths along Victoria Avenue and on Class II bike paths on Ralston and Telephone roads.

The proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities would not affect any public transportation, bike ways or pedestrian facilities. Therefore, there would be no impact.

NO IMPACT

	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 checked="" type="checkbox"/>	<input 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"/>



Existing Setting

The City of Ventura provides sewer and water service to approximately 98 percent of the City residences and buildings, including those in the Victoria Avenue Corridor. The total population served is approximately 109,000. These residences generate approximately 9 million gallons of wastewater per day, which is carried by more than 375 miles of sewer mains and 14 lift stations to the Ventura Water Reclamation Facility. The Ventura Water Reclamation Facility is a tertiary treatment plant, located in the Ventura Harbor area near the mouth of the Santa Clara River. Approximately every five years, the Los Angeles Regional Water Quality Control Board updates the Waste Discharge Requirements (WDR) and National Pollutant Discharge Elimination System (NPDES) permit that outlines the conditions for managing the water cleaned by the Ventura Water Reclamation Facility. The current permit was adopted by the Regional Board on November 7, 2013 (Ventura, City of, 2010).

The City of Ventura works collaboratively with the Ventura County Watershed Protection District, the County of Ventura, and other cities throughout the county to meet clean water regulations as the Countywide Stormwater Program. Each of these public entities operates separate municipal storm drain systems and discharge stormwater under the Ventura Countywide Stormwater NPDES permit.

As required by municipal ordinance, the City of Ventura is the sole purveyor of potable water within the City limits. There are three sources that provide water to the City water system, the Ventura River, Lake Casitas, and local groundwater wells. There are two wells located along the Victoria Avenue Corridor that are currently active. Due to prolonged droughts in California, water levels in Lake Casitas were below 50% capacity as of May 2015. As a result, there is an anticipated reduction of 20% to the City's water supply from Casitas through 2016 (RBF, 2015). Similarly, drought has significantly impacted the City's ability to draw water from the Ventura River. The City's groundwater resources have also been impacted by the drought. As of January 2016, the amount of water that the City is allowed to pump from the Fox Canyon Aquifer will cut by approximately 6% (RBF, 2015). Overall, the prolonged drought in California has significantly impacted the City's water supply, making the current spread between supply and demand very close and showing the potential for demand to exceed supply if the drought was to persist. The 2015 Comprehensive Water Resources Report made the recommendation for the City to closely evaluate new development projects on the basis of current water supply and demand conditions and to continue to develop additional water supply resources (RBF, 2015).

The Office of Environmental Sustainability within the City of Ventura Public Works Department manages the collection and disposal of solid waste within the City. After collection, waste is sorted at the Gold Coast Material Recovery Facility and Transfer Station. What cannot be recycled is then sent to landfills. The majority of waste sent to landfill is sent to the Toland Road Landfill, which is managed by the Ventura Regional Sanitation District. Waste can also be sent to the Simi Valley Landfill, managed by Waste Management. These are both permitted non-hazardous waste landfills and are able to handle increased waste capacities if needed.

Discussion of Checklist Answers

a-b) The proposed amendments to the Victoria Avenue Corridor Development Code would allow drive-through facilities within already developed T4.9 zones. Drive-through facilities do



not generate any wastewater and would therefore have no impact on wastewater treatment facilities or wastewater treatment requirements.

NO IMPACT

c) Almost the entirety of the surface area of T4.9 zone is covered with buildings or paving. Development under the proposed amendments would not significantly alter the existing drainage patterns or lead to increased stormwater runoff. Additionally, General Plan Actions 5.14 and 5.15 were developed to ensure that any deficiencies in the existing stormwater infrastructure are remedied through the development of a financing program for replacing failing storm drain pipes and establishing assessment districts or other mechanisms to address storm drain deficiencies in areas where new development is anticipated and deficiencies exist.

Action 5.14 – Develop a financial program for the replacement of failing corrugated metal storm drain pipes in the City.

Action 5.15 – Establish assessment districts or other financial mechanisms to address storm drain system deficiencies in areas where new development is anticipated and deficiencies exist.

The proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities in T4.9 zones would not affect storm drain facilities. Therefore, impacts to storm drain facilities would be less than significant.

NO IMPACT

d) The proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities in T4.9 zones would not increase demand on water resources. There would be no impact to water supply.

NO IMPACT

e) The proposed amendments to allow drive-through facilities in T4.9 zones would not directly affect wastewater treatment facilities or increase wastewater generation. No impact to wastewater treatment facilities would occur.

NO IMPACT

f,g) Allowing drive-through facilities in T4.9 zones of the Victoria Avenue Corridor would not increase solid waste generation. Solid waste generated by drive-through retail or services such as automated teller machines, banks, and pharmacy dispensaries would be unchanged from walk-in facilities, and waste would be minimal. The amount of solid waste generated at fast service dining establishments (packaging, disposable utensils, napkins, etc.) would be reduced on-site because trash would be disposed offsite (i.e., the location where the food is consumed). Citywide, however, solid waste generation would remain unchanged as there is adequate capacity in the landfills. No impact to solid waste or landfills serving the project area would occur.

NO IMPACT



	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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" 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 type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a) Because the Victoria Avenue Corridor is almost entirely developed and urbanized, the proposed amendments to the Victoria Avenue Corridor Development Code do not have the potential to substantially reduce habitat of a fish or wildlife species, cause a species population to drop below self-sustaining levels, threaten to 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. As discussed in the Biological Resources and Cultural Resources sections above, biological resources in the Victoria Avenue Corridor are limited and there are no known cultural sites. Mitigation measures for Cultural Resources would prevent impacts to as yet undiscovered resources.

LESS THAN SIGNIFICANT IMPACT

b) The proposed amendments to the Victoria Avenue Corridor Development Code to allow drive-through facilities and reduce the minimum internal building story requirement from two to one story would not contribute to any cumulative impacts, as discussed throughout this Initial Study. The Victoria Avenue Corridor is already a fully developed, urbanized area. The proposed amendments will only serve to allow drive-through facilities in an already auto oriented corridor. The allowance of drive-through facilities in T4.9 zones of the Vitoria Avenue



Corridor would not result in substantial development opportunities above what is currently allowed by existing standards. Therefore, the proposed amendments would not contribute to any cumulative impacts within the City of Ventura.

NO IMPACT

c) The proposed amendments to the Victoria Avenue Corridor Development Code would not result in impacts that would directly or indirectly cause substantial adverse effects on human beings. Projects developed under the amendments to the Victoria Avenue Corridor Development Code could potentially have short-term adverse effects on human beings, especially during construction activities (i.e., noise, dust, etc.), but none of these impacts would be long term or significant.

LESS THAN SIGNIFICANT IMPACT

Conclusion

The proposed amendments to the Victoria Avenue Corridor Development Code, which would allow drive-through facilities and reduce the minimum building story requirement from two to one while maintaining the minimum height requirement of twenty feet in T4.9 zones, are consistent with the General Plan. Any development carried out as a result of the proposed amendments would have less than significant impacts.



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Appendix A

Air Quality and Greenhouse Gases



To: Santa Barbara County Planning Commission

From: Santa Barbara County Air Pollution Control District
(Contact: Vijaya Jammalamadaka, 961-8893)

Date: March 6, 2008

Subject: Air Quality Impacts of Drive-through Facilities vs. Non-Drive-through Facilities

The Santa Barbara County Air Pollution Control District (APCD) is an independent local government agency that works to protect the people and the environment of Santa Barbara County from harmful effects of air pollution. We appreciate this opportunity to respond to the request by your Planning Commission to explain the air quality impacts associated with drive-through land uses such as fast food restaurants, pharmacies and banks. The APCD has no specific rules or regulations governing land developments and no authority over the permitting of drive-through facilities. As a general policy the APCD discourages the construction of new facilities that are wholly dependent on the automobile. The APCD promotes the use of public transit, bicycling and walking.

Background: In 1979 the first clean air plan, the *1979 Air Quality Attainment Plan* (AQAP), was adopted for Santa Barbara County in response to the federal Clean Air Act amendments of 1977. At that time, Santa Barbara County was classified a non-attainment area for the federal ambient air quality standards for carbon monoxide (CO), ozone and particulates. The adopted 1979 AQAP included land use policies and measures intended to, “increase the use of transit, bicycle, and pedestrian transportation modes; reduce use of and dependence upon the automobile.” Following adoption of the 1979 AQAP, both the County and the City of Santa Barbara adopted zoning ordinances restricting the development of new drive-through facilities. Land use and transportation control measures to restrict the development of auto-dependent facilities were included in the 1982, 1989, 1991 AQAPs. In 1991, at the direction of the APCD Board, this restriction was removed from the 1991 AQAP and subsequent clean air plans.

The County’s requirement to provide a comparison of the air quality impacts between drive-through facilities and the same project without drive-through lanes is in the **Santa Barbara County LUDC, Section 35.42.130** which states that a facility can operate with a drive-through only if that facility would have no greater adverse impact upon air quality than that same facility without a drive-through. The APCD reviews the calculations to

assist the County Planning and Development Department (P&D) in determining consistency with the County’s ordinance.

Methodology: In this memo, the APCD has shown some methods of comparing a drive-through facility with a non-drive-through facility.

Originally, the main air quality concern associated with drive-through facilities was the potential to create carbon monoxide (CO) hotspots where a large number of vehicles idle. Since the early 1980s Santa Barbara County has been in attainment of federal carbon monoxide standards. Now, due to the relatively low background ambient CO levels in Santa Barbara County, localized CO impacts associated with drive-through project traffic alone are not expected to exceed the CO health-related ambient air quality standards. Therefore, comparison studies have focused on oxides of nitrogen (NOx) and reactive organic gases (ROG) emissions. NOx and ROG are precursors to ozone formation and, currently, the County does not meet the State ozone standard.

Comparison Analysis based on Trip Generation: The average daily trips (ADT) for drive-through and non-drive-through land uses is provided by the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 7th ed., (2003) as shown in Table 1 below.

Table 1

Land use	ITE Trip Generation Rate	Comments
Fast food without drive-through	716 trips per day/1000 square feet	Based on 21 separate studies.
Fast food with drive-through	496.12 trips per day/1000 square feet	Based on one observation (Caution: use carefully—small sample size)
Walk-in bank	156.48 trips per day/1000 square feet	Based on one observation. (Caution: use carefully—small sample size)
Drive-in Bank	246.49 trips per day/1000 square feet	Based on 19 studies.
Pharmacy/Drugstore without Drive-Through Window	90.06 trips per day/1000 square feet	Based on 6 studies.
Pharmacy/Drugstore with Drive-Through Window	88.16 trips per day/1000 square feet	Based on 3 studies (Caution: use carefully—small sample size)

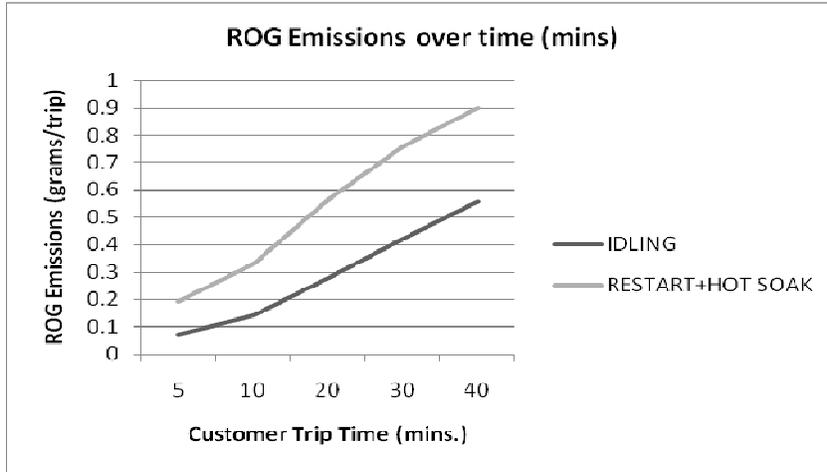
In general, using the Urban Emissions model (URBEMIS 2007, a model designed to estimate air emissions from land use development projects), all daily pollutant emissions from vehicles driving to the site are directly proportional to the ADT and the miles driven to get to the site. Because the sample sizes used by ITE to estimate ADT for some of these uses are not robust, **the APCD does not recommend basing project emissions comparisons for these types of facilities on the ADT alone.** For example, if ITE average daily trip data were used daily NO_x, ROG, PM₁₀, CO₂ and other emissions for the non-drive-through fast food restaurant would be, proportionately, about 30% higher than for the drive-through restaurant; however, a drive-in bank would generate more emissions than a walk-in bank. The Pharmacy/Drugstore comparisons would be similar. Therefore, the APCD recommended that the on-site comparison analysis, discussed below, as the preferred comparison method.

On-site Comparison Analysis: Comparison studies of projects with and without drive-throughs have been prepared under the direction of the APCD, since the early 1990s. The scenarios in these studies have included emissions resulting from when a customer arrives at the site until the customer leaves the site. **For the purposes of these analyses,** two types of scenarios **during peak-times** at a restaurant were considered:

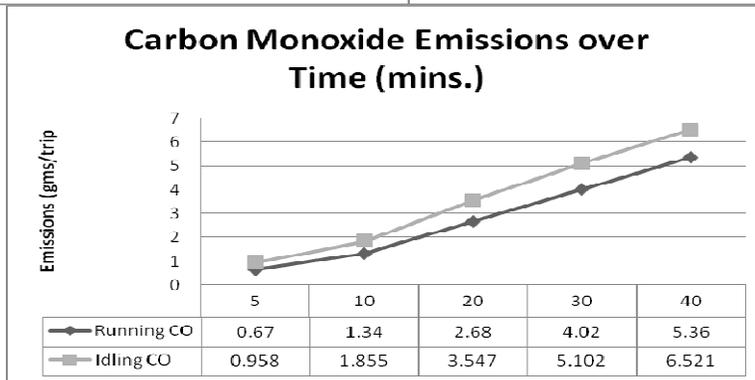
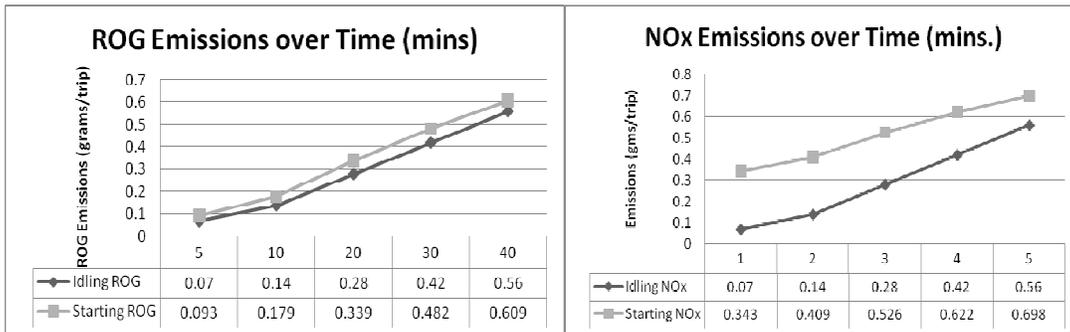
1. average customer time while **idling** in the drive-through lane, and
2. average customer time **parking and re-starting** vehicles.

Using the latest emission factors model from the California Air Resources Board, namely EMFAC 2007 (for the years 1975-2008, 70⁰F, relative humidity 50%) we can calculate the emissions for ROG, NO_x, and CO for each of the above scenarios.

In the idling mode it is assumed that the vehicle engine and emission control systems are warmed up so the “stabilized running” emission factors are used. The “park and re-start” mode emissions are the sum of starting emissions and “hot soak” emissions after a certain number of parked minutes. “Hot soak” emissions are ROG emissions due to evaporating fuel from a hot engine that occurs immediately after a vehicle is turned off. After the vehicle is re-started there is an initial period of higher emissions while the emission control systems warm up (these “starting emissions” are the highest contributor to trip emissions).



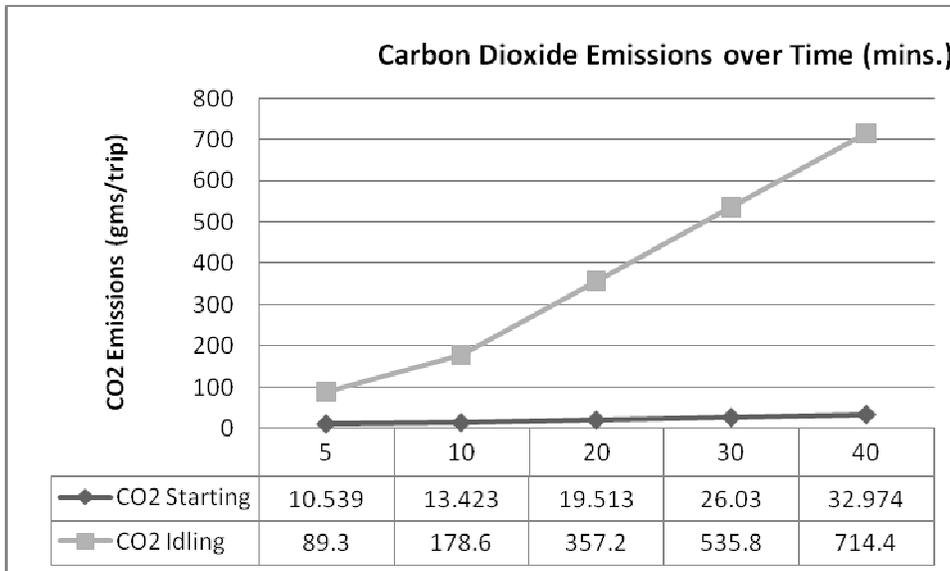
As shown in the Figure above, if the comparison is done on a per-trip basis, **idling ROG emissions for each vehicle are always lower compared to the parked vehicle emissions** (the sum of starting emissions and hot soak emissions) and the difference in emissions between each mode increases with time.



As shown above, **starting emissions** for ROG, NOx and CO are higher than idling emissions.

The resulting emissions differences between a project with a drive-through and without a drive-through are very dependent on the time the customer spends at the site. The time spent is, in turn, dependent on the assumptions regarding the number of cars in queue in the drive-through lane, and the number of cars the lane can accommodate under a “reasonable worst case scenario.” For example, the analysis for the *Evergreen Shopping Center Re-model* used **15 minutes as the customer idling time in the drive-through lane and 28 minutes of parked time at a sit-down restaurant, per vehicle, during peak hours.** Other factors used in the onsite comparison studies include, the assumed average daily trips (ADT), the percentage of customers assumed to be using the drive-through and the assumed number of sit-down customers. All these assumptions are based on information provided by the applicant and previous similar analyses. **In general, these reasonable worst-case scenario comparison studies have shown that a park-and-restart facility would generate more emissions than a facility with drive-through because a vehicle’s starting and evaporative “hot soak” emissions are higher than the stabilized running exhaust emissions from an idling vehicle that did not turn off the engine.**

Greenhouse Gases: As shown in the graph below, running exhaust emissions of carbon dioxide (CO₂) from idling vehicles are significantly higher than re-starting emissions from parked vehicles (EMFAC 2007). CO₂ is a major greenhouse gas and a significant contributor to global climate change. Global climate change is a growing concern that needs to be addressed by the decision makers. **In terms of this pollutant, unlike ROG, NO_x and CO, drive-through lanes contribute much higher emissions than facilities that require stopping and re-starting a vehicle.**



Public Health Risk: Idling passenger vehicles have the potential to cause localized concentrations of toxic air pollutants that may result from the combustion of gasoline and diesel fuels. APCD staff is not aware of any studies to date that evaluated the impact to public health risk from idling **passenger** vehicles vs. parking and re-starting.

Conclusion: On a per vehicle basis, idling emissions of the ozone precursors (ROG and NOx) and CO are lower than for a vehicle that has been parked for the duration of the visit; however, CO₂ emissions are significantly higher. Drive-through facilities can generally process customers faster than park-and-use facilities. This is why a drive-through facility has lower emissions than a park-and-use facility without a drive-through. It must be noted that vehicle exhaust emissions are already cleaner than the EMFAC 2007 model calculates and will continue to get cleaner in the future.

The APCD does not discourage drive-through restaurants based on ozone precursor emissions. However, auto-dependent uses that increase the total number of trips to the project site can affect the air quality of the County and global climate change adversely.



Top 4 Summary: Highest 4 Daily 24-Hour PM2.5 Averages

at El Rio-Rio Mesa School #2



	2012		2013		2014	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Dec 9	30.8	Oct 24	19.9	Feb 24	22.2
Second High:	May 10	21.0	Aug 16	19.6	Feb 25	21.7
Third High:	Dec 8	20.4	Oct 22	19.1	Feb 23	21.5
Fourth High:	Sep 21	17.7	Oct 21	19.0	Jul 5	19.9
California:						
First High:	Dec 9	30.8	Oct 25	22.2	Feb 24	22.2
Second High:	Jan 1	21.8	May 4	20.3	Feb 25	21.7
Third High:	May 10	21.0	Oct 24	19.9	Feb 23	21.5
Fourth High:	Dec 8	20.4	Aug 16	19.6	Jul 5	19.9
National:						
Estimated # Days > 24-Hour Std:		0.0		0.0		0.0
Measured # Days > 24-Hour Std:		0		0		0
24-Hour Standard Design Value:		17		17		18
24-Hour Standard 98th Percentile:		17.0		17.7		17.8
Annual Standard Design Value:		8.7		9.0		9.2
Annual Average:		8.7		9.4		9.3
California:						
Annual Std Designation Value:		11		9		9
Annual Average:		*		*		9.4
Year Coverage:		100		100		100

Notes:

Daily PM2.5 averages and related statistics are available at El Rio-Rio Mesa School #2 between 1999 and 2014. Some years in this range may not be represented. All averages expressed in micrograms per cubic meter. An exceedance of a standard is not necessarily related to a violation of the standard. State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and national statistics may therefore be based on different samplers. Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
 * means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily 24-Hour PM10 Averages

at El Rio-Rio Mesa School #2

iADAM

	2012		2013		2014	
	Date	24-Hr Average	Date	24-Hr Average	Date	24-Hr Average
National:						
First High:	Aug 31	56.3	Jun 21	45.9	Apr 29	51.1
Second High:	Aug 8	43.8	May 22	40.2	Mar 12	50.4
Third High:	May 9	34.0	Feb 15	39.4	Jan 23	40.8
Fourth High:	Jun 8	33.8	May 4	37.4	Mar 18	37.0
California:						
First High:	Aug 31	56.9	Jun 21	46.7	Mar 12	51.3
Second High:	Aug 8	44.2	May 22	41.2	Apr 29	51.2
Third High:	May 9	34.8	Feb 15	40.3	Jan 23	42.6
Fourth High:	Jun 8	34.4	May 4	38.2	Mar 18	38.1
National:						
Estimated # Days > 24-Hour Std:		0.0		0.0		*
Measured # Days > 24-Hour Std:		0		0		0
3-Yr Avg Est # Days > 24-Hr Std:		0.0		0.0		*
<i>Annual Average:</i>		<i>20.4</i>		<i>23.6</i>		<i>18.1</i>
<i>3-Year Average:</i>		<i>21</i>		<i>22</i>		<i>21</i>
California:						
Estimated # Days > 24-Hour Std:		5.7		0.0		*
Measured # Days > 24-Hour Std:		1		0		2
<i>Annual Average:</i>		<i>21.0</i>		<i>24.3</i>		<i>*</i>
3-Year Maximum Annual Average:		22		24		24
Year Coverage:		96		100		25

Notes:

Daily PM10 averages and related statistics are available at El Rio-Rio Mesa School #2 between 1988 and 2014. Some years in this range may not be represented.

All averages expressed in micrograms per cubic meter.

The national annual average PM10 standard was revoked in December 2006 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics*.

An exceedance of a standard is not necessarily related to a violation of the standard.

All values listed above represent midnight-to-midnight 24-hour averages and may be related to an **exceptional event**.

State and national statistics may differ for the following reasons:

State statistics are based on California approved samplers, whereas national statistics are based on samplers using federal reference or equivalent methods. State and

national statistics may therefore be based on different samplers.

State statistics for 1998 and later are based on local conditions (except for sites in the South Coast Air Basin, where State statistics for 2002 and later are based on local conditions). National statistics are based on standard conditions.

State criteria for ensuring that data are sufficiently complete for calculating valid annual averages are more stringent than the national criteria.

Measurements are usually collected every six days. Measured days counts the days that a measurement was greater than the level of the standard; Estimated days mathematically estimates how many days concentrations would have been greater than the level of the standard had each day been monitored.

3-Year statistics represent the listed year and the 2 years before the listed year.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages

at Goleta-Fairview

	2012		2013		2014	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National:						
First High:	Mar 22	0.65		*		*
Second High:	Mar 5	0.65		*		*
Third High:	Jan 2	0.63		*		*
Fourth High:	Feb 10	0.61		*		*
California:						
First High:	Mar 5	0.65		*		*
Second High:	Mar 22	0.65		*		*
Third High:	Jan 1	0.63		*		*
Fourth High:	Feb 9	0.61		*		*
National:						
# Days Above the Standard:		0		0		0
California:						
# Days Above the Standard:		0		0		0
Expected Peak Day Concentration:		0.60				
Year Coverage:		39		*		*

Notes:

Eight-hour carbon monoxide averages and related statistics are available at Goleta-Fairview between 1994 and 2012. Some years in this range may not be represented. All averages expressed in parts per million.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily Maximum 8-Hour Carbon Monoxide Averages

at Goleta-Fairview

iADAM

	2010		2011		2012	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National:						
First High:	Jan 7	0.56	Dec 25	0.56	Mar 22	0.65
Second High:	Jan 11	0.55	Oct 13	0.54	Mar 5	0.65
Third High:	Jan 7	0.54	Dec 31	0.53	Jan 2	0.63
Fourth High:	Jan 1	0.51	Dec 30	0.51	Feb 10	0.61
California:						
First High:	Jan 7	0.56	Dec 31	0.57	Mar 5	0.65
Second High:	Jan 11	0.55	Dec 24	0.56	Mar 22	0.65
Third High:	Jan 1	0.51	Oct 13	0.54	Jan 1	0.63
Fourth High:	Jan 8	0.49	Dec 30	0.53	Feb 9	0.61
National:						
# Days Above the Standard:		0		0		0
California:						
# Days Above the Standard:		0		0		0
Expected Peak Day Concentration:		0.66		0.65		0.60
Year Coverage:		82		83		39

Notes:

Eight-hour carbon monoxide averages and related statistics are available at Goleta-Fairview between 1994 and 2012. Some years in this range may not be represented. All averages expressed in parts per million.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily Maximum 8-Hour Ozone Averages

at El Rio-Rio Mesa School #2



	2012		2013		2014	
	Date	8-Hr Average	Date	8-Hr Average	Date	8-Hr Average
National:						
First High:	Oct 17	0.065	May 3	0.062	Oct 5	0.077
Second High:	Apr 8	0.061	Aug 15	0.060	May 2	0.073
Third High:	May 6	0.056	Sep 29	0.060	Oct 6	0.070
Fourth High:	Apr 7	0.054	May 4	0.059	May 15	0.067
California:						
First High:	Oct 17	0.065	May 3	0.063	Oct 5	0.077
Second High:	Apr 8	0.061	Aug 15	0.061	May 2	0.074
Third High:	May 6	0.056	May 4	0.060	Oct 6	0.070
Fourth High:	Jun 10	0.055	Sep 29	0.060	May 15	0.067
National:						
# Days Above the Standard:		0		0		1
Nat'l Standard Design Value:		0.060		0.059		0.060
National Year Coverage:		99		98		98
California:						
# Days Above the Standard:		0		0		2
California Designation Value:		0.065		0.065		0.066
Expected Peak Day Concentration:		0.066		0.065		0.066
California Year Coverage:		99		98		98

Notes:

Eight-hour ozone averages and related statistics are available at El Rio-Rio Mesa School #2 between 1980 and 2014. Some years in this range may not be represented. All averages expressed in parts per million.
 An exceedance of a standard is not necessarily related to a violation of the standard.
 Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.
 * means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily Maximum Hourly Nitrogen Dioxide Measurements

at El Rio-Rio Mesa School #2

iADAM

	2012		2013		2014	
	Date	Measurement	Date	Measurement	Date	Measurement
National:						
First High:	Sep 6	57.0	Jan 22	40.0	Jan 17	39.0
Second High:	Feb 23	42.0	Jan 23	40.0	Jan 18	36.0
Third High:	Feb 6	38.0	Dec 26	37.0	Jan 16	35.0
Fourth High:	Nov 5	37.0	Jan 18	35.0	Jan 19	35.0
California:						
First High:	Sep 6	57	Jan 22	40	Jan 17	39
Second High:	Feb 23	42	Jan 23	40	Jan 18	36
Third High:	Feb 6	38	Dec 26	37	Jan 16	35
Fourth High:	Nov 5	37	Jan 18	35	Jan 19	35
National:						
1-Hour Standard Design Value:		36		34		32
1-Hour Standard 98th Percentile:		33.0		33.0		30.0
# Days Above the Standard:		0		0		0
Annual Standard Design Value:		7		7		6
California:						
1-Hour Std Designation Value:		50		50		40
Expected Peak Day Concentration:		51		49		42
# Days Above the Standard:		0		0		0
Annual Std Designation Value:		7		7		7
Annual Average:		7		7		6
Year Coverage:		98		99		97

Notes:

Hourly nitrogen dioxide measurements and related statistics are available at El Rio-Rio Mesa School #2 between 1982 and 2014. Some years in this range may not be represented.

All concentrations expressed in parts per billion.

An exceedance of a standard is not necessarily related to a violation of the standard.

Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid.

* means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide



Top 4 Summary: Highest 4 Daily Maximum Hourly Ozone Measurements

at El Rio-Rio Mesa School #2



	2012		2013		2014	
	Date	Measurement	Date	Measurement	Date	Measurement
First High:	Oct 17	0.082	May 4	0.067	Oct 5	0.112
Second High:	Apr 8	0.072	Sep 29	0.067	May 2	0.092
Third High:	Sep 22	0.069	May 3	0.066	Oct 6	0.082
Fourth High:	Sep 30	0.068	Jun 27	0.066	May 16	0.079
California:						
# Days Above the Standard:		0		0		1
California Designation Value:		0.07		0.07		0.08
Expected Peak Day Concentration:		0.073		0.071		0.075
National:						
# Days Above the Standard:		<i>0</i>		<i>0</i>		<i>0</i>
Nat'l Standard Design Value:		<i>0.080</i>		<i>0.072</i>		<i>0.082</i>
Year Coverage:		99		100		98

Notes:

Hourly ozone measurements and related statistics are available at El Rio-Rio Mesa School #2 between 1980 and 2014. Some years in this range may not be represented. All concentrations expressed in parts per million. The national 1-hour ozone standard was revoked in June 2005 and is no longer in effect. Statistics related to the revoked standard are shown in *italics* or *italics* . An exceedance of a standard is not necessarily related to a violation of the standard. Year Coverage indicates the extent to which available monitoring data represent the time of the year when concentrations are expected to be highest. 0 means that data represent none of the high period; 100 means that data represent the entire high period. A high Year Coverage does not mean that there was sufficient data for annual statistics to be considered valid. * means there was insufficient data available to determine the value.

Available Pollutants:

8-Hour Ozone | Hourly Ozone | PM2.5 | PM10 | Carbon Monoxide | Nitrogen Dioxide | State Sulfur Dioxide | Hydrogen Sulfide

Appendix B

Traffic and Circulation Study





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Since 1978

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January 11, 2016

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TRAFFIC AND CIRCULATION ANALYSIS FOR THE VICTORIA AVENUE CORRIDOR DEVELOPMENT CODE ORDINANCE AMENDMENT – CITY OF VENTURA

Associated Transportation Engineers (ATE) is providing the following traffic and circulation analysis for the City of Ventura's proposed Victoria Avenue Corridor Development Code Ordinance Amendment. The proposed amendment would allow the installation of drive-through facilities at certain commercial uses within the Victoria Avenue Corridor. The study includes:

1. Trip generation analyses to determine the additional traffic that would be generated by commercial uses with drive-through facilities.
2. Assessment of potential traffic and circulation impacts associated with drive-through lane operations.
3. Site design criteria and access management standards that should be considered to safely accommodate traffic, bicycle and pedestrian circulation for facilities with drive-through lanes.

DRIVE-THROUGH LANES - TRIP GENERATION

A trip generation analysis was completed to determine the level of new traffic that could be expected as a result of adding drive-through lanes to commercial uses within the Victoria Avenue corridor. Trip generation rates were researched for existing commercial uses constructed with and without drive-through lanes in order to estimate the amount of additional traffic attributed to drive-through lanes.

Table 1 compares the trip generation rates for commercial uses with and without drive-through lanes. The trip rates used in the analysis were taken from the Institute of Transportation Engineers (ITE) Trip Generation manual and the San Diego Association of Governments (SANDAG) Traffic Generators manual.¹

**Table 1
Drive-Through Lane Trip Generation Rate Comparisons**

Land-Use	Trip Generation Rates(a)		% Increase With Drive-Through
	With Drive-Through	Without Drive-Through	
Fast-Food Restaurant	ADT = 496.12 A.M. = 45.42 P.M. = 32.65	ADT = 461.39 A.M. = 43.87 P.M. = 26.15	ADT = +7% A.M. = +4% P.M. = +25%
Coffee/Donut Shop	ADT = 818.58 A.M. = 100.58 P.M. = 42.80	ADT = 794.02 A.M. = 108.38 P.M. = 40.75	ADT = +3% A.M. = -7% P.M. = +5%
Pharmacy	ADT = 96.91 A.M. = 3.45 P.M. = 9.91	ADT = 90.06 A.M. = 2.94 P.M. = 8.40	ADT = +8% A.M. = +17% P.M. = +18%
Bank	ADT = 200.00 A.M. = 10.00 P.M. = 20.00	ADT = 150.00 A.M. = 6.00 P.M. = 12.00	ADT = +33% A.M. = +66% P.M. = +67%
(a) Trip generation rates are per 1,000 SF of building area. ADT = Average Daily Trip rate. A.M. = A.M. peak hour trip rate. P.M. = P.M. peak hour trip rate.			

1 Trip Generation, Institute of Transportation Engineers, 9th edition, 2012.

Traffic Generators, San Diego Association of Government, April 2002.

The rates presented in Table 1 show that retail facilities with drive-through lanes generate more traffic than facilities without drive-through lanes. Generally, the drive-through lanes are shown to increase traffic on a daily basis as well as during the A.M. and P.M. peak commuter periods by 10% to 25%. The largest increase in traffic related to drive-through lanes occurs at banks, where traffic can increase by 33% to 66% with the addition of drive-through lanes.

The number of new trips that would result from adding drive-through lanes was calculated assuming standard building sizes for the various types of commercial uses that provide drive-through lanes (fast-food restaurants, coffee shops, pharmacies, and banks). Table 2 shows the building size and the trip generation estimates for the commercial facilities with and without drive-through lanes. The estimates are provided for the A.M. and P.M. peak hour periods, which are the weekday commuter periods when traffic volumes peak on Vitoria Avenue and the time periods that potential traffic impacts are assessed by the City for new development proposals.

**Table 2
Additional Traffic Generated by Drive-Through Facilities**

Land-Use	Average Building Size (a)	Trip Generation		Additional Trips
		With Drive-Through	Without Drive-Through	
Fast-Food Restaurant	3,800 SF	A.M. = 173 Trips P.M. = 124 Trips	A.M. = 167 Trips P.M. = 99 Trips	A.M. = + 6 Trips P.M. = + 25 Trips
Coffee/Donut Shop	2,000 SF	A.M. = 201 Trips P.M. = 86 Trips	A.M. = 217 Trips P.M. = 82 Trips	A.M. = -16 Trips P.M. = + 4 Trips
Pharmacy	13,850 SF	A.M. = 47 Trips P.M. = 137 Trips	A.M. = 41 Trips P.M. = 116 Trips	A.M. = + 6 Trip P.M. = + 21 Trips
Bank	4,400 SF	A.M. = 44 Trips P.M. = 88 Trips	A.M. = 26 Trips P.M. = 53 Trips	A.M. = + 18 Trips P.M. = + 35 Trips

(a) Based on project data on file at ATE.
 A.M. = A.M. peak hour trips.
 P.M. = P.M. peak hour trips.

Table 2 shows that the addition of drive-through lanes would generate traffic increases ranging from 6 to 35 trips during the A.M. and P.M. peak commuter periods at the commercial uses that typically utilize drive-through lanes.

It is also important to note that the commercial uses that would be allowed to provide drive-through lanes attract different types of trips, including "Primary", "Diverted", and "Pass-By" trips. Primary trips include trips with the sole purpose of patronizing the commercial uses (e.g. trips from home to the facility and then return home). Primary trips would add new traffic to the Victoria Avenue corridor. Diverted trips include trips that require a route diversion in order to patronize the commercial uses (e.g. trips that divert from a nearby street to Victoria Avenue as part of a longer trip). Diverted trips would be add new trips to the Victoria Avenue corridor.

Pass-by trips would be drawn from the existing traffic streams on Victoria Avenue (e.g. existing vehicles traveling along Victoria Avenue that would stop at the commercial uses along their way). Pass-by trips would not add traffic to the Victoria Avenue corridor, but would be added to the site driveways and affect on-site circulation.

Table 3 shows the percentage of primary, diverted, and pass-by trips for the commercial uses that would be allowed to provide drive-through lanes based on trip type data published in the ITE Trip Generation handbook.

Table 3
Trip Types for Commercial Uses with Drive-Through Lanes

Land-Use	Trip Type(a)	
	Primary & Diverted Trips	Pass-By Trips
Fast-Food Restaurant	50%	50%
Coffee/Donut Shop	50%	50%
Pharmacy	51%	49%
Bank	65%	35%
(a) Source: ITE Trip Generation Handbook.		

As shown in Table 3, the pass-by trip percentages range from 35% to 50% for the uses where drive-through lanes would be allowed along the Victoria Avenue corridor. Given the forecasts shown in Table 2 and the pass-by trips expected at the drive-through lanes shown in Table 3, the new traffic that would be added to the Victoria Avenue corridor would not generate significant traffic impacts to the adjacent intersections based on the City of Ventura's thresholds of significance.

DRIVE-THROUGH LANES - POTENTIAL TRAFFIC AND CIRCULATION IMPACTS

Due to their purpose and function, drive-through facilities can attract a high volume of automobile traffic accessing a site. The circulation patterns and vehicle stacking that result from drive-through lanes have the potential to create vehicular, pedestrian and bicycle conflicts on the site and on the surrounding street network. Potential circulation impacts include:

- Impacts to adjacent streets and intersections due to the location of site driveways and the creation of turning movement conflicts.
- Impacts to vehicular and bicycle traffic on adjacent streets from vehicle queues extending beyond designated storage areas interfering with roadway traffic flows.

- Impacts of vehicle queuing on adjacent parking spaces.
- Impacts of drive-through lane circulation and stacking on pedestrian safety.

In order to mitigate these potential impacts, it is recommended that the City develop a set of design standards which allow for the typical range of drive-through activities while ensuring public safety and resolving the potential vehicle, bicycle and pedestrian conflicts.

DRIVE-THROUGH LANES – RECOMMENDED DESIGN GUIDELINES

Drive-through lanes have become a popular amenity for a specific range of uses, including fast-food restaurants, coffee shops, freestanding pharmacies, and banks. A well designed drive through lane on a parcel of adequate size can be convenient for motorists and have minimal impacts on the adjacent streetscape. Conversely, a poorly designed drive-through lane can cause problems with vehicular circulation and create areas that are inhospitable to pedestrians and bicycles.

Section 24V.202 of the Victoria Corridor Development Code includes development standards that are intended to provide safe and convenient pedestrian, bicycle and vehicular access for businesses fronting Victoria Avenue. The following criteria augment the adopted development standards for the Victoria corridor to ensure that drive-through lanes operate safely and efficiently without impacting adjacent streets, parking areas, bicycle and pedestrian facilities.

Access and Circulation

1. Drive-through lanes should not enter or exit directly onto the public right-of-way. Drive-through lane entrances and exits should be located a minimum of 50 feet from the nearest adjacent street connection (driveway).
2. Drive-through lanes should be clearly marked with signs and pavement markings delineating the entrance, exit and one-way path of travel.
3. Drive-through stacking lanes should be delineated from traffic aisles, other stacking lanes, parking areas and pedestrian zones with striping, curbing, landscaping and the use of alternative paving materials or raised islands.
4. Internal traffic circulation patterns on the lot shall be adequate to keep traffic from backing into the street or blocking access to any required parking spaces on the lot.
5. A traffic study addressing both on-site and off-site traffic and circulation impacts may be required as part of a permit application for a drive-through facility.

Drive-Through Lane Vehicle Stacking

1. The following minimum stacking space requirements were developed based on data published by ITE and other studies that were conducted in California as well as throughout the United States published by transportation professionals.²

Drive-Through Lane Stacking Requirements

Land Use	Vehicle Stacking	Measured From
Fast-Food Restaurant	10 Vehicles	Pick-Up Window
Coffee/Donut Shop	12 Vehicles	Pick-Up Window
Pharmacy	4 Vehicles	Pick-Up Window
Bank	8 Vehicles	Teller Window/Remote Teller
Remote ATM	4 Vehicles	ATM Machine
Automated Car Wash	4 Vehicles	Car Wash Entrance

There may be certain unique uses that require more or less stacking than the standards presented above. In these cases, a queuing study may be performed to determine the stacking requirements subject to the approval of the City Engineer.

2. Each stacking space should be a minimum of 20 feet in length and 10 feet in width along straight portions; and a minimum of 12 feet in width along curved segments.
3. The drive-through lane design should be independent of any on-site parking spaces, parking maneuvering areas, public streets, alleys or traffic ways.

Pedestrians

1. Direct pedestrian entry through the front of the building shall be provided from public streets and sidewalks to the building entrance. Crossing drive-through lanes shall be avoided.
2. Well-articulated pedestrian routes and zones shall be provided on the site, linking building entrances and parking areas.
3. Drive-through lanes should be designed to minimize conflicts with pedestrian walkways and paths of travel.

² See Drive-Through Lane bibliography (attached).

4. Drive-through lanes that obstruct a pedestrian pathway between parking areas or sidewalks and entries into the building should be designed with a pedestrian crossing that is delineated by landscaping, striping, curbing, raised or decorative paving to separate pedestrian and vehicular access and circulation.

Parking

1. The provision of a drive-through lane should not justify a reduction in the required number of parking spaces for the accompanying use.
2. Drive-through lanes should not impede or impair access into or out of adjacent parking spaces.

This concludes ATE's traffic and circulation analysis for the Victoria Avenue Corridor Development Code Ordinance Amendment.

Associated Transportation Engineers,



Scott A. Schell, AICP, PTP
Principal Transportation Planner

SAS/DLD

Drive-Through Lane Bibliography

Queuing Studies for Chace Banks Drive-Through and Remote ATMs, Associated Transportation Engineers, various locations in California, circa 2010-2013.

Vehicle Queuing and Circulation Study for the Thousand Oaks Starbucks Drive-Thru Project, Associated Transportation Engineers (ATE) 2012.

Traffic and Circulation Study for the Goleta McDonald's Drive-Thru Restaurant Project, Associated Transportation Engineers (ATE) 2013.

Drive-Through Queue Generation, Mike Spack, PE, PTOE, February 2012.

New Drive-Through Stacking Information for Banks and Coffee Shops, Mark Stuecheli, PTP, 2009.

Queuing Areas for Drive-Thru Facilities, ITE Journal, May 1995.

Criteria for Drive-Through Uses, Council Policy 6-10, City of San Jose, California.

Drive-Through Businesses, Municipal Code Chapter 19.475, City of Riverside, California.

Drive-In and Drive-Through Facilities, Municipal Code 9-4.122, City of Atascadero, California.

Drive-In and Drive-Through Facilities, Municipal Code Chapter 23.78, City of Elk Grove, California.

Drive-Through Facility or Use with Drive-Through Service, Municipal Code Section 16.50.150, City of St. Petersburg, Florida.

Drive-Through Facility Regulations, Municipal Code Section 21A.40.060, Salt Lake City, Utah.

Vehicle Stacking, Unified Development Ordinance Section 10.5, City of Durham, North Carolina.

Appendix C



Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

1.1 OVERVIEW

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Victoria Avenue Corridor Development Code Ordinance Amendment (Project), proposed in the City and County of Ventura, California. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid potentially significant impacts that have been identified. The purpose of the MMRP is to ensure that the required mitigation measures identified are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the Initial Study/Mitigated Negative Declaration (MND) for the Victoria Avenue Corridor Development Code Ordinance Amendment. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification.

1.2 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the Project applicant is responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and for demonstrating that each action has been successfully completed. The Project applicant, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor.

The following table will be used as the checklist to determine compliance with each required mitigation measure.

Mitigation Measure	Action Required	Timing	Responsible Agency or Party	Compliance Verification	
				Date	Comments
Aesthetics					
<p>AES-1.Headlight Glare. <i>The location of drive-through facilities in relation to the building, including the location of the window, stacking lane, and access shall be oriented in a manner that headlight glare is not directed towards adjacent residential uses or oncoming traffic on public streets.</i></p>	Incorporation of design standards requiring that the location of drive-through facilities be oriented in a manner that negates nuisances or hazards for residences or oncoming traffic on public streets.	Adoption of Victoria Avenue Corridor Development Code Amendment	City of Ventura Community Development Department		
Transportation/Traffic					
<p>T-1(a) Access and Circulation. <i>Drive-through lanes shall be designed as follows:</i></p> <ul style="list-style-type: none"> • <i>Lanes shall not enter or exit directly onto the public right-of-way. Drive-through lane entrances and exits shall be located a minimum of 50 feet from the nearest adjacent street connection (driveway).</i> • <i>Drive-through lanes shall be clearly marked with signs and pavement markings delineating the entrance, exit and one-way path of travel.</i> • <i>Drive-through stacking lanes shall be delineated from traffic aisles, other stacking lanes, and parking areas with striping, curbing, landscaping and the use of alternative paving materials or raised islands.</i> • <i>Internal traffic circulation patterns on the lot shall be adequate to keep traffic from backing into the street or blocking access to any required parking spaces on the lot.</i> • <i>As determined by the City Engineer, a traffic study addressing both on-site and off-site traffic and circulation impacts may be required as part of a permit application for a drive-through facility.</i> 	Incorporation of design standards that avoid conflicts with the Shopfront and Parkway Overlay standards of the Victoria Avenue Corridor Development Code	Adoption of Victoria Avenue Corridor Development Code Amendment	City of Ventura Community Development Department		
<p>T-1(b) Drive-Through Lane Vehicle Stacking. <i>Drive-through stacking lanes shall be designed to avoid conflicts with vehicular traffic flows, adjacent streets, and parking areas. Stacking lanes shall be designed to meet minimum stacking spaces set forth in the table below. In the case of unique uses, a queuing study may be performed to determine the stacking requirements subject to the approval of the Community Development Department Director.</i></p>	Incorporation of design standards in the final code requiring that stacking lanes be designed to avoid conflicts with vehicular traffic flows, adjacent streets, and parking areas.	Adoption of Victoria Avenue Corridor Development Code Amendment	City of Ventura Community Development Department		

Mitigation Measure	Action Required	Timing	Responsible Agency or Party	Compliance Verification																						
				Date	Comments																					
<p>Drive-Through Lane Stacking Requirements</p> <table border="1"> <thead> <tr> <th>Land Use</th> <th>Vehicle Stacking</th> <th>Measured From</th> </tr> </thead> <tbody> <tr> <td>Fast-Food Restaurant</td> <td>10 Vehicles</td> <td>Pick-Up Window</td> </tr> <tr> <td>Coffee/Donut Shop</td> <td>12 Vehicles</td> <td>Pick-Up Window</td> </tr> <tr> <td>Pharmacy</td> <td>4 Vehicles</td> <td>Pick-Up Window</td> </tr> <tr> <td>Bank</td> <td>8 Vehicles</td> <td>Teller Window/Remote Teller</td> </tr> <tr> <td>Remote ATM</td> <td>4 Vehicles</td> <td>ATM Machine</td> </tr> <tr> <td>Automated Car Wash</td> <td>4 Vehicles</td> <td>Car Wash Entrance</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Each stacking space shall be a minimum of 20 feet in length and 10 feet in width along straight portions; and a minimum of 12 feet in width along curved segments. • The drive-through lane design shall be independent of any on-site parking spaces, parking maneuvering areas, public streets, alleys or traffic ways. • Drive-through lanes shall not impede or impair access into or out of adjacent parking spaces. 						Land Use	Vehicle Stacking	Measured From	Fast-Food Restaurant	10 Vehicles	Pick-Up Window	Coffee/Donut Shop	12 Vehicles	Pick-Up Window	Pharmacy	4 Vehicles	Pick-Up Window	Bank	8 Vehicles	Teller Window/Remote Teller	Remote ATM	4 Vehicles	ATM Machine	Automated Car Wash	4 Vehicles	Car Wash Entrance
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<p>T-1(c) Avoidance of Pedestrian and Bicycle Conflicts. <i>The Victoria Avenue Corridor Development Code shall include the following drive-through facility design standards:</i></p> <ul style="list-style-type: none"> • <i>Direct pedestrian entry through the front of the building shall be provided from public streets and sidewalks to the building entrance.</i> • <i>Well-articulated pedestrian routes and zones shall be provided on the site, linking building entrances and parking areas.</i> • <i>Drive-through lanes should be designed to minimize conflicts with pedestrian walkways, bicycle routes, and paths of travel.</i> • <i>Drive-through lanes that obstruct a pedestrian pathway between parking areas or sidewalks and entries into the building should be designed with a pedestrian crossing that is delineated by landscaping, striping, curbing, or raised or decorative paving, to separate pedestrian and vehicular access and circulation.</i> 	Incorporation of design standards to avoid pedestrian and bicycle conflicts.	Adoption of Victoria Avenue Corridor Development Code Amendment	City of Ventura Community Development Department																							
<p>T-1(d) City Engineer Review and Approval. <i>All drive-through facilities shall be reviewed and approved by the</i></p>	Requirement of review and approval of all drive-	Prior to planning approval	City of Ventura Public																							

Mitigation Measure	Action Required	Timing	Responsible Agency or Party	Compliance Verification	
				Date	Comments
<i>City Engineer prior to final approval to ensure conformance with design standards.</i>	through facilities by the City Engineer.	of drive through facilities	Works Department		